

LOK SABHA DEBATES

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[10th May to 22nd May, 1957]



FIRST SESSION, 1957.

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LOK SABHA SECRETARIAT
New Delhi.

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N. B. The Sign† above a name of a Member on Questions, which were orally answered, indicates that the Question was actually asked on the floor of the House by that Member.

LOK SABHA

Tuesday, 21st May, 1957

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Propagation of Hindi

*187. **Shri Shree Narayan Das:** Will the Minister of Education and Scientific Research be pleased to state:

(a) what are the important agencies and organisations recognised by Government which are engaged in propagating Hindi in non-Hindi speaking States;

(b) the nature and amount of financial help that these agencies and organisations have received from Government up to 1956-57 for the purpose;

(c) whether any assessment of their work has been made by Government; and

(d) if so, whether any report in this regard is available?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) to (d). A statement is laid on the Table of Lok Sabha. [See Appendix II, annexure No. 1]

Shri Shree Narayan Das: May I know what is the agency at the Centre or at the various State capitals which assess the work of these institutions to which grants are given every year?

Dr. K. L. Shrimall: The Government of India has set up the Hindi Siksha

Samiti which ordinarily looks into all these applications for grants and the development of Hindi.

Shri Shree Narayan Das: May I know whether this Hindi Siksha Samiti has any organisation or has any strength to assess the work of all these institutions who are giving aid to the various States?

Dr. K. L. Shrimall: The assessment is being done by the Ministry of Education.

Shri Dasappa: May I know how it happens that out of Rs. 2,63,130 given to Hindi organisations for the purposes of propagation, etc., only Rs. 31,350 is given to non-Hindi-speaking areas?

Dr. K. L. Shrimall: The position with regard to these grants to non-Hindi-speaking States is that applications are invited by the State Governments. The applications are scrutinised and grants are given; during the past few years, the grants have not been fully utilised by the State Governments.

Shri Dasappa: My question relates to organisation. I am very sorry the Minister has turned over to the grants to the States. I am referring to organisation.

Mr. Speaker: Evidently, he means that these organisations get the grants or subsidies only through the States. Is it so?

Shri Dasappa: No, Sir.

Dr. K. L. Shrimall: There are certain organisations to which grants are given directly by the Ministry of Education. Then, we are also giving grants to State Governments for propagation of Hindi in non-Hindi-speaking States. As far as I have been able to understand.

Mr. Speaker: The hon. Member wants to have an answer to the earlier portion.

Dr. K. L. Shrimall: As far as I have been able to understand, the hon. Member wants to know why the grants given to non-Hindi-speaking areas have not been—

Shri Dasappa: Let the Minister understand the question. Here is the list of organisations which are given aid directly from the Centre. I say that out of the grants to the organisations, not through the States but directly, totalling Rs. 2,63,130—only a sum of Rs. 31,350 is given to the non-Hindi-speaking States. Why is it that in Hindi-speaking States they give as much as Rs. 2 lakhs and over and why is it so much less for the non-Hindi-speaking States?

Dr. K. L. Shrimall: If there are some organisations in Hindi-speaking States, naturally we have to give grants to those areas. I do not think that the Government of India makes any discrimination between organisations and organisations, and if there are any organisations which are willing to do that work, the Ministry of Education will certainly consider those cases. But the policy that we have adopted now is that we do not ordinarily give grants to organisations as such. We give grants only to the State Governments and it is for the State Governments to disburse those grants to the organisations existing in those areas.

Shri Dasappa: Is not the hon. Minister well aware of the fact that certain organisations in non-Hindi areas have approached the Government for aid with the support of the State Government? How is it that they have not been given aid?

Dr. K. L. Shrimall: The hon. Member is probably referring to the organisation with which he is connected. I have fully explained the position to him.

Mr. Speaker: There is no harm in it; in his personal capacity as the head of an organisation, he is asking.

Dr. K. L. Shrimall: I have fully explained the position to the hon. Member. It is for the Mysore Government to make the recommendation.

Shri Dasappa: I am not worried about the Mysore Government....

Mr. Speaker: Shri Shree Narayan Das.

Shri Shree Narayan Das: In reply to part (d) of the question, it has been stated that a bulletin on the steps taken by the various State Governments for the promotion of Hindi from 15-8-1947 to 31-10-1956 is under print. I want to know whether during all these years any assessment has been made as to how many persons in different non-Hindi-speaking areas have been taught Hindi. That is not the thing under print.

Dr. K. L. Shrimall: I am afraid I could not give that information just now as to how many people have actually learnt Hindi. But we have generally made an assessment of the work that is being done; the pamphlet refers to that assessment. I do not think the Ministry has any statistics with regard to the number of persons who have learnt Hindi during the last ten years.

Mr. Speaker: Mr. Dasappa wanted to ascertain if any special steps are being taken to encourage the study of Hindi in non-Hindi-speaking areas. That is the point he was driving at. He wants to know how it happened that for institutions of similar nature in the non-Hindi-speaking areas only Rs. 31,000 have been given whereas in Hindi-speaking areas similar institutions have been given Rs. 2 lakhs and odd. Does the Central Government make any effort in this direction?

Dr. K. L. Shrimall: There are certain organisations like the Nagari Pracharini Sabha and the Hindi Sahitya Sammelan in Hindi-speaking areas, which have put forward some

schemes which will help in the propagation of Hindi. As far as non-Hindi-speaking areas are concerned, certain organisations have put forward certain proposals, but we do not consider these organisations to be of all-India nature and the work is not considered to be of all-India importance; it is considered to be of local importance. Therefore, we have requested those organisations to send their applications through the respective State Governments. As soon as the State Governments accept those proposals, we will be willing to consider those applications for grants.

Shri B. S. Murthy: May I seek a clarification as to what the hon. Deputy Minister means by local nature?

Mr. Speaker: Next question. The Hindi matter will come up before the House.

Life Insurance Corporation

*188. **Shri Radha Raman:** Will the Minister of Finance be pleased to state:

(a) whether the Life Insurance Corporation has prepared its report under Section 27 of the Life Insurance Corporation Act, 1956; and

(b) if so, when it will be laid on the Table?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b). The Life Insurance Corporation has decided to adopt the calendar year as its financial year in keeping with the practice prevalent in insurance companies prior to nationalisation. The Corporation came into being only on 1st September, 1956 and as such the preparation of a separate account for four months of the year was not considered necessary because the period was too small. The Corporation has accordingly decided that its first financial year will be for sixteen months ending 31st December, 1957 and thereafter it will correspond to a calendar year. The first report will,

therefore, be submitted to Government sometime during 1958 and thereafter it will be laid on the Table of Lok Sabha.

The Minister of Finance (Shri T. T. Krishnamachari): I would like to add to the answer that has been given. Since the House wants to know what the Corporation does, I am asking the Corporation to submit an interim report for as many months as possible. I hope it will be possible for me to give the House an account in the next session.

Shri Radha Raman: The hon. Minister has just now said that he will be placing an interim report before the House in the next session. May I know if the Government was receiving from the various zones under the Life Insurance Corporation regular reports? If they are received, what is the duration for which they are called for?

Shri T. T. Krishnamachari: Having constituted the Corporation, it is not possible for us to keep in touch with the work in the zones. The Corporation gets reports from the zones. After all, the Government can only deal with the Corporation as such and not with the respective offices in the zones. I do not think the hon. Member wants the Government to keep in touch with the zones as it is not possible for us to do so by passing the Central Office of this Corporation.

Shri R. Ramanathan Chettiar: May I know whether the total life business done by the Life Insurance Corporation has increased since the inception of the Corporation? Is it more than the life insurance business that was being done by the three hundred odd companies in this country?

Shri T. T. Krishnamachari: The position can only be compared on the basis of a calendar year and during the calendar year 1956 there has been a drop in the business of about Rs. 68 crores.

Shri Radha Raman: May I know whether the provisions of the Life

Insurance Corporation Act with regard to establishing of tribunals and other matters have been met and whether there are any other things which are still remaining and if so what are they?

Shri T. T. Krishnamachari: It is an omnibus question. So far as Tribunals are concerned, they are being constituted. But I cannot really off-hand say what are the things that have not been done and what have been done.

Shri L. N. Mishra: Is it true that the different wings, that is zonal, divisional and central organisations of the Life Insurance Corporation have not been working satisfactorily, from the administrative point of view? If so, may I know what steps Government are taking to bring about a change in the administrative structure of the Corporation?

Shri T. T. Krishnamachari: I am afraid from my personal point of view the whole set up is wrong, because there is a hierarchy without any division of responsibility. I think we have to look into it.

Shri Heda: Formerly Government had formulated some policy with regard to revising some ways of fixing expenditure in relation to premium amount. Many I know what it was formerly and what it is after nationalisation?

Shri T. T. Krishnamachari: I cannot say precisely what it was formerly. I remember that we had various figures ranging from about 11 per cent. to 16 per cent and many companies were following those figures. So far as nationalised insurance is concerned, it is not bound by any such figure. We do hope that it will be possible for us to reach the lowest limit.

Release of Political Prisoners in Kerala

Mr. Speaker: Question 189.

Shri Easwara Iyer: I wish to raise a point of order with regard to this question.

Mr. Speaker: Let the question be put first.

Shri Easwara Iyer: In this case the power of the State Government to remit sentences of death or order release of political prisoners is derived by virtue of article 161 of the Constitution and sections 401 and 402 of the Code of Criminal Procedure. This power is absolute. It should not be the subject matter of discussion in this House by way of questions, because it is beyond the purview of the Central Government.

Mr. Speaker: The hon. Minister will reply to that.

Let the answer to the question be read first.

*189. { **Shri H. C. Mathur:**
Shri Bibhuti Mishra:

Will the Minister of Home Affairs be pleased to state whether commutation of death sentences and general amnesty to the political prisoners were announced and given effect to by the present Kerala Government after obtaining the concurrence of the Central Government?

The Minister of State in the Ministry of Home Affairs (Shri Datar): No. The announcement was made without any reference to the Central Government. A recommendation for the commutation of death sentences in certain cases has been received from the Government of Kerala State and is under consideration of the Central Government.

श्री बिभूति मिश्र : मैं यह जानना चाहता हूँ कि जब सेंट्रल गवर्नमेंट की मर्जी के बिना फाँसी के रॉयल स्टेट गवर्नमेंट ने कार्यवाही की है, तो इस पर सेंट्रल गवर्नमेंट ने क्या स्टेप लिया है ?

Shri Easwara Iyer: May I know your ruling on my point of order?

Mr. Speaker: What has the hon. Minister to say?

The Minister of Home Affairs (Pandit G. B. Pant): What is the point of order?

Shri Easwara Iyer: That the power of the State Government to commute sentences of death or release political prisoners is absolute and its propriety or impropriety cannot be the subject matter of discussion in this House and it is entirely within the competence of the State Legislature.

Pandit G. B. Pant: That is an expression of opinion which I question.

Shri Easwara Iyer: With respect to the release of political prisoners by virtue of an order dated 12-1-1954 in the Andhra State, did the Andhra Government get the concurrence of the Central Government?

Mr. Speaker: I am not going to allow those questions. Is there any supplementary to this question?

Sardar Hukam Singh: The question was merely whether the commutation had been done with the concurrence of the Central Government. That was all that was wanted, and that information could legitimately be asked. It is not whether they could do it or not; it is only whether it was done with the concurrence of the Central Government. If some other supplementary question comes, then perhaps there might be objection.

Mr. Speaker: It is only a question of fact as to whether it has been done with or without the concurrence of the Central Government. On the question whether concurrence has to be obtained or not, the hon. Member has raised a point of order. The Home Minister says it is only a matter of opinion whether the Central Government's concurrence is necessary or not. I am not in a position to decide a matter of law. Of course I have allowed this question, because it is of importance.

Is there any other supplementary question? There is no point of order.

Shri V. P. Nayar: Under rule 41(vii) a question shall not relate to a matter which is not primarily the concern of the Government of India. This question is not primarily the concern of the Government of India, and

prima facie it is inadmissible. And section 54 of the Indian Penal Code gives absolute power to the State Governments to commute death sentences.

Mr. Speaker: With respect to what has happened in any particular part of the State, if a question is asked whether the Centre has been consulted, there is nothing wrong. The question of point of order does not arise. Any other questions?

Pandit G. B. Pant: If hon. Members want us to be more careful in answering questions put by them in future, we shall respect of their wishes.

श्री बिभूति मिश्र : जो राजनीतिक कैदी छोड़ दिए गए हैं, उनमें से कितने प्रादमियों पर हिंसा का चार्ज था ?

Some Hon. Members rose

Mr. Speaker: The question has not yet been answered.

Pandit G. B. Pant: Hon. Members do not allow me to listen to the questions that are put, whether by them or by others. Many of them stand up simultaneously. I am prepared to satisfy everybody's curiosity. Only, let them have a little patience. May I know what the question was?

श्री बिभूति मिश्र : जो राजनीतिक कैदी छोड़ दिए गए हैं, उनमें से कितने प्रादमियों के ऊपर हिंसा का चार्ज था ?

पंडित गों० ब० पन्त : काफी लोगों पर हिंसा का चार्ज था ।

An Hon. Member: What was the question?

Mr. Speaker: The question was, how many persons were accused of violence.

Dr. K. B. Menon: May I know the number of Communists among those whose sentences were commuted, and whether there is one whose mercy petition was rejected by the Governor and the President?

Pandit G. B. Pant: I cannot exactly give the number of Communists, but there were Communists among them. And there was a case in which the

mercy petition had been rejected by the Governor and later by the President also. But the man has not yet been executed and we are giving consideration to the matter.

Shri Narayanankutty Menon: May I know whether the State Government is under any obligation, under any provision of law for the time being in force, to consult or get the concurrence of the Central Government in commuting the sentences imposed by them by law?

Pandit G. B. Pant: The State Government is not empowered to commute a sentence of death in a case in which the State Government has already rejected the petition and a further petition has been presented to the President. The matter is within the jurisdiction of the President, and the President, who is the supreme authority, being seized of the matter, no one else can deal with it except the President.

Shri Bharucha: That is not the correct view of the law.

Shri V. P. Nayar: Is it the view of the Home Minister or that of the Government of India or of any provision of law in any enactment?

Mr. Speaker: Next question.

Cost Structure of Coal Production

*190. { **Shri Kasliwal:**
Shrimati Tarkeshwari Sinha:
Shri Bahadur Singh:

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether Government propose to make a probe into the cost structure of coal production; and

(b) if so, the reasons therefor?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). A Coal Price Revision Committee has been appointed. A copy of the order constituting the Committee is laid on the Table of Lok Sabha. [See Appendix II, annexure No. 2].

Shri Kasliwal: The statement which has been given in reply to this question states the terms of reference to examine and report upon the cost of production of coal. May I know whether the Government have separately under their consideration the fixation of a pool price of coal?

Sardar Swaran Singh: I said something on that subject a few days ago on the floor of the hon. House. That matter is being considered. But, I cannot say whether the decision will be to accept the proposition or to reject it.

Shrimati Tarkeshwari Sinha: The hon. Minister has replied that the whole cost structure of coal is under investigation of the Government. If the Government had not before worked out the details of the cost of production of coal in the public sector that was to be produced at a cost of Rs. 80 to 120 crores, may I know how the Government came to the conclusion that 15 million tons will be produced in the public sector at a cost of Rs 80 to 120 crores?

Sardar Swaran Singh: These are estimates. Decisions with regard to targets that are settled cannot await calculation till the last pie.

Shri Bahadur Singh: May I know the recommendation of the Railway fare structure Enquiry committee and Road-rail-sea Co-ordination Committee with regard to the creation of a price pool is available with the Government at present and may we know in brief the recommendations of these committees?

Sardar Swaran Singh: These reports have been presented to other Ministries of the Central Government and these reports are under examination.

Shri T. B. Vittal Rao: Only last year, a Cost Accounts Officer and some other officials of the Government went into the question of price revision, of coal and gave an increase of from Rs. 3 to 6 per ton. Immediately after that, again, when

was the necessity for appointing another Committee?

Sardar Swaran Singh: A subsequent award by a tribunal which stipulated a wage increase and also other factors which go into the cost structure: for instance, cement, steel, mining stores and equipment.

Shri T. B. Vittal Rao: It has been the practice of the Government to increase the price of coal by consulting only three big collieries. May I know if the Committee which has since been appointed will take an overall picture of coal mines in India?

Sardar Swaran Singh: I do not accept the first part of the suggestion that Government have been fixing the price of coal after consulting three big collieries. Government take into consideration all relevant factors and I am sure all relevant factors will be taken into consideration.

Shri Jhunjhunwala: Arising out of the answer of the hon. Minister that the cost cannot be calculated to the pie, may I know what is the difference between the actual cost and the estimated cost?

Sardar Swaran Singh: The question which was put by the hon. Lady Member was as to why a particular sum was indicated as the amount which was required for achieving a certain result.

Shrimati Tarkeshwari Sinha: My question was how it was worked out without taking the cost of production into consideration.

Sardar Swaran Singh: I do not know what would be the reaction if I were to say that mathematics is probably beyond the purview of the hon. Lady Member.

Shrimati Tarkeshwari Sinha: No, no.

Sardar Swaran Singh: I was saying that the hon. Lady Member had put the question as to why a particular amount was indicated as the cost of additional production of coal when

the quantity was fixed. All that I said was that the additional expenditure which is mentioned as the amount required for achieving that additional target has been calculated on the basis of estimates. As things develop, the prices of various materials go up or labour tribunals give awards which the Government have to respect, and the wage structure changes, then obviously those changes will be reflected in the cost structure, and certainly the total sum, if there is a price revision upwards, will change. There can be a revision downwards also in which case the total amount which is mentioned there will decrease.

Shrimati Tarkeshwari Sinha: May I know whether Government propose to lay down a policy about coal production in the public and private sectors only after this cost structure investigation is completed, or whether the policy that holds today will hold the ground?

Sardar Swaran Singh: The policy is to increase production both in the public sector and the private sector. The additional targets have also been indicated in the Plan and it is Government's intention to stick to those targets.

India Office Library

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*191. { Shri Radha Raman:
Shri D. C. Sharma:

Will the Minister of Education and Scientific Research be pleased to state the progress so far made in arriving at a settlement with the British Government about the India Office Library in London?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimati): There has been no further development since Question No. 415 on the subject was answered in the Lok Sabha on 26th November, 1956.

Shri D. C. Sharma: May I know if there has been any further correspondence between the Government of India and the U.K. Government on the subject, and if so, what is the nature of that correspondence?

Dr. K. L. Shrimall: The High Commissioner of India has recently sent a further reminder to the Office of the Commonwealth Secretary to send a reply to the note which was handed over to him personally, but so far we have not received any reply.

Shri Radha Raman: May I know whether the question of referring this matter to the International Court of Justice has been considered by the Government, and if so, with what result?

Dr. K. L. Shrimall: That question does not arise because we are still hopeful that the U.K. Government will take a reasonable view of things.

Shri D. C. Sharma: May I know if the Government of India has been in touch with the Government of Pakistan in order to arrive at a joint policy for the achievement of this objective?

Dr. K. L. Shrimall: Some discussion had taken place at a previous stage, but nothing has happened recently.

Shri C. K. Bhattacharya: May I know whether the proposal to have the library partitioned between India and Pakistan is still before the Government of India?

Dr. K. L. Shrimall: The whole question is under a negotiation.

Coal Washing Plant at Kargali

*192. **Shri T. B. Vittal Rao:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the progress made up-to-date in regard to the installation of coal washing plant at Kargali;

(b) whether the machinery and equipment required for the plant have since been received from Japan;

(c) if not, the steps proposed to be taken to expedite the same; and

(d) when the plant is likely to be commissioned?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). The plant and equipment required for the washery has been fabricated in Japan. One-fourth of the plant and equipment has so far been received at the site, and the remaining portion is expected to be received within the next few months, in time for the timely completion of the project. 5 per cent of the structural work has been completed at the site.

(c) No delay is anticipated in the receipt of the plant and equipment in time.

(d) About January 1958.

Shri T. B. Vittal Rao: May I know whether this time-schedule of its coming into operation by January, 1958, has been drawn up in consultation with the management of Bhilai Steel Plant because the washed coal from this is to be mainly supplied to the Bhilai Steel Plant?

Sardar Swaran Singh: There has been consultation between the two organisations, and it is known to the Bhilai organisation that this is the target for the completion of the washery.

Shri T. B. Vittal Rao: The likely capacity of this plant is about 550 tons per hour. May I know from which collieries this is to be drawn, whether it is going to be drawn mainly from Bokharo, and if so, what arrangements have been made to step up production at Bokharo coal fields?

Sardar Swaran Singh: All that has been taken into consideration, and I can assure the hon. Member that the washery will not lie idle. The development programmes of the various collieries which are to feed this washery have been so formulated that

they fit in with the date of commission.

Shri T. B. Vittal Rao: May I know when the other two washing plants are likely to be set up?

Sardar Swaran Singh: That is a separate question for which I would require notice.

American Assistance for Higher Technological Institute

*193. **Shri C. R. Narasimhan:** Will the Minister of Education and Scientific Research be pleased to state:

(a) whether any American technical and financial assistance was offered for the establishment of Higher Technological Institute in the country;

(b) if so, at what stage the negotiations are; and

(c) where the Institution is likely to be located?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): No offer of American assistance has been received for the establishment of a Higher Technological Institute. However, it is for the Central Government to consider financing the project out of the Foreign Aid Funds available.

I may add that there are certain Foreign Aid Funds available for financing various development projects in this country. These funds consist of the funds provided by the U.S.A. including funds under the Surplus Agricultural Commodities Agreement between India and the U.S.A. It is for the Government of India to finance any developmental project including a Higher Technological Institute out of these funds.

Shri T. B. Vittal Rao: May I know whether the services of the American experts who have helped us in the setting up of the higher technological institute at Kharagpur will be utilised for the setting up of the other technological institutes which are going to be set up in the northern and southern regions?

Dr. M. M. Das: The whole question is under the consideration of the Government of India now.

Revision of Coal Prices

*194. **Shri Sadhan Gupta:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether Government have agreed to further raising of prices of coal;

(b) if so, the extent of the rise agreed to; and

(c) the reasons for agreeing to such rise?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (c). The question has been under consideration ever since the pronouncement of the Award of the Labour Appellate Tribunal on colliery disputes. In the meantime, the colliery owners moved the Supreme Court for special leave to appeal and also obtained an *ad interim* stay against the operation of the Award. The decision of the Supreme Court is awaited. Meanwhile a Coal Price Revision Committee has been set up.

Shri Sadhan Gupta: May I know whether any rise in price has been agreed to, pending the decision of the Coal Price Revision Committee?

Sardar Swaran Singh: Actually, the committee which has been constituted to advise Government on the price structure is to examine this matter, and it will be after that examination that Government will take a decision.

Shri Sadhan Gupta: May I know whether Government are going to give effect to the award of the Labour Appellate Tribunal in their own collieries?

Sardar Swaran Singh: Whatever is the final decision of the judicial tribunal, whether it be the Labour Appellate Tribunal or the Supreme Court, will be the decision which Government will respect.

Shri Sadhan Gupta: May I know whether Government have appealed to the Supreme Court themselves, and if not, whether Government are going to enforce and give effect to the Labour Appellate Tribunal's award?

Sardar Swaran Singh: So far as I remember, Government have not preferred an appeal themselves. But certain colliery owners have preferred an appeal, and an ad interim lay order has been passed by the Supreme Court. And Government will not start implementing even in the public sector a decision against which an appeal is pending before the Supreme Court.

Shri C. D. Pande: In view of the fact that generally the prices in the Government-owned collieries are higher than in the privately-owned collieries, and Government are forced to raise the price of coal, may I know whether the margin of profit in the private sector will not become higher, and people will not have to pay more for the same coal?

Sardar Swaran Singh: It is much too general a question. It is more of an argumentative character, and it is not possible to answer it in a summary way.

The cost structure of coal is a complicated matter. The coal price and the cost of production of coal in various collieries, even in the private sector, vary from one colliery to another; and certain decisions have been taken. But I do not accept the proposition that the price of the coal produced in the State collieries is in any way higher than that in other collieries where comparable conditions prevail.

Janta Insurance Policy

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*196. { **Shrimati Tarkeshwari Sinha:**
Shri Sadhan Gupta:

Will the Minister of Finance be pleased to state:

(a) whether the Life State Insurance Corporation of India propose to introduce Janta Insurance Policy; and

(b) if so, the details of the scheme?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) Yes, Sir.

(b) The main features of the Scheme are:

- (i) The policy will be for small amounts varying from Rs. 250 to Rs. 1,000;
- (ii) There will be no medical examination except where the person is aged over 35; and
- (iii) Door to door collection of premiums by authorised agents or through sale of stamps.

Shrimati Tarkeshwari Sinha: May I know the period of maturity of these policies?

Shri B. R. Bhagat: These policies will be endowment policies.

Shrimati Tarkeshwari Sinha: I asked about the duration of the maturity of policies. There are policies which mature in 15 years, 20 years etc. What will be the duration of these policies?

Mr. Speaker: What is the maximum and what is the minimum?

Shri B. R. Bhagat: I do not have those figures.

Shrimati Tarkeshwari Sinha: In what way will the Janata insurance policies benefit the rural population of this country? Have Government formulated any specific scheme about it?

An Hon. Member: Like Janata Express!

Shri B. R. Bhagat: This scheme envisages that agents will approach the rural sector. These policies will be for small amounts and there will be other facilities too such as no medical examination, and collection of premium through stamps and so on. This is primarily with a view to reach the village and the low income groups.

Shri E. S. Murthy: May I know whether Government have calculated

the cost of collecting premium from door to door, and whether it is paying as far as these policies are concerned?

Shri B. R. Bhagat: It may be that the cost of collection may be a little higher, but the objective being laudable, namely, making insurance available to the common man, I think it is worthwhile.

Shri Sadhan Gupta: At present, the work of field staff who are entrusted with procuring insurance from the people is evaluated in terms of the amount of policy they secure. Has any change been now made in such a principle of evaluation in view of the introduction of the Janata policy, because Janata policies would obviously be difficult to procure and if evaluation is made in terms of the amount of money, then obviously....

Mr. Speaker: It need not be reasoned out. The hon. Member has asked a question of fact. Is there a change in the basis of commission allowed in the case of Janata policies, as there will be greater trouble taken?

Shri Sadhan Gupta: That is not the only thing.

Shri B. R. Bhagat: This scheme is going to be introduced. The question of evaluation, either on the basis of amount or the number of policies, and other questions will be decided later.

Shri Ranga: Is it proposed to utilise the services of the rural post office staff—postmen and postmasters—for this particular work? If so, will any additional commission be given to them?

Shri B. R. Bhagat: We secure these policies through authorised agents, and anybody—post office staff or others—can be utilised for this.

Shri Radhe Lal Vyas: May I know whether there is any provision for allowing some rebate to the policyholder of a Janata policy if he voluntarily pays premium or offers to get himself insured?

Shri B. R. Bhagat: There is no question of rebate.

Shri Heda: Certain of the former insurance companies had provision for collecting premium by withdrawing money automatically from the accounts of the insured persons in post offices and banks. Will the services of post offices and banks that may be opened in the rural areas be utilised, so that the premium amount may be withdrawn automatically every year?

Shri B. R. Bhagat: There is no such provision. That can apply only to the salaried person or to persons having bank accounts. But in this case, we propose to give a book of premium slips to each person who insures himself; the authorised agent will go and enter in the book the premium the insured pays.

राजस्थान में तालक का सर्वेक्षण

*१६७. श्री. रघुनाथ सिंह : क्या शिक्षा

तथा वैज्ञानिक गवेषणा मंत्रो यह बताने की कृपा करेंगे कि :

(क) क्या भारत सरकार की ओर से राजस्थान में तालक का सर्वेक्षण किया गया है ; और

(ख) यदि हाँ, तो राजस्थान में यह खनिज पदार्थ कितनी मात्रा में उपलब्ध है और इसका क्या उपयोग किया जायेगा ?

शिक्षा तथा वैज्ञानिक गवेषणा उपमंत्रो (श्री म० मो० दास) : (क) जी, हाँ ।

(ख) उपलब्ध जानकारीयों से युक्त विवरण पत्र लोक सभा पटल पर प्रस्तुत किया जाता है । [देखिये परिशिष्ट ३, अनुबन्ध संख्या ३]

श्री रघुनाथ सिंह : क्या इन खानों को सरकार द्वारा खोला जायेगा भयवा इनके लिए ठेका दिया जायेगा ।

Dr. M. M. Das: I am sorry the utilisation of the commercial exploitation of the mineral wealth of this country is the concerned of my senior

colleague who is sitting just in front of me, the Minister of Steel, Mines and Fuel.

‘विश्व भारती’

*१६८. श्री नवल प्रभाकर : क्या शिक्षा तथा वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार विश्व-भारती नामक एक विश्व-कोष प्रकाशित करना चाहती है ; और

(ख) यदि हाँ, तो उस योजना का विवरण क्या है ?

शिक्षा तथा वैज्ञानिक गवेषणा मंत्रालय में राज्य मंत्री (डा० का० ला० श्रीमाली):

(क) जो, नहीं ।

(ख) प्रश्न उत्पन्न नहीं होता ।

श्री नवल प्रभाकर : क्या विश्व-कोष प्रकाशित करने के विषय में सरकार के पास कोई प्रस्ताव भेजा है ?

डा० का० ला० श्रीमाली : गवर्नमेंट के पास एक प्रस्ताव भेजा है, जिस पर विचार किया जा रहा है ।

श्री नवल प्रभाकर : साधारण ज्ञान वाले व्यक्तियों के लिये “ज्ञान सरोवर” नामक विश्व-कोष का पहला भाग प्रकाशित हो गया है, दूसरे भाग के सम्बन्ध में क्या स्थिति है ?

डा० का० ला० श्रीमाली : दूसरा भाग तैयार हो रहा है और वह शीघ्र ही प्रकाशित होगा । जहाँ तक विश्व भारती का प्रश्न है उस पर विचार किया जा रहा है ।

सैनिक कालेज देहरादून

*१६९. श्री भक्त दर्शन : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देहरादून के सैनिक कालेज को किसी दूसरे स्थान पर ले जाने के प्रश्न पर विचार किया जा रहा है ; और

(ख) यदि हाँ, तो इसके क्या कारण हैं ?

प्रतिरक्षा उपमंत्री (सरदार मजीठिया):

(क) तथा (ख). सैनिक कालेज के भविष्य के स्थान के बारे में अभी तक कोई धर्मित निर्णय नहीं किया गया । जब इस मामले पर विचार किया जायेगा इससे सम्बन्ध रखने वाली सभी बातों को ध्यान में रखा जायेगा ।

Some Hon. Members: Let us hear the answer in English.

Mr. Speaker: The hon. Minister will kindly read the answer in English, also.

Sardar Majithia: (a) and (b). No final decision regarding the future location of the Military College has yet been taken. When this matter is examined, all relevant factors will be taken into consideration.

श्री भक्त दर्शन : क्या गवर्नमेंट को देहरादून के सभी दलों और जनता की ओर से इस आशय के स्मृति पत्र मिले हैं कि किसी भी हालत में इस कालेज को वहाँ से न हटाया जाय ?

Sardar Majithia: It is hardly relevant to this because the proposal is in the best interests of the Army.

श्री भक्त दर्शन : भारत के वे कौन कौन से स्थान हैं जहाँ इस विद्यालय को ले जाने के बारे में विचार किया जा रहा है ?

Sardar Majithia: I could not give an answer to that question at the moment because the question is still being considered; but I can say this much that for the next quite a few years the possibility is that the college will still be there.

Shri B. S. Murthy: May I know whether the Deputy Minister is in a position to take the House into confidence and tell us the reasons for the consideration of a change from Dehra Dun?

Sardar Majithia: The whole thing started a very long time ago, that is, when the National Defence Academy at Khadakvasla was being built up and one of the points in that was that the whole, that is, the Joint Services training and also the final training in the Army should be done there at the same place. But, later on, it was felt that that would not be possible because the Air Force and the Navy had to get their specialised training at different places. Therefore, the Army also thought that they would like to have a separate college not at that place.

And, besides, there are other reasons too. The other two services felt that the place will be dominated by the Army if the final course of the Army was also there because of the overwhelming number of the Army, the predominance of the Army. All these things are there. Therefore, the question of reconsidering whether we should change it there or keep it at Dehra Dun has arisen.

श्री भक्त वशीत : क्या यह सब है कि जायंट सर्विसिज विंग के कालेज को जिस समय देहरादून से खड़गवासला हटाया गया था, उस समय यह आश्वासन दिया गया था कि मिलिटरी कालिज को किसी भी हालत में देहरादून से नहीं हटाया जायगा ?

सरदार मजिठिया : जी नहीं ।

Scholarships for ECAFE Region Specialists

*200. **Shri S. C. Samanta:** Will the Minister of Education and Scientific Research be pleased to state:

(a) the number of scholarships that have been offered by the Government of U.S.S.R. to Indian Government under the scheme of extending qualifications of the Specialists from ECAFE Region; and

(b) the number of Indians who are enjoying these scholarships at present?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) 55 for a period of five years, subject to a maximum of 11 per year.

(b) None so far.

Shri S. C. Samanta: May I know how many such scholarships were awarded by the USSR in the Bangkok Conference—I mean to the Middle East areas—and what is the proportion that has been allotted to India?

Dr. K. L. Shrimall: I have already said that the total number of scholarships awarded is 200 out of which 55 have been awarded to India.

Shri S. C. Samanta: May I know the technical subjects in which such training will be given?

Dr. K. L. Shrimall: We have decided to send scholars for postgraduate study and research in all science subjects at the university level, such as, physics, mathematics and so on and also technical subjects like town and city electrical transport and so on. It is a long list and if the hon. Member is interested, I will place the whole list on the Table of the House.

Shri H. C. Mathur: Why this offer has not been availed of?

Dr. K. L. Shrimall: The scheme is being finalised.

Shri Vasudevan Nair: No Indian is enjoying that scholarship now. Has anybody applied for it?

Dr. K. L. Shrimall: The scholarship scheme has not yet been finalised. It is being examined and as soon as the scheme is finalised, it would be advertised and applications would be invited.

Shri Vasudevan Nair: When will it be finalised?

Dr. K. L. Shrimall: I could not give the exact date but it will be finalised very shortly.

Shri S. C. Samanta: What will be the procedure for selecting students—region-wise or any other method?

Dr. K. L. Shrimali: The normal procedure is that we advertise. Applications are invited. Selection committees are appointed which scrutinise applications and make final selection.

Reform in Examination System

*201. { **Shri Bibhuti Mishra:**
Shri S. C. Samanta:

Will the Minister of Education and Scientific Research be pleased to state:

(a) whether it is a fact that Government contemplate introduction of any radical reform in the system of examination; and

(b) if so, the shape of reform and the period within which it will be implemented?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) Government of India are planning to introduce a number of reforms to improve the system of examinations.

(b) They aim at the introduction of internal assessment, of cumulative cards, of objective tests and changing the type of conventional questions. It is not possible to indicate the period as it will depend on the response of the State Governments concerned and their speed of implementation.

श्री बिभूति मिश्र : क्या मैं जान सकता हूँ कि ये जो परीक्षा में सुधार भारत सरकार करने जा रही है, क्या इनको कालेजों, स्कूलों और प्राइमरी स्कूलों सभी में लागू किया जायेगा या सिर्फ कालेजों और स्कूलों में ही ?

डा० ए० ए० श्रीवास्तवा : जी हाँ, सभी स्टेजिज के ऊपर लागू होंगे।

Shri B. S. Murthy: May I know whether the Government is contemplating to allow the students the use of text books in writing examinations as is the practice in America?

Dr. K. L. Shrimali: I am not aware of that proposal.

Shri Barrow: May I know if those recommendations will be placed in the library or on the Table of the House so that we may study them?

Dr. K. L. Shrimali: If they are interested, I will place these recommendations in the library.

Shri S. C. Samanta: May I know whether on the 5th of April, 1957, a conference of the Chairmen and Secretaries of the Secondary Board of Education was held and if so, whether some university representatives also attended the conference? What decision was taken about the role of examination in that conference?

Dr. K. L. Shrimali: The hon Member is going beyond the scope of this question. A conference was held. I am not sure whether a representative of the universities was there and I shall have to ask for notice.

Dr. K. B. Menon: May I know whether the Government sought the advice of a foreign expert and if so, what was the advice given?

Dr. K. L. Shrimali: We invited a foreign expert and he made some suggestion with regard to reforms in examinations. The main recommendation which he made was that while we bring in reforms in examinations, we should take into account the objectives which we have in teaching and instruction.

Shri B. S. Murthy: All along we were not knowing the objective of our examinations is it?

Shri Venkatasubbalah: May I know whether in many centres examinations were held under police guard because of the dislike of the students to be watched by the professors and others and may I also know whether any reforms had been suggested to overhaul the examination system itself?

Dr. K. L. Shrimali: I have already said that attempts are being made to overhaul the examination system. In one place, it came to my notice that the police was guarding the examination halls. I had a talk with the

Minister of State in the Ministry of Home Affairs and he said that he was looking into the question.

Shri S. C. Samanta: I wanted to know whether any recommendation was made by the Conference; the hon. Minister has not answered that point.

Dr. K. L. Shrimall: Yes, Sir recommendations have been made.

Shri Mahendra Pratap: May I know whether the Government have allowed.....

Mr. Speaker: Order, order. We will go to the next question.

Steel Re-rolling Mills

*202. **Shri Warior:** Will the Minister of Steel, Mines and Fuel be pleased to state whether Government propose to establish the Steel Re-rolling Mills contemplated under the Second Five Year Plan?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Under the Second Five Year Plan, there is no proposal to establish any new re-rolling mill in the public sector. When the three new integrated steel plants are built and the expansion of the two steel plants in the private sector is completed, the re-rolling industry will be able to get more tonnage of billets. The question as to whether new re-rolling Mills should be established will be considered in the light of the circumstances then prevailing.

Shri Tangamani: May I know if there is at least a proposal to help the expansion of the steel re-rolling mills already existing; for example, the steel re-rolling mill in Nagapattinam in Madras State?

Sardar Swaran Singh: I cannot answer with regard to a particular re-rolling mill but, according to the information in possession of the Government, the capacity at the moment is lying idle and the intention will be, except in certain exceptional cases, to utilise that capacity before starting new mills or even permitting the expansion of the existing re-rolling mills.

Shrimati Tarkeshwari Sinha: May I know how many State Governments have so far sent proposals to start re-rolling mills in the private sector in their respective States, and how many proposals have been sanctioned by the Government of India?

Sardar Swaran Singh: Actually, Sir, almost all the State Governments, if my memory helps me, have been pressing the claims of private applicants for establishing re-rolling mills. But, the difficulty arises with regard to the availability of the material which is utilised by these re-rolling mills. A Committee had been constituted in this connection which has submitted a report, and the entire matter is under examination.

श्री रघुनाथ सिंह : मैं यह जानना चाहता हूँ कि पंजाब में री रोलिंग मिल्स को तादाद करीब देश का एक तिहाई है जब कि बिहार और आन्ध्र में उनका संस्था केवल २ है, तो क्या इस बात की कोशिश आपके द्वारा होगी कि उन प्रांतों में जहाँ पर री रोलिंग मिल्स नहीं हैं, आप वहाँ री रोलिंग मिल्स दें ?

सरदार स्वर्ण सिंह : इसके मुताबिक मैं भ्रज कर रहा हूँ कि एक कमेटी बनाई गई था जिसने रिपोर्ट दी है। उस रिपोर्ट पर शोर किया जा रहा है और उसको देखने के बाद ही मैं कह सकता हूँ कि किसी नई जगह री रोलिंग मिल्स कायम करने का इजाजत दी जा सकता है या नहीं।

Shri Ramanathan Chettiar: Sir, may I put one question?

Mr Speaker: No more questions, we we will go to the next question.

झाबुजा के आदिवासी

२०३. **श्री अमर सिंह डाबर :** क्या गृह कार्य मंत्री यह बताने को कृपा करेंगे कि:

(क) क्या यह सच है कि झाबुजा और धार जिलों के आदिवासी भूले मर रहे हैं और

(ख) यदि हाँ, तो इस सम्बन्ध में क्या कार्यवाही की गई है ?

श्री कार्य उपनिर्वाही (श्रीमती आल्वा) :

(क) जो नहीं ।

(ख) प्रश्न ही नहीं उठता ।

An Hon. Member: It may be read in English also.

Mr. Speaker: Yes.

Shrimati Alva: (a) No.

(b) Does not arise.

श्री अमर सिंह डाबर : क्या सरकार को इस बात का जानकारी है कि मध्य प्रदेश के झाबुआ और भार भा में भुवमरी फैल रही है ?

Shrimati Alva: There may be scarcity of foodgrains and the prices might have gone high, but there is no starvation.

Controller of Coal Accounts

*264. **Shrimati Ila Palchoudhury:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the office of the Controller of Coal Accounts at Calcutta has been closed from 1st May, 1957; and

(b) if so the reasons therefor?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b). Yes, Sir. The accounting work of the Collieries, hitherto done by the Controller of Coal Accounts, has been taken over from the 1st May, 1957 by the National Coal Development Corporation (Private) Limited.

Shrimati Ila Palchoudhuri: In view of the fact that out of the 250 employees whose services have been transferred to the National Coal Development Corporation (Private) Limited in Ranchi, 200 who were appointed before 1st of May have the option of returning to the parent body

whereas the rest have not, may I know what is the Government's policy about the rest?

Shri B. R. Bhagat: About 52 persons who were appointed on and after 2nd May, 1955 had been warned at the time of appointment that their services were liable to be transferred to any organisation which might take over the management of the Government collieries and, therefore, they do not have that option.

Shrimati Ila Palchoudhuri: May I know whether when this sort of option is not there, it has been resulting in a lot of discontentment among those people, and may I know what the Government propose to do about this?

Shri B. R. Bhagat: They have been absorbed in various Accounts and Audit Offices. So, there is no cause for any discontentment or anything of that sort.

Grant of Compensatory Allowance

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*205. { **Shri Hem Barua:**
Shri Achal Singh:

Will the Minister of Finance be pleased to state whether Government have decided to grant Assam Compensatory Allowances to the Central Government employees throughout Assam?

The Deputy Minister of Finance (Shri B. R. Bhagat): No, Sir. The matter is under examination.

Shri Hem Barua: May I know why the special allowances which were paid at 25 per cent of the salary, subject to a minimum of 30 per cent, to the post and telegraph workers of Dibrugarh, Manipur, etc. in Assam and in those hilly areas, up to 1947, were withdrawn? What are the reasons for the withdrawal? May I know whether the Government have taken the realities into account, namely, that the food prices in those areas are very high?

Shri B. R. Bhagat: I could not follow the first part of the question. Which was withdrawn?

Shri Hem Barua: Up to 1947, the P & T workers enjoyed the special compensatory allowance at a rate of 25 per cent of the salary with a minimum of Rs. 30 per mensem, and that was withdrawn after 1947. What were the considerations that led to the withdrawal of this special compensatory allowance? Only if you ignore the realities that the prices in those areas are high, you can withdraw those allowances.

Shri B. R. Bhagat: That particular allowance was given in view of the risk faced by the employees owing to the war conditions. The Pay Commission which was appointed later went into the matter and recommended the withdrawal, and said that they did not think that a revival could be justified on any rational consideration. In deference to the recommendations of the Pay Commission, the allowance was withdrawn.

Shri Hem Barua: May I know if the Government are aware that the Pay Commission took the 1939 price-level as the basis for their assumption and their subsequent consideration, and they thought that the prices would stabilise at 160 to 170? But the prices have more or less stabilised at 400, and even now the prices are high in Assam, and they are uniformly high. What are the reasons for the withdrawal of the allowance?

Shri B. R. Bhagat: Nowhere have the allowances and pay-scales of the Central Government employees been considered on purely local conditions. Even the Pay Commission suggested that no local conditions could be the basis of compensatory allowance. Therefore, the question of giving special allowances in a particular area does not arise. But the matter is under consideration. The National Federation of Posts and Telegraph workers are taking up the matter with the Communications Ministry and at present, the matter is under discussion between them.

Shri Hem Barua: May I know if the Minister is aware of the fact that it was this Government that granted the compensatory allowances to the workers in Assam on the consideration of the fact that there are hills and forests in those areas and commodities and things are not easily available?

Shri B. R. Bhagat: As I said, the whole matter is under consideration. The National Federation of Posts and Telegraphs employees are having discussion with the Communications Minister. We would be able to come to a decision after the discussions are over.

Shri T. B. Vittal Rao: May I know if the Experts Committee consisting of officials went to Assam to make on-the-spot investigations into the living conditions there, and whether they did not recommend an enhanced rate of allowance for these Central Government employees in those areas in Assam? May I also know why the Government are delaying the publication of that report?

Shri B. R. Bhagat: The expert committee went into this question as far back as 1955 and made certain recommendations about some increase in the compensatory allowances for five hill districts of Assam where conditions were very difficult; and, the Government have implemented that recommendation.

Shri Hem Barua: Is the Government well aware of the fact that while granting increased compensatory allowances to five hill districts of Assam, they are going to drive a wedge into the workers by dividing the workers into two groups, one group of privileged few and the other group of unprivileged many?

Mr. Speaker: The question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

War Surplus Depots

*195. **Shri S. V. Ramaswamy:** Will the Minister of Defence be pleased to state:

(a) how many war surplus depots like Dehu Road are there in India;

(b) the reasons for delay in their disposal;

(c) the steps taken or considered to expedite the disposal of serviceable stores; and

(d) the annual cost of maintaining these depots?

The Deputy Minister of Defence (Sardar Majithia): (a) There are no surplus depots as such either at Dehu Road or at any other place in India.

(b) Does not arise in view of (a) above.

(c) A system of annual provision reviews, based on the calculation of overall liabilities and balancing them with all-India uncommitted stocks held in depots, including those on order, is in existence. Any deficiencies or surpluses are determined in consultation with the competent authorities. The surpluses revealed are declared to the agencies responsible for the disposal of these stores. In order to ensure speedy disposal of surpluses, a liaison Officer has been appointed, who maintains very close liaison between the depots and those agencies. A certain amount of surplus stores are, however, always held, as declaration of surpluses and their actual disposal are continuous processes.

(d) Does not arise in view of (a) above.

Central Evaluation Organisation

*206. **Shri Supakar:** Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 247 on the 21st November, 1956 and state:

(a) whether a Central Evaluation Organisation for assessing work done for Scheduled Tribes and other Backward Classes has since been set up; and

(b) the progress of work, if any, done so far by the organisation?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). One post of Officer on Special Duty and 9 posts of Assistant Commissioner for the Scheduled Castes and the Scheduled Tribes have since been created, in addition to the existing 7 posts of Regional Assistant Commissioner, which will now be designated as those of Assistant Commissioner. This entire establishment, with the exception of the Officer on Special Duty who will function in the Ministry of Home Affairs, will be under the Commissioner for the Scheduled Castes and the Scheduled Tribes. Selections for appointment have been made for the post of Officer on Special Duty and 7 out of the 9 posts of Assistant Commissioner for the Scheduled Castes and the Scheduled Tribes. The Officer on Special Duty and one Assistant Commissioner have joined already. It is expected that the remaining 6 Assistant Commissioners also will be at their posts shortly after they have been released by the respective State Governments under whom they are serving at present.

Soldiers' Homes in Rajasthan

*208. **Shri Karni Singhji:** Will the Minister of Defence be pleased to state:

(a) whether there is any proposal to augment the number of Soldiers' Homes in Rajasthan and start one such Home in the Bikaner Division; and

(b) if so, when the proposal is likely to materialise?

The Deputy Minister of Defence (Sardar Majithia): (a) The Administrative Committee of Rajasthan Post War Reconstruction Fund has already approved the proposal to augment the number of Soldiers' Home in the

State. It has not, however, received any suggestion to start any Soldiers' Home in Bikaner division as one such Home is already in existence at Bikaner proper.

(b) The proposal is likely to be implemented within six months.

Geological Survey of Kerala

*209. { **Shri V. P. Nayar:**
Shri Kodiyan:

Will the Minister of Education and Scientific Research be pleased to state:

(a) whether Government have taken any steps for a Geological Survey of Kerala State; and

(b) if so, the areas surveyed there so far during the second plan period?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) A statement giving the particulars of investigations carried out by the Geological Survey of India during the first year of the second plan period is laid on the Table of Lok Sabha (See Appendix II, annexure No. 4).

Scheduled Castes and Scheduled Tribes

*210. **Shri Siddiah:** Will the Minister of Home Affairs be pleased to state the amount spent during 1955-56 and 1956-57 on ameliorating the conditions, of the Scheduled Castes, Scheduled Tribes and other Backward Classes?

The Deputy Minister of Home Affairs (Shrimati Alva): During 1955-56 approximately a sum of Rs. 552.55 lakhs was spent out of the grants-in-aid sanctioned by the Government of India. The figures of actual expenditure for 1956-57 are not yet known. However, the Central Government sanctioned grants to the extent of Rs. 773.69 lakhs during this year.

New Oil Company in Assam

{ **Shri Shree Narayan Das:**
Shri Raghunath Singh:
*212. { **Shri Sadhan Gupta:**
Shri Biswanath Roy:
Shri Warrior:
Shrimati Tarkeshwari Sinha:

Will the Minister of Steel, Mines and Fuel be pleased to state whether negotiations with the Assam Oil Company for setting up of a Rupee Oil Company have since been finalised?

The Minister of Steel, Mines and Fuel (Sardar Swarn Singh): No, Sir.

Immigration of Pakistani Nationals

*213. **Shri Radha Raman:** Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that increasing number of Pakistani nationals are entering Indian borders and surrendering their Pakistani passports in order to acquire Indian citizenship;

(b) if so, the actual number of such persons who entered Indian border in the past few months, separately from East and West Pakistan; and

(c) how many of them have been given Indian citizenship and what is the number of pending cases?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) to (c). The information is being collected and will be laid on the Table of Lok Sabha as soon as it is received.

Survey of Blind Population

*214. **Shri D. C. Sharma:** Will the Minister of Education and Scientific Research be pleased to refer to the reply given to Starred Question No. 424 on the 28th November, 1956 and state:

(a) the progress since made with regard to the proposed sample survey of the blind population in the country; and

(b) the details thereof?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): (a) The Survey has begun in Delhi and Bombay.

(b) Details will be available after reports of the survey in the two cities are received.

Insurance Medical Examiners

*215. { Shri Sadhan Gupta:
Shri Awasthi:

Will the Minister of Finance be pleased to state:

(a) whether the Life Insurance Corporation of India has struck off a number of Insurance medical examiners from the approved list of such examiners;

(b) if so, the number of such examiners struck off from and the number still remaining on the approved list (i) throughout the country, and (ii) in Calcutta; and

(c) the reasons for striking off such examiners from the approved list?

The Deputy Minister of Finance (Shri B. K. Bhagat): (a) to (c). A statement is laid on the Table of Lok Sabha. [See Appendix II, annexure No. 5.]

High Court Judges

*216. Shri H. C. Mathur: Will the Minister of Home Affairs be pleased to state:

(a) whether Union Government have considered the recommendation made by the States Re-organisation Commission that at least one third of the number of judges in the High Court of a State should consist of persons who are recruited from outside the State;

(b) whether views of the Chief Justice of India and State Governments were ascertained in the matter; and

(c) the existing composition of Judges in different High Courts?

The Minister of Home Affairs (Pandit G. B. Pant): (a) The Government of India's decision on the recommendation of the States Re-organisation Commission on the subject was embodied in the Memorandum on the subject of Safeguards for Linguistic Minorities, which was laid before and approved by Parliament. The relevant portion of this Memorandum reads as follows:—

"The Commission's recommendations are being brought to the notice of the Chief Justice of India. There may be difficulties in some cases in implementing these recommendations, but it is intended that, to the extent possible, they should be borne in mind in making future appointments."

(b) The Recommendations of the Commission including the one relating to the recruitment of Judges to the High Courts were discussed at the Conference of the Chief Ministers of States held in October, 1955. The Chief Justice of India, however, has not been formally consulted.

(c) A statement showing the composition of each High Court is laid on the Table of Lok Sabha. [See Appendix II, annexure No. 6.]

ब्रिटेन में भारतीय विद्यार्थियों के लिये निवास-स्थान

२१७. श्री रघुनाथ सिंह : क्या शिक्षा तथा वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ब्रिटेन में भारतीय विद्यार्थियों के लिये छात्रावासों की बहुत कमी है ; और

(ख) क्या इस सम्बन्ध में सरकार का ध्यान सर फ्रांसिस लो के उस भाषण की ओर गया है जो उन्होंने सन् ५१ में इण्डियन स्टूडेंट्स यूनियन एण्ड होस्टल की सैतोसवी वार्षिक सभा का अध्यक्षता करते हुये विभा बा ?

किन्ना तथा वैज्ञानिक नदवेवला मंत्री
(बा० ना० जी० दात) : (क) जी हां।

(ख) जी हां।

Ballot Papers

*218. Shri S. C. Samanta: Will the Minister of Law be pleased to state:

(a) whether old stock of ballot papers was used in the last General Elections;

(b) if so, in which State;

(c) whether there is any surplus stock of new ballot papers used; and

(d) whether there is any proposal to change the design of ballot papers in the near future?

The Minister of Law (Shri A. K. Sen): (a) No, Sir.

♣b) The question does not arise.

(c) Yes, Sir. There is a small stock left with the State Governments.

(d) No, Sir.

Mineral Survey in Orissa

*219. Shri Supakar: Will the Minister of Education and Scientific Research be pleased to state:

(a) whether geological survey and investigation of mineral resources are being carried on in the State of Orissa;

(b) the areas where such survey is being carried on; and

(c) the total estimated amount to be spent by Government on this head during the Second Five Year Plan?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrivastha): (a) Yes, Sir.

(b) A copy of the programme of work proposed to be carried out by the Geological Survey of India in the State of Orissa during 1956-57 is available in the Library of the House.

Information regarding the investigations which were actually undertaken is likely to become available by about September, 1957 when the reports of the Geologists are ready. The information will be published in due course in the annual records of the Geological Survey of India.

(c) No separate financial provision is made for carrying out geological surveys and investigation of mineral resources in individual States. The expenditure incurred is met from the sanctioned grant of the Department as a whole.

Silver Refinery

*220. Shri T. B. Vittal Rao: Will the Minister of Finance be pleased to refer to the reply given to Starred Question No. 89 on the 16th November, 1956 and state:

(a) whether the erection of the plant for Silver Refinery has since been completed;

(b) if not, the reasons for the delay; and

(c) when the plant is expected to be commissioned?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b). The erection of the plant is in progress and is proceeding approximately to schedule.

(c) The plant is expected to be commissioned about the end of this year.

Wheat Loan Interest Fund

*221. Shri Jhulan Sinha: Will the Minister of Education and Scientific Research be pleased to state the total amount spent out of the Wheat Loan Interest Fund over the spread of higher education in the country during the last two financial years?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): Under Section 7 of the United States Public Law 48, 82nd Congress (1st Session), only the U.S. Department of State is authorized to spend

the amount available under the Programme. Statements of the expenditure have not yet been received from the United States Government.

Library Movement in Bihar

***222. Shri Bibhuti Mishra:** Will the Minister of Education and Scientific Research be pleased to state:

(a) the amount of grant given to Bihar Government for encouraging Library Movement in the State during 1956-57; and

(b) the number of libraries opened there during the same period?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): (a) Rs. 1,38,600/-.

(b) No new library has been opened.

Mica Mining in Punaloor (Kerala)

***223. { Shri V. P. Nayar:
Shri Kодиан:**

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether there was mica mining around Punaloor in Kerala State some time ago;

(b) if so, whether Government have information regarding the annual output of the mines; and

(c) what is the variety of Mica available in that region and of what quality?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). Yes, Sir.

(c) Phlogopite or amber (magnesium) mica. The sizes and quality are reported to be excellent.

Surplus Skilled Labour in Ordnance Factories

***224. Shri S. V. Ramaswamy:** Will the Minister of Defence be pleased to state:

(a) what is the extent of surplus skilled labour in the ordnance factories at present;

(b) what steps are being taken to absorb them in gainful employment in other Departments; and

(c) what steps are being taken to keep a track of them so that their skill may be available for Defence production in case of an emergency?

The Deputy Minister of Defence (Sardar Majithia): (a) No skilled labour surplus to the requirements of the Ordnance Factories Organisation exists at present.

(b) and (c). Do not arise.

Election Offences

***225. { Shri Shree Narayan Das:
Shri S. C. Samanta:
Shri Bibhuti Mishra:**

Will the Minister of Law be pleased to state:

(a) the total number of persons arrested and prosecuted for breaking election laws during the Second General Elections throughout the country; and

(b) whether figures of important categories of offences are available?

The Minister of Law (Shri A. K. Sen): (a) and (b). The information asked for is not yet available. The Election Commission has been asked to furnish a statement after collecting details from the State Government but this will obviously take some time.

Migration from Azad Kashmir

***226. Shri D. C. Sharma:** Will the Minister of Home Affairs be pleased to state the number of persons who entered the Jammu and Kashmir State during 1956-57 from the so-called Azad Kashmir?

The Minister of State in the Ministry of Home Affairs (Shri Datar): 1349 persons during 1956; 109 persons upto the end of March 1957.

Zonal Councils

*227. { Shri Radha Raman:
Shri D. C. Sharma:

Will the Minister of Home Affairs be pleased to state:

(a) how many Zonal Councils established in India under reorganisation of States have held their first meeting;

(b) the duration of such meetings and nature of business which was transacted in them; and

(c) period after which they are expected to meet again?

The Minister of Home Affairs (Pandit G. B. Pant): (a) and (b). The Zonal Councils of the Northern, Eastern and Central Zones held their first meetings on 23-4-57, 30-4-57 and 1-5-57 respectively. The Councils discussed procedural and other matters of common interest to the States concerned.

(c) The Councils will meet as frequently as may be necessary for the disposal of business.

Degrees of Indian Universities

*228. Shri Jhulan Sinha: Will the Minister of Education and Scientific Research be pleased to state:

(a) the names of the countries where the degrees of Indian Universities have not been recognised; and

(b) the reaction of the Government of India in respect of the degrees of the Universities of such countries?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): (a) and (b). A statement is laid on the Table of Lok Sabha. [See Appendix II, annexure No. 7].

एल.फेन्टा के गुफायें

*२२९. श्री रघुनाथ सिंह: क्या शिक्षा तथा वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बम्बई के समीप एलीफेन्टा गुफायों के स्मारकों की मरम्मत न होने के कारण उन्हें क्षति पहुंची है ; और

(ख) क्या ऐसी कोई सम्भावना है कि यदि उचित प्रबन्ध नहीं किया गया तो नष्ट हो जायेंगे ?

शिक्षा तथा वैज्ञानिक गवेषणा मंत्रालय में राज्य मंत्री (डा० का० ला० श्रीमाली) :

(क) जी नहीं ।

(ख) जी हा ।

Principals of Higher Secondary Schools in Delhi

91. Shri Vajpayee: Will the Minister of Education and Scientific Research be pleased to refer to the reply given to Unstarred Question No. 1012 on the 17th December, 1956 and state:

(a) the number of cases in which exemptions have been granted to unqualified Principals and the number of cases where exemptions have been refused;

(b) the number of cases where the unqualified incumbents are still officiating though exemptions have been refused and for how long they have been officiating;

(c) whether there are any cases where unqualified Principals have continued to officiate in persistent defiance of the orders of the Director of Education and the Chairman of the Board of Higher Secondary Education; and

(d) if so, steps taken to deal with them?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): (a) 3 and 1 respectively.

(b) One; and his case is under re-consideration by the Board of Higher Secondary Education, Delhi. He has officiated once from 9th October 1954 to 9th January 1955 and has not been officiated since 14th May 1955 after the retirement of his predecessor.

(c) No, Sir.

(d) Does not arise.

Teachers of Higher Secondary Schools in Delhi

92. Shri Vajpayee: Will the Minister of Education and Scientific Research be pleased to refer to the replies given to Unstarred Question No. 1011 on the 17th December, 1956 and Starred Question No. 237 on the 9th February, 1949 and state:

(a) the scales of pay prescribed for teachers of Higher Secondary Schools in Delhi working as:

- (i) teachers of lower mathematics teaching up to XI class,
- (ii) teachers of mathematics teaching up to X class,
- (iii) teachers of English teaching up to X class;

(b) the criterion for determining inter-se seniority among teachers of the same school, drawing the same scale of pay but working on different posts viz. teachers of English, teachers of lower mathematics, teachers of physical science, and language teachers (other than of English);

(c) whether promotion from (say 120-300) to a higher grade (200-400) is made on the basis of seniority (length of service in the lower grade) from among teachers who hold M.A. degrees in the same subject in which the post in the higher grade has fallen vacant; and

(d) if not what other factors are taken into consideration?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): (a) (i) Rs. 200-400.

(ii) Rs. 120-300.

(iii) Rs. 120-300.

(b) The Inter-se Seniority of teachers drawing the same scales of pay working in Higher Secondary Schools is determined not in respect of a particular school, but is determined within that particular category on the basis of length of service in that particular grade or equivalent grade (equivalent grade means a rate of pay more than the minimum of that grade). It is determined on the basis of a joint cadre for the whole department.

(c) Promotions from a lower grade to a higher grade are always made on the basis of seniority-cum-merit. In the case of promotion of teachers working in the scale of Rs. 120-300 to the scale of Rs. 200-400, a joint seniority of all the M. A. B. T. teachers in the scale of Rs. 120-300 for all subjects is considered and not in respect of each subject separately.

(d) In addition to seniority, merit, experience and satisfactory record of service are also taken into consideration.

Geological Survey of Bikaner Division

93. Shri Karni Singhji: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether any geological survey of Bikaner Division in Rajasthan has been made with a view to discovering the possibilities of extracting petroleum;

(b) if so, with what results; and

(c) if not, the time by which it is proposed to undertake the same?

The Minister of Steel, Mines and Fuel (Sardar Swarn Singh): (a) An aeromagnetic survey has been carried out in Rajasthan extending over an area of about 20,000 sq. miles. Bikaner area was also included in the portion so surveyed.

(b) and (c). The results of this survey has just been received and are being studied. If the results show that further investigations are necessary, arrangements will be made accordingly.

Delivery of Books (Public Libraries) Act

94. Shri Shree Narayan Das: Will the Minister of Education and Scientific Research be pleased to state:

(a) the total number of books and newspapers which the libraries that are entitled to receive publications from the publishers under the Delivery of Books (Public Libraries) Act 1954, have, so far received since the said Act came into force; and

(b) whether any, and if so, how many, publishers have failed to comply with the requirements of the Act, and, have been brought to book?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): (a) A statement is laid on the Table of Lok Sabha. [See Appendix II, annexure No. 8]

(b) The Government of India have not so far received any specific complaint from the three Public Libraries regarding non-compliance of the provisions of the Act by any publisher.

Capital Issues

95. Shri Shree Narayan Das: Will the Minister of Finance be pleased to state:

(a) the total number of applications received for capital issues and their total amount during 1956-57;

(b) the number of applications sanctioned and the amount involved; and

(c) the number of applications rejected and the number still pending consideration?

The Minister of Finance (Shri T. T. Krishnamachari): (a) to (c). During the period 1-4-1956 to 31-3-1957, 544 applications for consent to the issue of capital for a total amount of Rs. 286.7 crores were received. Out of these, upto the 15th May, 1957, consent was given to 248 applications for a total amount of Rs. 191.8 crores and 91 applications for a total of Rs. 11.1 crores were refused consent.

16 applications for Rs. 3.6 crores were withdrawn and 189 applications for Rs. 60.2 crores are pending.

In addition, 106 applications were received during this period for extension of time of consents previously granted or for postponement of the date of redemption of securities already issued. Of these 98 have been disposed of, and 8 are pending consideration.

Committee on Customs Procedure and Organisation

96. Shri D. C. Sharma: Will the Minister of Finance be pleased to state:

(a) whether any interim report has been submitted by the Committee on Customs Procedure and Organisation; and

(b) if so, its main recommendations?

The Minister of Finance (Shri T. T. Krishnamachari): (a) No, Sir.

(b) Does not arise.

Police Manual

97. Shri D. C. Sharma: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 43 on the 26th March, 1957 and state:

(a) whether the Police Manual is being revised in so far as it deals with the question of handling of crowds by the police; and

(b) if not, the reasons therefor?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The Manual has not been revised but the question of handling crowds by the Police has been and is receiving attention.

Seniority of Class I Officers

98. Shri Radha Raman: Will the Minister of Home Affairs be pleased to state:

(a) whether Class I Officers recruited through the service commission or

otherwise on temporary basis during 1942-45 and confirmed against post-1945 vacancies have been given seniority en-bloc over Officers recruited during the period 1st January 1946 to 1st January 1952 on permanent basis; and

(b) the number of temporary officers recruited during 1942-45 and allotted against Post-1945 vacancies vis-a-vis the number of officers recruited on permanent basis during post-1945 years, year by year from 1946 to 1952?

The Minister of Home Affairs (Pandit G. B. Pant): (a) Yes. A copy of Office Memorandum No. 32/49-CS (C), dated 20th September, 1952 issued in this regard is placed on the Table of Lok Sabha. [See Appendix II, annexure No. 9].

(b) The required information is being collected and will be laid on the Table of Lok Sabha.

Union Government Loans

99. { Shri H. C. Mathur;
Shri Bibhutl Mishra:

Will the Minister of Finance be pleased to lay a statement on the Table showing:

(a) the details of loans given and judged as bad debts by the Central Government during the last two years;

(b) the amounts which have been written off; and

(c) the number of such cases and amounts involved in each case which is under consideration as a bad debt?

The Minister of Finance (Shri T. T. Krishnamachari): (a) and (b). Information asked for is not readily available. It can be collected only by reference to the numerous sanctioning authorities which would involve a disproportionate amount of time and labour. However, loans found to be irrecoverable have to be written off by debit to the revenue grants and such writes-off are shown under distinct sub-heads in the Appropria-

Accounts presented to Parliament in the ordinary course.

(c) It is not possible for the Government to disclose information about the cases under consideration on which final decisions have yet to be taken.

चोरी से सोना लाना

{ श्री रघुनाथ सिंह :
पंडित म० बि० भार्गव :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि पाकिस्तान से चोरी से सोना लाने के सम्बन्ध में गत जनवरी से अब तक कितनी घटनाएँ पकड़ी गई हैं ?

वित्त उपमंत्री (श्री ब० रा० भगत) : १ जनवरी १९५७ से ३० अप्रैल १९५७ तक की अवधि में पाकिस्तान से चोरी-छिपे सोना लाने के २७७ मामले पकड़े गये ।

Indo-Japanese Steel Contracts

101. Shri D. C. Sharma: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether any long term contracts have been concluded with any Japanese firms for import of steel; and

(b) if so, the details thereof?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No long term contract has been concluded with any Japanese firms by Government for import of steel.

(b) Does not arise.

Death of Dr. Haralu

102. Shri D. C. Sharma: Will the Minister of Defence be pleased to state:

(a) the number of Military Personnel tried by a General Court Martial in connection with the death of Dr. Haralu at Kohima in May, 1956;

(b) the nature and term of punishment meted out to those found guilty;

(c) whether any compensation was paid to the family of the late Dr. Haralu; and

(d) if so, the amount thereof?

The Deputy Minister of Defence (Sardar Majithia): (a) Three.

(b) Five years' rigorous imprisonment and dismissal from service in each case.

(c) and (d). No claim for compensation has been received.

English in Universities

103. Shri D. C. Sharma: Will the Minister of Education and Scientific Research be pleased to refer to the reply given to Starred Question No. 1422 on the 20th December, 1956 and state:

(a) whether the Committee appointed to recommend ways and means of securing an adequate proficiency in English at the University stage has since submitted its report; and

(b) if so, the nature of the report?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): (a) No, Sir.

(b) Does not arise.

Foreign Exchange

104. Shri D. C. Sharma: Will the Minister of Finance be pleased to state:

(a) the position of the foreign exchange reserves as on the 1st of May, 1957; and

(b) how it compares with the position on the 1st of May, 1956?

The Minister of Finance (Shri T. T. Krishnamachari): (a) At the beginning of April, 1957, the last month for which figures are available, India's net foreign exchange reserves stood at Rs. 583.27 crores. However, at the beginning of May, 1957, sterling balances, which constitute the major portion of these reserves, amounted to Rs. 496.42 crores, inclusive of a drawal

of Rs. 60.7 crores from the International Monetary Fund during February—March '57.

(b) At the beginning of May, 1956, the net foreign exchange reserves were Rs. 751.36 crores, the sterling balances amounting to Rs. 721.50 crores.

Improvement of Air Force

105. Shri D. C. Sharma: Will the Minister of Defence be pleased to state the steps that have been taken to improve the Air Force during 1957 so far?

The Deputy Minister of Defence (Sardar Majithia): It is not in public interest to give the information asked for on the floor of the Lok Sabha.

Welfare at Scheduled Castes

106. Shri D. C. Sharma: Will the Minister of Home Affairs be pleased to state:

(a) whether any allotment of money or a portion thereof which was meant for Scheduled Castes Welfare works in Punjab lapsed during 1955-56 and 1956-57; and

(b) if so, the reasons thereof?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) A sum of Rs. 10,452/- out of the allotment made for welfare of Scheduled Castes in Punjab lapsed during 1953-56. As regards 1956-57, the State Government have not yet intimated the amount, if any, that might have lapsed.

(b) No specific reason can be assigned for a small lapse during 1955-56. The question for 1956-57 does not arise yet.

National Theatre

107. Shri D. C. Sharma: Will the Minister of Education and Scientific Research be pleased to state the present position in regard to the building of a National Theatre in New Delhi?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): A Special Architect has been appointed who is preparing the design of the National Theatre.

Report of the Public Service (Qualifications and Recruitment) Committee

108. { Shri D. C. Sharma:
Shri Jhulan Sinha:

Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 591 on the 29th November, 1956 and state:

(a) whether the Report of the Public Service (Qualifications and Recruitment) Committee and comments from all the State Governments thereon have been considered by Government; and

(b) if so, whether any decision has been taken thereon?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The comments from the States of Bombay, Bihar, Jammu and Kashmir have not yet been received. Meanwhile, the recommendations of the Committee are under examination in the light of comments received so far and it is hoped that a decision will be taken shortly.

Central Model School for the Blind

109. Shri D. C. Sharma: Will the Minister of Education and Scientific Research be pleased to state:

(a) whether the proposal for a Central Model School for the Blind has been finalised;

(b) if so, the amount of expenditure to be incurred on the construction of the building; and

(c) the recurring annual expenditure on its staff?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): (a) No, Sir.

(b) and (c). Do not arise.

Comptroller and Auditor General

110. Shri D. C. Sharma: Will the Minister of Finance be pleased to refer to the reply given to Starred Question No. 621 on the 29th November, 1950 and state:

(a) the progress made so far in the matter of regulating the duties and powers of the Comptroller and Auditor General under Article 149 of the Constitution; and

(b) the time likely to be taken in bringing forward the Bill in this connection?

The Minister of Finance (Shri T. T. Krishnamachari): (a) and (b). The matter is still under consideration in consultation with the Comptroller and Auditor General and it is not possible to indicate when legislation will be undertaken. Meanwhile, the position continues to be regulated, under Article 149 of the Constitution, by the Provisions of the Government of India (Audit and Accounts) Order, 1936, as adapted by the India (Provisional Constitution) Order, 1947.

Talks by Air Force Officers in Schools

111. Shri D. C. Sharma: Will the Minister of Defence be pleased to state:

(a) whether it is a fact that Air Headquarters will arrange talks by Air Force Officers in schools;

(b) if so, whether the country has been divided into zones for the purpose;

(c) if so, the names and jurisdictions of zones; and

(d) whether the Universities or Schools in the zones have been contacted individually?

The Deputy Minister of Defence (Sardar Majithia): (a) Yes.

(b) Yes.

(c) A statement is laid on the Table of Lok Sabha. [See Appendix II, annexure No. 10].

(d) Yes. Air Force Recruiting Officers contact personally the schools/colleges/university authorities within their jurisdiction.

State Undertakings

112. **Shri D. C. Sharma:** Will the Minister of Finance be pleased to state:

(a) whether the question of publishing detailed annual reports on the working of State Undertakings has been finalised; and

(b) if so, the nature of the decision taken?

The Minister of Finance (Shri T. T. Krishnamachari): (a) and (b). The question presumably refers to one of the recommendations made by the Estimates Committee of the previous Lok Sabha in their Sixteenth Report. The question is still under consideration.

National Book Trust

113. { **Shri D. C. Sharma:**
Shri K. G. Deshmukh:

Will the Minister of Education and Scientific Research be pleased to refer to the reply given to Starred Question No. 1255 on the 17th December, 1956 and state whether the National Book Trust has since commenced its work?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) No, Sir.

Scientific Civil Service

114. **Shri D. C. Sharma:** Will the Minister of Education and Scientific Research be pleased to refer to the reply given to Starred Question No. 1254 on the 17th December, 1956 and state:

(a) whether the scheme for creating a Scientific Civil Service has since been finalised; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Education and Scientific

Research (Dr. K. L. Shrimall): (a) No, Sir.

(b) Does not arise.

Minorities Commissioners

115. { **Shri D. C. Sharma:**
Shri Radha Raman:

Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 1224 on the 17th December, 1956 and state:

(a) whether Minorities Commissioner to conduct enquiries into the working of safeguards for minorities has since been appointed;

(b) if so, whether the Commissioner has made any enquiry so far in this respect; and

(c) if so, the details of the enquiries made?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) The matter is under active consideration.

(b) and (c). Do not arise.

Stenographers' Examination

116. **Pandit M. B. Bhargava:** Will the Minister of Home Affairs be pleased to state:

(a) whether the Union Public Service Commission recently invited applications for Stenographers' Competitive Examination scheduled to be held sometimes in August, 1957;

(b) if so, whether any age limit was fixed for those sitting for competition and whether the same age limit governed all the employees sitting at the competition;

(c) whether it is a fact that the employees of the Central Secretariat and its attached offices were totally exempted from the age limit bar

while the concession was not extended to another Government employees working in the subordinate offices of the Government; of India; and

(d) if so, the reason and basis for this discrimination?

The Minister of Home Affairs (Pandit G. B. Pant): (a) Yes, Sir.

(b) to (d). A copy of the Notice for the examination issued by the Union Public Service Commission prescribing the conditions of eligibility is placed on the Table of Lok Sabha. [Placed in Library. See No. S/57.]

It will be seen therefrom that the age limit of 24 has been totally relaxed only in favour of persons who were in position as Stenographers in the Secretariat and Attached Offices on the 1st January, 1955 and who continue to be so employed. In regard to certain other eligible categories of employees working in the Secretariat and Attached Offices, relaxation of the upper age limit has been made only to the extent specified in the Notice. The age concession is applicable, as always, only to persons who can be treated as departmental candidates in respect of offices to which the recruitment in question relates. Employees of subordinate offices are in a different category altogether. Moreover, recruitment to posts of Stenographers in subordinate offices is not made through the Commission.

Classification of 'Bhatras'

117. Shri Pratap Keshari Deo: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that "Bhatras" in Korapur district in Orissa are not classed as members of scheduled tribe whereas "Bhatras" in the neighbouring district of Bastar in Madhya Pradesh are deemed to be scheduled tribe; and

(b) whether there is any difference in the standard of living between the Bhatras of these two neighbouring districts?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes, Sir.

(b) This community has not been included in the list of Scheduled Tribes in Orissa on the recommendation of the State Government. The Government of India have no specific information about the standards of living of this community in the two neighbouring districts.

Trainer Aircrafts

118. Shri M. R. Krishna: Will the Minister of Defence be pleased to state:

(a) the total number of Trainer Aircrafts belonging to Air Force damaged during 1957 so far and the number of persons killed;

(b) the total cost of all the aircrafts damaged and the amount of compensation paid to the bereaved families; and

(c) the name of the Air Force Squadron which lost the maximum number of Trainer Aircrafts?

The Deputy Minister of Defence (Sardar Majithia): (a) Six, but no person was killed.

(b) Rs. 2,43,040/-, but no compensation was paid as no person was killed.

(c) No. 51 Auxiliary Air Force Squadron.

ईचन की कमी

११९ श्री बिभूति मिश्र : क्या इसकात खान और ईचन मंत्री यह बताने की कृपा करेंगे कि ग्रामीणों द्वारा ईचन की जो कमी अनुभव की जा रही है उसे दूर करने के लिये द्वितीय पंचवर्षीय योजना में सरकार क्या व्यवस्था की है ?

इसकात खान और ईचन मंत्री (सरदार स्वर्ण सिंह) : गांवों में घाम और पर लकड़ी लकड़ी का कोयला तथा मोबर आदि ईचन

के रूप में इस्तेमाल किया जाता है। अतः प्रश्न का विषय मुख्यतः राज्य सरकारों का है।

दया याचिकाएँ

१२० श्री विभूति निषः क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५५-५६ और १९५६-५७ में भारत के विभिन्न राज्यों से कितनी दया याचिकाएँ प्राप्त हुई ; और

(ख) प्रत्येक राज्य की कितनी याचिकाएँ स्वीकार की गई ?

गृह-कार्य मंत्री (श्री गो० ब० पन्त) :

(क) और (ख). मांगी गई सूचना का एक विवरण सभा पटल पर रख दिया गया है।
[बैठक परिसिष्ट २ अनुबन्ध संख्या ११]

Colombo Plan

121. Shri D. C. Sharma: Will the Minister of Finance be pleased to state:

(a) how many Indians have gone abroad for specialised training in various institutions under the Colombo Plan during 1957 so far; and

(b) the names of the institutions to which they have been admitted?

The Minister of Finance (Shri T. T. Krishnamachari): (a) 40.

(b) These persons are sent primarily for practical training. While some of them also study at training institutions e.g. for doing research the majority of them are attached to firms, offices, etc., for practical training and some go on observations tours. The number of these institutions, firms, offices, etc. exceeds 50, and it is suggested that no useful purpose will be served by setting out their names here.

Basic and Social Education

122. Shri D. C. Sharma: Will the Minister of Education and Scientific Research be pleased to state:

(a) the amount of grants given to

the Punjab State during 1956-57 to promote basic and social education;

(b) the amount spent during the same period; and

(c) whether all the schemes for which money was granted were put into force?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) Grants totalling Rs. 7.40 lakhs were sanctioned on schemes of Basic and Social Education during 1956-57; to the Government of the Punjab State including the erst-while Pepsu State.

(b) A sum of Rs. 0.18 lakhs has been spent during the first half of 1956-57. Report in respect of the second half of that year has not yet been received from the State Government.

(c) All the schemes were not put into force during the first half of the year. Report regarding the second half of the year has not yet been received from the State Government.

Taj Mahal

123. Shri D. C. Sharma: Will the Minister of Education and Scientific Research be pleased to state:

(a) the amount spent on the maintenance of the Taj Mahal, Agra during 1956-57; and

(b) the amount proposed to be spent during 1957-58?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): (a) Rs. 42,150/-.

(b) Rs. 1,11,000/-

Motor Accidents in Delhi

124. Shri D. C. Sharma: Will the Minister of Home Affairs be pleased to state:

(a) the number of motor accidents in Delhi from the 1st of December, 1956 to the 30th April, 1957;

(b) the main causes of these accidents;

(c) the number of people who died due to these accidents; and

(d) the steps taken to check them?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) 388.

(b) A statement is laid on the Table of Lok Sabha. [See Appendix II, annexure No. 12].

(c) 34.

(d) A statement is laid on the table of Lok Sabha [See Appendix II, annexure 12].

U.K. Nationals

125. Shri D. C. Sharma: Will the Minister of Home Affairs be pleased to state the number of United Kingdom citizens who are at present carrying on trade, studies and missionary-work in India?

The Minister of State in the Ministry of Home Affairs (Shri Datar): The information is being collected and a statement will be laid on the Table of Lok Sabha in due course.

Red Fort

126. Shri D. C. Sharma: Will the Minister of Education and Scientific Research be pleased to state:

(a) the amount spent on the maintenance of the Red Fort during 1956-57; and

(b) the amount to be spent during 1957-58?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrivastava): (a) Rs. 28,260/-.

(b) Rs. 13,300/-.

Corruption Cases

127. Shrimati Ila Palchoudhury: Will the Minister of Home Affairs be pleased to state:

(a) the number of corruption cases among Central Government Servants brought to the notice of Government during 1956;

(b) the category of officials involved; and

(c) the action taken against them?

The Minister of Home Affairs (Shri G. B. Pant): (a) to (c). 406 corruption cases involving 97 Gazetted and 401 non-Gazetted Officers of Central Government were registered by the Special Police Establishment during 1956. Of these 406 cases, 85 cases were sent up for trial, 98 were referred for departmental action, 145 were dropped for want of proof and 98 cases are still under enquiry. Of the 85 cases put in Court, 7 ended in conviction, 5 ended in acquittal and 53 cases are still pending trial. Of the 98 cases referred for departmental action, punishment was awarded in 4, in one case the suspect was exonerated while in the remaining cases departmental action is still in progress.

Grants to States for Basic Education

128. Shri Shankerlal: Will the Minister of Education and Scientific Research be pleased to state:

(a) amount of money allotted to each State by the Government of India for the purpose of encouraging Basic Education during the years 1954-55, 1955-56, and 1956-57;

(b) the extent to which this help was utilised by each of the State Governments; and

(c) the total number of Basic Schools opened in each State (for the last 3 years)?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): (a) to (c). A statement is laid on the Table of Lok Sabha. [See Appendix II, annexure No. 13.]

प्रकीर्ण

१२८. श्री १० ला० बाबूबाबू : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्वान में कुल कितने एकड़ भूमि में प्रकीर्ण (पोस्त) की खेती होती है ; और

(ख) किसानों से अधिक किस भाव पर खरीदी जाती है और सरकार किस भाव पर बेचती है ?

बिजनेस (श्री ल० ल० कृष्णामाचारी) :

(क) और (ख). सदन का मेज पर एक विवरण रख दिया गया है जिसमें पूछा गई बातों के सम्बन्ध में जानकारी दी गई है ।
[विज्ञापन अभिलेख २, तन्त्राध्यक्ष संख्या १४]

Black-listing of Organisations

130. **Shri Surendranath Dwivedy:** Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that a number of organisations have been black-listed for purposes of participation in them by Government Employees; and

(b) if so, the names of those organisations and the reasons which prompted Government to think that association with them of Government employees is not desirable?

The Minister of State in the Ministry of Home Affairs (**Shri Datar**): (a) Government servants are precluded under their Conduct Rules from associating themselves with any political party or with any organisation which takes part in politics. Government have impressed upon their servants separately that there may be certain cultural organisations which have ostensibly no connection with politics but may on occasions take a political stand and, for this reason, association with such organisations also should be avoided. But these are general instructions, and no organisation as such has been specifically black-listed.

(b) Does not arise.

Welfare of Scheduled Castes and Scheduled Tribes

131. **Shri Thimmaiah:** Will the Minister of Home Affairs be pleased to state:

(a) whether the whole amount allotted for the uplift of the Sched-

uled Castes and Scheduled Tribes under the First Five Year Plan has been spent; and

(b) the main items of scheme on which the amount has been spent?

The Deputy Minister of Home Affairs (**Shrimati Alva**): (a) Yes, Sir.

(b) The main items for which Central grants were given to the States for the uplift of Scheduled Castes and Scheduled Tribes were:

(A) Scheduled Castes

(i) Intensive propaganda for removal of untouchability particularly in rural areas through approved non-official organisations which might include.

(a) holding of social melas;

(b) issuing appropriate posters for display at public places;

(c) printing of small pamphlets and booklets; and

(d) showing of cinema films.

(ii) Housing.

(iii) Drinking Water facilities.

(iv) Education (Hostels and scholarships).

(v) Cottage Industries.

(vi) Agriculture.

(B) Scheduled Tribes

1. Housing.

2. Drinking Water facilities.

3. Educational Development (including hostels, scholarships, book-grants, mid-day meals and Ashram Schools).

4. Agricultural Development including minor irrigation.

5. Public Health including medical facilities for eradication of V.D., T.B., Yaws etc. from tribal areas.

6. Improvement of communications.
tions

7. Development of Cottage Industries.

8. Forest Co-operative Societies and Grain Golas.

Post-War Reconstruction Fund

132. Shri Karni Singhji: Will the Minister of Defence be pleased to state:

(a) the amount allotted to the Rajasthan Government for the Ex-servicemen's Post-war Reconstruction Fund during each of the years 1954-55 and 1955-56;

(b) the amount that has been spent by the Rajasthan Government out of the Ex-servicemen's Post-war Reconstruction Fund during each of the years 1954-55 and 1955-56, particularly with reference to the Bikaner Division; and

(c) the number of ex-servicemen allotted land in Rajasthan particularly in the Canal area in the Bikaner Division and the acreage of the land so allotted?

The Deputy Minister of Defence (Sardar Majithia): (a) No allotment was made during these years. Annual allotments are not made to State from this fund. Share of each State was released at one time. Rajasthan's allotment of Rs. 36.14 lakhs was released in February, 1947.

(b) and (c). The information is being collected and will be laid on the Table of Lok Sabha as soon as possible.

भारतीय वायुसेना का लापता डकोटा

१३३. श्री रघुनाथ सिंह : क्या प्रति-
रक्षा मंत्री यह बताने की कृपा करेंगे कि क्या
यह सच है कि भारतीय वायु सेना का एक
डकोटा विमान जो श्रीनगर (काश्मीर) जा
रहा था व मई से लापता है और उसे गुप्त
दुष्का मन लिया गया है ?

प्रतिरक्षा : उम्मीदों (सरदार व जीटिया) :
जी हां । अभी तक खोज जारी है ।

DEATH OF SHRI T. PRAKASAM

Shri Venkatasubbalah (Adoni): May I draw the attention of the House to the demise of Shri T. Prakasam?

Mr. Speaker: I have already got the news. The hon. Home Minister.

The Minister of Home Affairs (Pandit G. B. Pant): Mr. Speaker, Sir, we are all deeply grieved to read in the papers this morning the sad news of the demise of Shri T. Prakasam. His life was devoted to the service of the country. He took a prominent part in the struggle for independence, suffered privations and hardships and was always in the vanguard of the struggle.

He was widely respected in Andhra and he was architect of that new State. He was known for his courage and also for his constructive genius. He devoted his energy and his talents to the service of the people of Andhra primarily and of the entire country generally. The country is poorer for his death. I would request you to convey to the members of the bereaved family the sympathies of this House.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Mr. Speaker, Sir, I have very little to add to the tribute the Home Minister paid to Mr. Prakasam. I was associated with him, I suppose, so far as I can remember,—for quite over 35 years, ever since the early twenties, and came to appreciate many of his qualities, even though sometimes we did not wholly agree about matters. There is no doubt about the

certain tremendous dynamic energy which he possessed.

Of course, as happens to all of us, with the passage of time and age, there was a certain physical weakness which came to him and he could not function lately as he used to function. But, all those who knew him in those days will well remember that dynamic energy which he put into his work, and his sacrifices. A great figure has passed away, not only great in terms of Andhra State of which he might well be said to be the founder in a sense, but a great figure in the all-India scene; and it is fitting that we pay tribute to his memory.

Mr. Speaker: I fully associate myself with all the sentiments that have been expressed both by the hon. Prime Minister and the hon. Home Minister. I am personally very much aggrieved to learn about the death of Shri T. Prakasam. I had very great opportunities to work under him. He started with humble beginnings and rose to the position of the foremost statesman in Andhra. He was a person of indomitable will and courage.

I recollect an incident during the Simon Commission days. When all the other leaders left Madras and they did not propose to oppose and ask Mr. Simon to go back, Shri Prakasam came to the front, removed his shirt and said that he might be shot at. He was a person who made sacrifice of all his wealth. He was a leading Barrister in Madras and had a lot of property, but when he died I do not think he had even a copper vessel in his house.

He paved the way for the Andhra State and fought relentlessly for it. He remained an outstanding example for all Andhras and others also in this country for service and sacrifice. Though he retired from the Chief Ministership his advice was constantly sought after by the present Chief Minister. The whole of Andhra mourns his loss. I am glad that both the hon. the Home Minister and the Prime Minister have paid glowing tri-

butes to his memory. I would request the House to stand in silence for a minute.

The Members then stood in silence for a minute.

PAPERS LAID ON THE TABLE

ORDER UNDER COMPANIES ACT

The Deputy Minister of Finance (Shri B. R. Bhagat): On behalf of the Minister of Finance I beg to lay on the Table a copy of Order No. 3(1)-CL-VI/57, dated the 30th March, 1957, under sub-section (4) of Section 89 of the Companies Act, 1956. [Placed in Library See No. S-49/57.]

DIRECTION ISSUED BY SPEAKER UNDER RULES OF PROCEDURE

Sardar Hukam Singh (Bhatinda): Sir, I beg to lay on the Table a copy of Direction No. 63A issued by the Speaker under the Rules of Procedure and Conduct of Business in Lok Sabha. [Placed in Library. See No. S-50/57.]

STATEMENT RE DEMANDS FOR EXCESS GRANTS, 1953-54

The Deputy Minister of Finance (Shri B. R. Bhagat): On behalf of the Minister of Finance I beg to present a statement showing Demands for Excess Grants in respect of the Budget. (General) for 1953-54.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

SUGARCANE PRICES

Shri Khushwaqt Rai (Kheri): I beg to call the attention of the Minister of Food and Agriculture to the situation resulting from reduction in sugarcane prices in Bihar and Uttar Pradesh and its inadequate supply to Mills.

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): I may mention at the outset that no reduction in cane price has been allowed in case of Bihar. In case of U.P. the price of cane has been linked with sugar recovery with effect from

[Shri M. V. Krishnappa]

8th May as was done last year. The price of cane was also linked with recovery in 1951-52, 1952-53 and 1954-55 seasons, but that was done from 1st of May. In 1953-54, practically all the sugar factories close by the end of April and the need for such linking did not arise.

As you may be aware, sugar recovery begins to fall from the beginning of May due to inversion of sucrose content in cane owing to heat. If the recovery falls below a certain limit, sugar factories do not find it economical to continue crushing and they refuse to work unless necessary reduction is made in the cane price. Government has no power to compel factories to work at a loss. The basic limit for sugar factories in U. P. where the cane surpluses generally occur, is taken as 9.6 per cent. When the recovery falls below this figure, it becomes unavoidable in the interest of growers to link the price of cane with recovery. This is done on the basis of a prescribed schedule. The average price of cane paid by factories in U.P. in May 1956 was nearly Rs. 1-3-0 per maund. The corresponding figures for June was Rs. 1-1-9 per maund.

This year, the area under cane in U.P. was reported to be about 19 per cent more than last year. In order that the factories may not have to continue crushing late in June-July as was the case last year, steps were taken to persuade the factories to start early by giving them a concession of five annas per maund of cane crushed. Of this concession, two annas were met by the Central Government, two annas by the State Government and one anna by the cane grower in the form of reduction in the minimum price of cane. This concession was available to all such factories as started crushing operations by the 4th of November and on all cane crushed by them up to the 12th November. As a result of this concession, 16 factories started crushing by about 4th November as against one last year. Further, in view of the fact that some of the

factories in West U. P. had to continue crushing late in June and even in July last year, cultivators were also warned in the beginning of this season that they should make necessary arrangements for crushing their surplus cane into gur. I may mention that it is not economical to start crushing earlier than the first week of November. The sugar recovery in the second fortnight of October does not generally average more than 7 per cent. It is about 8 to 9 per cent in November as against 11 per cent in the peak months of January and February and 9.5 to 10 per cent for the season as a whole. The recovery in May is on the whole higher than up to the middle of November.

During the current season, 101.30 lakh tons of cane were crushed up to 7th of May in U. P. as against 87.05 lakh tons during 1955-56. About 9.3 lakh tons of cane remain to be crushed on that date as against about 12.40 lakh tons last year. In order that the entire outstanding cane is crushed as early as possible, all possible steps were taken by the State Government to divert cane from surplus areas to factories closing early. During the current season, 26 factories are expected to work in June as against 32 last year. 15 factories had also to work in July last year, while the number of such factories may not be more than three or four this year.

In case of Bihar, the total quantity of cane crushed up to 7th May was 32.5 lakh tons as against 31.58 lakh tons last year. Only a quantity of about 60,000 tons (or 1.2 per cent of the total) remained to be crushed on that date. The corresponding quantity last year was about 75,000 tons. Out of 28 factories working in Bihar, 25 have closed. Of the remaining three, two will complete crushing of all the cane available in their zones before the end of this month, although the third one may have to continue for one or two days in June. Last year due to the fall in recovery, a reduction of three annas per maund in the minimum price of

cane was allowed with effect from 8th May. It has not so far been considered necessary to allow any such reduction this year.

I fully appreciate the difficulty of the cultivators if their entire crop is not crushed by the end of April, when they have to get busy with the processing of the rabi crop. They have also to incur losses due to drainage of cane and pay higher charges for harvesting and transport. It is, however, only in bumper years that the need for prolonging the season arises. Fortunately, we have been having bumper crops right from 1954-55. While the average crushing season for U.P. during the triennium ending 1953-54 was 110 days, it was 129 days in 1954-55 and 143 days in 1955-56, and it is expected to be about 144 days during the current season.

ELECTION TO COMMITTEES

CENTRAL ADVISORY COMMITTEE OF THE NATIONAL CADET CORPS

The Minister of Defence (Shri Krishna Menon): I beg to move:

"That in pursuance of clause (i) of sub-section (1) of Section 12 of the National Cadet Corps Act (Act XXXI of 1948), as amended by the National Cadet Corps (Amendment) Act (Act LVII of 1952), the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Central Advisory Committee of the National Cadet Corps for a term of one year.

Mr. Speaker: The question is:

"That in pursuance of clause (i) of sub-section (1) of Section 12 of the National Cadet Corps Act (Act XXXI of 1948), as amended by the National Cadet Corps (Amendment) Act (Act LVII of 1952), the members

of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Central Advisory Committee of the National Cadet Corps for a term of one year."

The motion was adopted.

ALL INDIA INSTITUTE OF MEDICAL SCIENCES

The Minister of Health (Shri Kar-markar): I beg to move:

"That in pursuance of Section 4(g) of the All India Institute of Medical Science Act, 1956, the Members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two Members from among themselves to serve as Members of the said Institute."

Mr. Speaker: The question is:

"That in pursuance of section 4(g) of the All India Institute of Medical Science Act, 1956, the Members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the said Institute."

The motion was adopted.

RAILWAY BUDGET—GENERAL DISCUSSION

Mr. Speaker: The House will now proceed with the general discussion of the Railway Budget, for which three days have been allotted. I might state that according to the usual rule that we have followed, there will be a time limit of fifteen minutes for each individual Member and about twenty minutes to half-an-hour in the case of leaders of parties. That is the time-limit within which the discussion may be carried on.

Shri S. A. Dange (Bombay City—Central): In discussing the Railway Budget, I do not wish to go into too many details of the financial struc-

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ture or the structure of rehabilitation renewals and so on as is presented in the Budget. Railways are an extremely vital part of our economic life and the Plan has rightly given due weight to this sector of our economy. I have no hesitation in paying a tribute to all the workers, to all the managerial staff, and such others who have been doing all they can to rehabilitate the railways, to run them efficiently and to see that the Plan is fulfilled in this respect. All these things have been done by the people. What do we see in the Budget as it is presented? Does the Budget take note of this fact that the people do want the Plan to be fulfilled in respect of transport and that the workers also do want to contribute their best in the fulfilment of the Plan? I would like to present one or two questions in this matter.

There is no doubt about the fact that the Government are in difficulties with regard to certain items of the Plan in regard to transport. For example, they have difficulties in getting imports, they have difficulties in balance of payment, they have difficulties about prices, about getting loans, and so on. All these difficulties are appreciated and we from the Opposition, if I may say so, are not merely here to oppose for the sake of opposition. I for myself and for my party and, without being impudent to speak on behalf of other parties, for other parties, may say that we want to make constructive suggestions so that the Plan in the Transport sector should be fulfilled in order that the benefits may come to the community as well as to the working classes. If we speak from that point of view, we will certainly have to criticise and also to suggest measures. I do take the responsibility to criticise and I do take the responsibility to suggest measures which should form the basis of the removal of that criticism and to help the Government in such a way that they can fulfil the Plan. I just take two items in the Plan. The whole Budget hinges on these two things.

There is they say, shortage of money and we must tax more. There is a tax on goods, and there is a tax on travel. The hon. Minister says there is likely to be a shortage of Rs. 200 crores and he must somehow or other make it up. That amount he proposes to make up by taxing goods traffic at 12½ per cent and travel by some other per cent. The one is expected to bring about Rs. 140 crores or so in the five years, and the other Rs. 14 crores per year, and at that rate about Rs. 70 crores in the five year period. So, an attempt is made to tax traffic of goods and tax the passengers in order to produce this Rs. 200 crores needed for the Plan.

Do I support such a taxation? If it were shown to me that the whole thing would sink, would fail, if such taxation were not imposed, that in no other way can we get this Rs. 200 crores, then I should certainly be ready to make sacrifices for the sake of the Plan. We are not averse to making sacrifices. The question is: at whose cost are the sacrifices to be made, and for whose benefit are they going to be made, or are at present being made?

My submission is that the intentions of the Ministry and those who execute the Plan are good, but unfortunately the direction of execution of the Plan is certainly not as it should be, and therefore the Budget gets into difficulties, the execution of the Plan gets into difficulties, and we are faced with the prospect that in order to overcome the difficulties, we have to tax the movement of goods, tax the passengers, deny the rights and the demands of the working class and this just generates a movement which militates against the Plan instead of favouring the Plan. A sort of contradiction develops out of these difficulties. There is the desire to fulfil the Plan, but this imposition of taxation generates opposition to the Plan, and the result is a conflict between the good wishes to execute the Plan and the desire of the people to protect themselves from the effects of taxa-

tion and such other injurious measures under the Plan. Therefore, I want to resolve this contradiction if possible, and make certain suggestions for the acceptance of the Government.

For example, take the measures that are being proposed. Even a casual reading of the speech of the Railway Minister and some of the items mentioned here would lead you to proposing certain solutions if you know properly what is happening in the countryside. For example, I give you one instance. A lot of money has been spent on stores, on import of locomotives, on import of wagons, while some, of course, are manufactured inside the country. My question is: is the import policy which is adopted in this Budget for building up certain lines, for extension of lines for meeting the needs of the people, correct? And secondly, is it being executed with due honesty? My submission is that the import policy is incorrect, because some of the items of the Plan on Railways as presented in the Budget today are unnecessary and incorrect. And the second thing I want to submit is that those who take the measures, not all of them, but some of them do not take them with due regard to the morals of our society and to the needs of the country. In other words, there is, as has been already mentioned even by the Prime Minister sometimes, in some parts of the administration, corruption and wastage steps in which dislocates the financial proposals, dislocates the Budget, the execution of the Plan and becomes a vicious tax on the people. On these two points need I submit many more facts?

Take for example the proposal to electrify the railways. It is necessary to carry out electrification of 800 miles of our railways today? The 800 miles are more or less running today. They are carrying goods and passengers. Why do you want immediately, in this year or in the next two or three years, to rush into electrification? I can understand electrification of 10, 15 or 20 miles around a city like Calcutta

or Bombay where the staff of the officers have to be rushed in, and quick movement and increasing traction capacity as it is called has got to be achieved. What is the necessity to electrify the railway from Igatpuri to Bhusawal, the line on which I travel often. Bombay to Igatpuri is electrified. Electrification of the line from Igatpuri to Bhusawal is totally unnecessary. What is the necessity to electrify from Asansol to Gomoh and Gomoh to Moghalsarai? Is not the present locomotive capacity sufficient? Or is not the present method of traction sufficient? It may be that it is not so speedy; it may not be without some difficulties. But electrification is a thing in respect of which we have to depend primarily on English and American supplies. And we know how these supplies are being made.

There is the story that the Americans give some few millions of dollars in aid by one hand, and by the other they charge double the prices in the ordinary market for the same goods which they are supplying from the loan. This is the perpetual story of American loans from A to Z in all the cases. It is on record that we went to buy locomotives from the aid or loan given by the Americans, and we were charged double the prices than were normally necessary. The English locomotives, the German locomotives and the Japanese locomotives were far cheaper; they were costing just one-half or one-quarter of the prices of the American locomotives. But they said, 'We give you loan. That is the string or the rope round your neck. They give us aid; they say, 'without strings' but that is the rope they hang round your neck and say, 'you pay at our prices, or we do not give you the loans'. We could have brought in the English market but we refused to buy, because there was this loan to be taken, and we got locomotives at double the prices. It is on record, and even the Estimates Committee has made a reference to this practice of loans being given often by the Americans and their asking double the prices

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for the supplies that are made under these loans. Could we not save on this practice? That is one item of saving. It can be done.

I am told that recently an order has been placed for ALCO diesel-locomotives. I do not know which technician advised the purchase of these locomotives from the American company. But orders worth Rs. 10 crores have already been placed. Is that at all necessary? I want to know. Is electrification of 800 miles of track necessary today before the Second Plan is completed? My submission, and my request to Government is, please postpone the electrification of railways for the next five years, until the Second Plan is completed.

Now, Rs. 80 crores have been allotted for electrification. And Rs. 80 crores represent the sum total of the taxing proposed by the Finance Minister by taxing the railway fares, and the railway passengers. Is it necessary that the passengers in this country should pay Rs. 80 crores by way of new taxation in order to electrify a railway which is already running? I do not think it is necessary. Therefore I would request, please save these Rs. 80 crores by abolishing this electrification of 800 miles of railways, and abolishing thereby the necessity to tax passenger fares.

Buying in the cheapest market is another thing which the railways can carry out. But they are not doing it. You know, after all—and there is no doubt about it; I cannot blame the Railway Minister for it that we are working in a capitalistic society, and when purchases are made, all the capitalistic practices come into being. Some of them are called normal business practices. But in the context of a national plan, they can become corruption. Corruption does not necessarily mean pocketing Rs. 100 lakhs or Rs. 10 lakhs or Rs. 1 lakh or

Rs. 1000 by some one. It is not that. The moment you divert a certain order from one firm to another and make it cost the exchequer a little dearer to benefit that firm, corruption has already set in, though you may do it with the best possible motives. In a capitalistic society, certain normal capitalistic practices are absolutely normal corruption, when judge in the light of people's needs and socialist practices.

While referring to corruption, I am not referring to persons. What I mean to say is that we are functioning in a certain environment of capitalistic practices, and these practices have got to be watched. And by whom can they be watched, when the function of watching these practices is handed over to those very capitalistic elements who are interested in continuing these practices? Therefore, I would say that when this thing has got to be executed, you must import a new element which is not concerned with capitalistic practices, a new force in society. And what is that force? That force in society is the worker on the railways, who is not interested in capitalistic corruption, capitalistic profits and commissions to buy locomotives in America or in England or in Germany. This new force is the force on which Government should rely in order to see that there is no wastage, that there is no corruption, and that things are executed properly.

You will ask: how is this force to go and sit in the ministerial offices and check up? Yes, this force can do the check-up in many ways.

Therefore, my first point is: please re-study the schemes you have been proposing, chuck out electrification, watch the system in which the element of corruption due to capitalist practices enters, and then you will be able to save a lot. You would be able to avoid the necessity of taxing fares and taxing goods.

Secondly, I come to the some of the surveys that are being made. I do not oppose the surveys that have been made and the new railway lines that have been proposed. I would just add one more survey. That is a survey which has so far been obstructed or rejected. I refer to the whole system of movement of goods from Bombay down south to Mangalore. That area is void of a railway system. On the whole Konkan line system, we have no big shipping, and we do not develop extensive shipping on that side; if we do develop it, it is subject to such monopoly control that fares on these shipping lines have increased four, five or six times. Now people are complaining about the monopoly practice of the shipping lines on this route.

Again, this area is a good area, a very highly populated area, an area which supplies the bulk of the skilled working class to mills and factories in Bombay City. But this part of the country is remaining totally unsurveyed and is not proposed to be given a railway system in the near future. I ask: why this discrimination? Is it that this area has been very rebellious in regard to the capacity of the ruling party to get its MLAs and MPs elected from that area? I hope no such discrimination will be practised. I hope all the bitterness of the election days will be forgotten when economic problems are discussed in this House. Of course, some people are angry with me for remembering elections. But what can you do? It is out of the elections that we are born here, and we cannot forget the mother, the people within two months of it and just say, 'We do not remember the elections and the results'. We cannot help it. The people and their voice have got to be remembered, whether it is two months or two years after. So let not, some friends of mine get derailed or lose their temper if I refer to elections. So much with regard to surveys.

I was mentioning the new force, which is really the force that has to

keep the ruling circles in trim, that is supposed to check up and be vigilant. This force is the working class. And how is it being looked after? In fact, when it comes to a question of blaming people for things, it is always the worker or sometimes it is God. When there is an accident or when some bridges are washed away, when anybody is to be blamed, we find now that the agency generally to be blamed is God. I want to sound a note of caution here. If you blame that agency too much, it might recoil on you! Blaming God or acts of God for all these accidents too often might bring some other dividend, the wrath, in a greater proportion!

I was just looking into the report of the Mahabnagar Accident Inquiry Committee. What does the Government say there? It says: Why did not the watchman make four rounds when he was allotted two bridges at two ends at a distance of 100 yards? (An Hon. Member: 1000 yards). Everybody else is absolved and the question is asked: Why did not the watchman do it? This tendency to find fault with the worker alone, this tendency to neglect one's own faults, as a tendency which will land our country in the non-fulfilment of the Plan and obstructions and difficulties in the way of the Plan. Therefore, this tendency must be avoided.

The other point is about the workers' terms and conditions of service. Here are one million workers working on the railways. There are 10 to 11 lakhs of people. These people suffer from an anarchy of wage rates. I find an inspector, who is in charge of guarding the lines and looking after them, a technician, classified as an unskilled fellow. I wonder why this is done. I wonder how such a function as guarding or maintaining the lines is classified as unskilled for the purpose of payment of wages and for the purpose of grades.

Then throughout the country now, as a result of the rise in prices and

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difficulties in meeting the cost of living, there is a demand for a uniform Pay Commission which should look into the grievances of all government servants, including railway servants.

Now, this demand is made not only by the communists or the socialists or the Praja-Socialists or the Scheduled Caste Federation but, in fact, it is supported even by the INTUC. But, then, there is a tremendous resistance to fulfil that demand. I do not know why the Congress party yet does not overcome that old habit which some of them might have learnt from the ICS civil services, to resist whenever a demand is made. Then, after a lot of argument, spontaneous strikes, firing, this and that, they say: All right we concede. If they are congratulated for the concession or criticised for conceding later on, they say: Is that so; we will stop. Then, they carry on with their old bureaucratic stolidity which refuses to move unless it is moved by the people. Therefore, this sort of approach to the demands of the working classes should be really scotched and should be improved so that we might come to a tolerable system wherein the workers and the top men can co-operate in the development of the transport system, in guarding it and developing it further for the fulfilment of the Plan. This is with regard to the question of wages.

The other point which I should like to mention is the way in which the Ministries themselves or some of them not particularly the Railway Ministry but some others are responsible for disturbing the collective organisational efforts of Trade Unions on the Railways. Victimisation is being carried on on the Railways today for one reason or another in various centres. I do not want spontaneous explosions in the form of strikes. Certainly, I should like to avoid them as far as possible. When the top does not move and when the steam is there and is being suppressed, well, the law of Nature will act and the steam will

try to come out in its own way. Here, there is discontent on the Railways and to suppress it victimisation is taking place and in what funny way. In fact, a nice satire can be written on the way in which the ruling circles are carrying out this victimisation.

In the first place, they say: We want to guard the Railways from the hands of the political parties. Of course, the ruling party is not a political party; it has become a *sarvovoddaya* party which includes politics and everything. They want to guard the Railways from political parties. They do not want the Communists; they do not want the Socialist; they do not want the Praja-Socialists; because the Railways are in danger from these people. Victimisation takes place immediately they find that a worker is connected with a trade union which does not belong to their political party. A sort of monopoly of trade unionism is being foisted on the workers on the Railways by the action of the State itself. If a monopoly is backed by the State against the willing support of the people it becomes a dictatorship and does not remain a democracy. This is what is happening on the Railways.

I have no time to give some of the wonderful examples of victimisation on the Railways. But, here, I have got a memorandum printed by two or three unions which the Minister can peruse if he has not already got it. I am sure they must have got it but they refuse to take note of it. If you permit a little digression, a memorandum on locomotive purchases was submitted by me 3 years ago to the Finance Minister at that time, Shri C. D. Deshmukh and to the hon. Minister, Shri T. T. Krishnamachari. They have denied knowledge of the facts and when I referred to facts authoritatively quotations, after six months I got a reply saying that they were just an exception and not the general practice. Now comes the

Estimates Committee saying that it is not an exception and that it is generally taking place. This is the way in which they respect the representations made by the workers. Here is a memorandum and there are cases of victimisation of trade union leaders just because they are office-bearers of trade unions which are not to the liking the backing of the Congress Party.

Let me request them to give up this prejudice against the All India Trade Union Congress, against the Hind Mazdoor Union or against the political parties which are not on their side because no kind of suppression or want of patronage or want of support from the Ministry is going to stop the All India Trade Union Congress from functioning and its trade unions from continuing to live. Let me make that very clear.

Here is one case of victimisation of a railway worker. He was first suspended; then, he was prosecuted; he was acquitted and taken back. Again he was suspended and taken back and made permanent. Then, again, he was called to show cause why he should not be suspended. One of the causes was that he was supposed to be moving about with a girl—I do not know why it should it be an offence in this country even by the standards of the ruling party—; and that girl was a communist. He replied: I am very sorry, but she is my wife. Now what is the offence? What it that he was moving with his wife or what? The other cause was that he was attending an open public meeting, in which Communists were going to speak. Is that an offence under the Constitution? Then the third cause was that he was going to attend a meeting (Interruption) The show cause statement is not made by the Communist; it is given by the Railway Officials to this gentleman concerned; they said he was attending a meeting which was going to be addressed by me and in which the Proceedings of the All India Trade Union

Congress were going to be reported. It is very wrong on the part of the officials of the Railways to stop people attending such meetings. It is not my fault if people try to attend my meetings and if people refuse to attend other meetings, even though they are threatened with hunger strike into death. If they are so popular that people will not go to their meetings but will impose Janata curfew, is it my fault? If I am not unpopular, why should the Ministry threaten people because they attend my meetings? This certainly is a peculiar practice in the building up of trade unions and in the building up of the Plan.

I would therefore, request Government to drop this practice. There is that mess about the unity between the unions of Vasavada and Guruswami Unions. Why should there be trouble about that. Mr. Vasavada does not like the Trade Unions of Mr. Guruswami. Why should they not be given recognition? Why should there be perpetual holocaust about this problem on the Railways on this question on which even the President's powers are invoked in order to dismiss the workers, who belong to the Union which is not recognised by the Railway Ministry. I think the House knows it that the 'show cause' has become difficult to be depended on, because the Congress Committees which get reports from the Police or the Police which get some reports from the Congress are not very sure about the facts and when they are challenged, they cannot be proved. So they have come to the final conclusion: Let the President dismiss the man without the right of 'show cause' being given to him. So the Presidential powers are going to be used to dismiss an ordinary railway worker because the railway worker can prove that all the causes are bogus causes, are manufactured causes, in order to support certain political trends of the ruling political party. Therefore, this use of the powers is not very healthy to the fulfilment of

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the Plan. In discussing this Budget, I want to wind up by saying that some of these financial proposals such as taxation on the people and the passengers can be avoided by curtailing the schemes of electrification, curtailing wastage, looking into questions of corruption and thereby saving money for the Exchequer, so that you would not be forced into taxing the people at large and getting them into a whirl of discontent instead of keeping them satisfied by giving them higher standards of life. Please do not condemn Trade Unions which are to the dislike of the Ruling Party. Do not make the President to use dictatorial powers in such a way that ordinary workers are dismissed without being given the right to explain or being told why they are being dismissed and without following certain democratic procedure. Recently a Railway worker complained to the hon. Minister through Mr. Giri and a worker was suspended because he did not write direct to the Ministry or the railway officer concerned. The question put was: Why did he go to Mr. Giri? It has become a practice for Railway workers to approach Members of Parliament for submission of their grievances. I do not think that submission of grievances through Members of Parliament should be considered an offence. I do guarantee on behalf of my workers if they are of the Communist Party that they would do efficient work. My principle is that a worker at the bench shall do efficient work but when he is outside that bench, in this free time, he shall be a most efficient communist. If our workers are inefficient, we are prepared to see that efficiency is given but not efficiency of that kind which does not meet his needs, not efficiency which cannot be given, an efficiency which is impossible, an efficiency which is efficiency of an automaton and nothing else.

This question should be looked into by the Ministry concerned from a liberal democratic approach, from an

approach which is free from prejudice for certain sections of Trade Unions and which relies more on the workers than on experts. Combine the workers and expert and put a stop to the capitalist corrupt practices in the administration and you will be saved from the necessity of imposing mounting taxation against the people and thereby creating more dis-content and perhaps non-fulfilment or under-fulfilment of the Plan.

Shri T. K. Chandhuri (Berhampore): Mr. Speaker, I was feeling a little bit hesitant in taking part in today's debate because although it had been my practice to participate in Railway debates and take some interest in the development of plans of the railways in this country in years past, owing to circumstances, beyond my control, I could not attend the proceedings of the House during the last 2 years and after again coming back to the House, I was confronted with an accumulation of information which I am finding it very difficult to catch up with. I have been trying to find out as best as I can if there has been any change and if those changes are changes for the better or for the worse. There are, of course, certain very obvious changes. Shri Lal Bahadur is no longer there. His place has been taken by Shri Jagjivan Ram. I think it would be in bad taste to compare this change or differences that might have come about as a result of that, to the difference between tweedledum and tweedledum. Instead of our distinguished and very revered friend, Shri Lal Bahadur, we have with us to day the more amiable and still more friendly Shri Jagjivan Ram. Unfortunately these sterling personalities are a facade and I want to assert categorically that that is a facade which screens and hides (Interruption) the permanent reality of Railway Bureaucracy with its apex in the Railway Board. There are different tiers—General Managers, Chief Engineers,

Superintendents, Operating Superintendents, Divisional Superintendents and so on. We have here a whole structure which has not changed and, if I may say so, it has to a certain extent hardened and consolidated its hold upon the Railway administration in a manner unprecedented even in British days. I will come to this aspect of the matter a little later. This is one part of our story.

Coming back to the country after two years in the initial days after my release from the Portuguese territory of Goa, till I got my duplicate railway pass from the Lok Sabha Secretariat, I had usually to travel as a lay member of the travelling public in third class, in second class and also in the first class as and when I could afford. I definitely felt that there was an improvement in the provision for amenities so far as passengers were concerned. I have not been able to go into details but here has been some improvement in his respect. I remember, two or three years ago, that Shri Lal Bahadur Shastri and his energetic assistant, Shri Shah Nawaz Khan, used to take personal interest in all these matters and travelled *inognito* to find out the dishes of the travelling public, of the third class passengers especially and tried to do a lot for them. I need not detail the items that struck me at that time; I think there has been a definite effort to effect improvements so far as passenger amenities were concerned.

Unfortunately, these passenger amenities can be employed as a screen by this monopolistic, bureaucratic organisation, the Railway Board, to hide its lack of planning, its inefficiency and corruption and many other things—in short, the veritable rotten state of affairs behind the screen that has been of training for so many years.

Now, let me take up the records of the achievements of the railway administration. In March last again

this time, we have been handed a white paper on railways. In the First Plan period, we generally undertook rehabilitation of our railways and we had a vast programme for Rehabilitation of rolling-stock and permanent ways and all these things were undertaken. Here, there is a wonderful statement in this white paper:

"In spite of the large-scale procurement, however, the proportion of over-aged locomotives and wagons on the Broad Gauge at the end of the Plan period was higher than at its commencement, 32.5 per cent locomotives and 16.5 per cent wagons being over-aged at the end of the Plan compared to 23 per cent and 13.3 per cent respectively at the beginning."

Of course, that is not the whole story. There has been some improvement on the metre gauge section, but, because the broad gauge section represents the major part of our Railways, if we proceed at this pace to effect rehabilitation, then after some time we will perhaps have nothing but over-aged wagons and locomotives.

Shri Feroze Gandhi (Rai Bareilly): The average age is going down.

Shri T. K. Chaudhuri: That also be speaks of the wonderful efficiency, the operational efficiency, of the Railway Administration.

There are some other figures also given in the various brochures that have been supplied to us. I do not know how these figures and statistics relating to operational efficiency can be claimed to have proved that the operational efficiency of the Railways has increased. For example, from the figures relating to engine-miles per day we find that per passenger engine in broad gauge it was 166 in 1953-54 whereas in 1955-56 it has come down to 164. In metre gauge this figure was 132 in 1953-54 and it

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has come down to 128 in 1955-56. Sir, I would not take the time of the House in reading out the figures, but hon. Members can see for themselves the utmost, on the basis of those figures, that can be claimed would be that in some sectors our operational efficiency has definitely deteriorated and in other sectors at the most it has remained stationary. For example, with regard to goods engines in broad gauge the engine-miles per day has remained at 94 in 1953-54, again 94 in 1954-55 and again 94 in 1955-56. With regard to metre gauge the figure has remained at 85 for all the three years. That is a wonderful improvement.

13 hrs.

Now, we are asked by the Railway Ministry to provide for an additional bill of Rs. 200 crores. Our esteemed friend and comrade, Shri Dange, has already referred to that aspect of the matter, how the Government is proposing to meet that Bill by additional taxation and all that. The fact remains that there are certain arguments put forward by the Govt. about that increased bill which are very difficult to accept and about whose plausibility there might be differences of opinion. Further, there is the added disconcerting fact that when the programme for the Five Year Plan was decided upon, we did not take into account the inflationary pressures that were operating on our economy. They came forward and said that "we need Rs. 100 crores more". What then? Only just now, the inflationary pressures generated by the expenditure of the First Five Year Plan period are getting effect. What do we do when this additional expenditure that we undertake now or which we decide upon now goes into circulation and begins to exert its impact on the market in its turn in the course of the next five years or more? Where is the end to this end less cost-price spiral? Why cannot the Railway Administration or the people who are responsible for

deciding upon this programme anticipate things a little bit more intelligently? I would not put it in stronger terms than that. A bit more of intelligence and a little knowledge of elementary economics could tell them that the present-day costs are likely to go up and the rise in prices and costs should always be anticipated a little before hand. Otherwise, there might be trouble.

Now, I come to the question that I raised at the outset, namely, the consolidation of the bureaucratic control of the Railway Board, which has practically brought this state of affairs about. Lal Bahadur Shastri or Jagjivan Rams may come and go but the strangle-hold of the Railway Board remains for ever. Look at the fact how this Board is touchy and sensitive. I might refer this House to certain facts of several years back. You, know, Sir, that the incidence of accidents in railways was on the increase several years back and after persistent demands, in the Lok Sabha, an Accidents Inquiry Committee was appointed with our esteemed friend, Shri Shahnawaz Khan, as the Chairman. I might give the names of the members of that Committee. Shri Shahnawaz Khan was the Chairman, as I said, and Shri P. N. Mubai, the Chief Government Inspector of Railways at that time, and Shri N. S. Shinde, retired General Manager of the ex-B. B. & C. I. Railway, were members. It was a three-man Committee. It produced a report during the discussion of the railway budget for the year 1955-56. Not only Members from this side of the House but the Members in general claimed that reported should be placed on the Table of the House. The Government refused to do that.

They appointed a Reviewing Committee some time later with the same Chairman—Shri Shahnawaz Khan. I shall read out the names of the members of this Committee. The members were, Shri Badhwar, who was at that

time the Chairman of the Railway Board; Shri L. P. Mishra, who was also connected with the railways and had recently retired from the Railway Board. He was very close to, what I might say, this Administration or this close Corporation; lastly, Shri Ranjit Singh. I do not know much about this gentleman.

Shri Sadhan Gupta (Calcutta-East):
Director, Traffic.

Shri T. K. Chaudhuri: When this matter was raised here, as to why the findings of the Accidents Inquiry Committee—there were as many as 32 recommendations—were quashed, nothing was said. We from this side of the House expressed surprise at the fact that the same Shri Shah-nawaz Khan should be made to quash those recommendations. But Shri Shah-nawaz Khan explained that it is a technical question, that he was not a technical man and, sitting with the Reviewing Committee, he was convinced that they were all technical matters and that he was not a technical man. So, when he found better technical advice, he was convinced, and he agreed to the quashing of the recommendations of the first Committee.

Only recently, we have known what has been done with regard to the findings of the Mehboobnagar Enquiry Committee. From the findings of the Desai Committee, it was learnt that some senior engineers and the administration of the Central Railway were responsible for the tragic happenings. Immediately, without explaining it to the country or to the House, as to what were the grounds on which the Government had found it necessary to quash the findings of that Committee, the findings of the entire judicial enquiry committee were quashed. But there was another judicial enquiry committee with regard to the Ariyalur incident. There, only patrolmen or junior grade officers and employees were involved. So, nothing was said about that Committee. As far as my information goes, and as far as I have

been able to ascertain, no objection was raised by the Government with regard to the findings of that Committee. But here, in the case of the Mehboobnagar disaster, because senior engineers of the entire Railway Administration were blamed, immediately Government had to come forward and quash the findings. That is how matters stand.

I would take only a few minutes more, because I know that you, Sir, have rung the bell. I cannot but refer to the matter of victimisation of railway workers. I do not want to go into the question of recognition of rival unions. Everybody knows it is a plain scandal. I do not know how the ruling party reconciles itself to that position, but so far as victimisation question is concerned, already our friend comrade Dange has referred to the fact that the emergency powers of the President of the Republic have been invoked to deny elementary justice to those poor clerks or junior grade employees who were alive in non-recognised unions. In order to deny them the right to show cause and to put up a defence, the powers of the President of the Republic have been invoked. Their elementary right to show cause or to put up a defence has been denied to them on what grounds? On the ground of the security of the State! Do the hon. Ministers—I appeal to the conscience of the whole House and the whole country—want us seriously to believe that the security of the State was jeopardised by these four junior clerks? What do you take the country for? What do you take this House for? You invoke the special powers of the President under article 311 of the Constitution and say these poor clerks were jeopardising the security of the State. The leader of the Communist Party is here and that party is running the Government in one of the States of this union. All the parties have accepted the constitutional democratic procedure.

Leaving aside external affairs, internally it is claimed that we have sta-

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bilised the State, but the railway administration has the daring to come forward, the Railway Board has the courage and temerity to come forward and say that the security of the State was jeopardised or threatened by these four clerks. One of them was Assistant General Secretary of this Railwaymen's Union; another a clerk in the traffic accounts office of the Eastern Railway; the third a branch secretary in Anara railway station in the Anara branch of the South-eastern Railwaymen's Union and the fourth a clerk in the claims office, South-eastern Railway, Calcutta. I would ask the hon. Minister straightaway; let him kindly reconsider the case of these poor people. Even when you hang a man, you give him a hearing. I appeal with all the earnestness and seriousness that I can command—about other cases of victimisation I do not want to say anything now, but at least in the case of these four poor young men, give them a chance. Do not ask us to believe that Heavens will fall if these people were allowed to continue in their services. I again appeal to the hon. Minister; he can yet do justice. There must be a court of appeal. Let there be a court of appeal beyond the decisions taken by the railway administration.

श्री सिंहासन सिंह (गोरखपुर) : अध्यक्ष महोदय रेलवे मंत्री महोदय ने रेलवे बजट सम्बन्धी श्वेत पत्र जो भवन के सामने पेश किया है उसको पढ़ने से एक तरफ तो उत्साह मिलता है लेकिन दूसरी तरफ साथ ही साथ चक्का भी लगता है ।

मैं ने अभी आपके श्वेत पत्र में पढ़ा कि इस ५ वर्ष में कितनी गाड़ियां बनीं और कितने इंजन बने और इन ५ वर्षों में कितनी खराब कह कर फेंक दी गई और पढ़े से कुछ ऐसा प्रतीत हुआ कि हम देश की एकोन्यामी को सही तरीके से नहीं बरत रहे हैं ।

आपने श्वेत पत्र में जो आंकड़े दिये हैं, उसके मुताबिक इस ५ वर्ष के अन्दर ६१२५४ गन्स बने ४७५८ कोचेज बनीं और १५८६ लोकोमोटिव्स बने और ५ वर्ष के पूर्व का टोटल देखने के बाद और दोनों का अन्तर देखने से मालूम होता है कि ३६१०४ गन्स हमने या तो नीलाम कर दिये या उनको बर्बाद कर दिया या तो उनको कहीं फेंक दिया । इसी तरीके से ३६३० कोचेज फेंक दी गई और ६६३ इंजन बेकार कह कर फेंक दिये गये । इसका मतलब यह हुआ कि जहां १६६०६४ हमारे गन्स थे प्रथम पंचवर्षीय योजना के पहले थे एक तरफ ६१ हजार बनाते हैं और उन में से ३६००० के करीब बर्बाद करके फेंक देते हैं अर्थात् यह ६२ प्रतिशत से अधिक बर्बाद के आंकड़े हैं ५०० कोचेज की बर्बादी के आंकड़े ४०३ प्रतिशत, ५०० अधिक हैं और इंजनों की बर्बादी के आंकड़े ७०८ प्रतिशत से अधिक हैं । एक कोच का औसत जीवन ४० वर्ष माना जाता है जब कि एक इंजन का जीवन ५० वर्ष आंका गया है और उनके जीवन के अनुपात से यदि उनका विगड़ना देखा जाये तो भी वह २ परसेंट से ज्यादा नहीं होना चाहिये और मैं चाहता हूं कि मंत्री महोदय इस महान बर्बादी की ओर ध्यान दें जो कि हो रही है ।

मैं ने अभी जब मैं रतलाम से आ रहा था तो मैंने भरतपुर में देखा कि हजारों की तादाद में रेलों के डिब्बे बेकार करके फेंके हुये हैं । मैं ने उस सम्बन्ध में पार्लियामेंट में प्रश्न भी किया था कि स तरह की बर्बादी क्यों हो रही है । उस का जवाब मिला कि वे डिब्बे पुराने हो गये हैं और काम लायक नहीं हैं । अब एक तरफ तो हमारी सरकार रेलवे मंत्रालय तथा रेलवे बोर्ड कहता है कि हमारा काम धागे नहीं बड़ सकता क्योंकि हमको सोहे और सीमेंट की कमी पड़ रही है एक तरफ तो सोहे और सीमेंट की कमी है और अभी हमारे वित्त मंत्री महोदय ने

जो नया बजट रखा है उसमें लोहे और सीमेंट की कीमत दुगुनी बढ़ जायेगी और वह करीब २ करोड़ से अधिक हो जायेगी और उससे हमारी इस सम्बन्ध में दिक्कत और बढ़ जायेगी। इसी तरीके से अगर कोवेज को बर्बाद किया जाना जारी रहा एक तरफ तो हम नई कोवेज बनाने जाएंगे और दूसरी तरफ हम बिगाड़ने जाएंगे तां वह अवस्था हम नहीं चा सकेंगे जो कि नाना चाहे है मर्त्य हमारे यहां पर अधिक से अधिक ताराद में डिब्बे चलें अधिक से अधिक गाड़ियां चलें ताकि लोगों की भीड़ कम हो और आसानी से हम जर्मनी का सामान देश के एक कोने से दूसरे कोने में भेज सकें। आज जब हमारे देश में लोहे की कमी अनुभव की जा रही है तो हमें जहां तक मुमकिन हो सीज्दा गाड़ियों की मरम्मत करा कर और ठीक करा कर काम लेना चाहिये। आज मुझे कहना पड़ता है कि हमारा ध्यान इस ओर कम है। मेरी समझ में नहीं आता कि क्या कारण है।

एमेनेटीज प्रोवाइड करने के सिलसिले में हम देखते हैं कि इस साल २.६८ करोड़ की रकम हमने रखी है। अब आपको यह समझना चाहिये कि जनता अधिक रेल-गाड़ियां चाहती है ताकि वह बिना भीड़ भाड़ के समय पर अपनी मंजिल पर पहुंच सके या सुन्दर और आकर्षक स्टेशन चाहती है जो वातानुकूलित हों और जहां कि वह आगम से ३४ घंटे गुजर सके। जनता आपके उन वातानुकूलित बेटिंग रूमों में बैठने के स्थान पर यह चाहती कि उसको रेलगाड़ी में बैठने का स्थान मिले और वह बिना भीड़ भाड़ के अपने घर पहुंच जाये और इसलिये मैं चाहूंगा कि आपको इस समय चलते रेलगाड़ियों में डिब्बे बढ़ाने की ओर ध्यान देना चाहिये।

पहले गोरखपुर में रेलवे का हेडक्वार्टर होता था और वहां पर हेडक्वार्टर के लिये व्यवस्था है लेकिन वहां पर २७ लाख रुपया लगा करके हेडक्वार्टर के लिये नई इमारतें

बनाई जा रही हैं। जब कि वहां पर जर्मन मैनेजर के लिये सी० बों० पी० एस० के लिये इन्जिनियरों के लिये अलग अलग इमारतें हैं और वह भी वातानुकूलित अर्थात् एयरकंडीशन्ड हैं। २७ लाख रुपया लगा कर उनके लिये इमारत बन रही हैं। मैं पूछना चाहता हूं कि इनकी क्या आवश्यकता पड़ी? क्या यह २७ लाख रुपया बचा कर इन्हीं लागत में हम शक्की गाड़ियां और अच्छे इंजन नहीं खरीद सकते हैं। एक डिब्बा बना में एक लाख रुपया लगता है ३० लाख रुपया में ३० डिब्बे बन सकते हैं। उससे आप एक गाड़ी और चला सकते थे। गोरखपुर में जा कर देखिये वहां हर समय धक्कापेल मची रहती है। लोगों को बैठने के लिये जगह नहीं मिलती। बिहार में तो यह भी मानूँ नहीं होता कि यहां कोई नियम भी है या नहीं। लोग टिकट बेटिकट सब तरह से गाड़ी में बैठते हैं। आज जो जगह बड़ी दूर दूर है वहां के लिये अगर आप एक गाड़ी और चला देते तो उससे लोगों को ज्यादा सुविधा हो जाती। आप गाड़ियों को और आरामदेह बनाने के लिये २.६८ करोड़ रुपये खर्च कर रहे हैं। उसको भी आप डिब्बे बनाने पर खर्च कर सकते थे। थोड़े दिनों के लिये स्टेशनों का इलेक्ट्रिफिकेशन बन्द कर के डिब्बे बनाने का काम करते तो गाड़ियां और बढ़ सकतीं और लोगों की भीड़ कम हो जाती। आज लोग आराम इतना नहीं चाहते जितना कि बी. में के लिये जगह चाहते हैं। हम लोगों की बात तो सुनी नहीं जायेगी, लेकिन अमरीका से आपने एक एक्सपर्ट को बुलाया और उसकी भी राय ली। उसने आपको यह राय दी कि जो काम आप अभी रोक सकते हैं उसको रोकिये और जो काम बहुत जरूरी हों उनको कीजिये। आप मकानों का बनाना रोक सकते हैं, आप स्टेशनों पर सीमेंट के लिये नये याई बनवा रहे हैं ताकि वह साफ रहें। सैकड़ों वर्षों से वह गन्दे पड़े रहे, हमारा सारा काम चलता रहा है। लेकिन आज उनमें घ

[श्री सिंहासन सिंह]

सीमेंट लगवा कर नये याई बनवा रहे हैं जो हर साल टूट जाते हैं टूटें क्यों नहीं ? जहाँ पर पाँच बोरे घाप देते हैं वहाँ पर तीन बोरे ही लगता है, दो बोरे और जगह चला जाता है । आज खुले बाजार में सीमेंट नहीं मिलता, लेकिन ब्लैक मार्केट में जितना सीमेंट घाप चाहें मिल सकता है । लेकिन वह सीमेंट घाने का जरिया क्या है ? वह उनको गवर्नमेंट के भ्रमसरो से ही मिलता है । आज जो याई सीमेंट के बनाये जा रहे हैं अगर उनको गवर्नमेंट रोक दे थोड़े दिन के लिये जो सीमेंट बचेंगा और दूसरी जगह काम आ सकेगा । अमरीकन एक्सपोर्ट गैलब्राइट ने लिखा है :

The last two criteria in appraising investment can be disposed of quickly. Railways last a long time. For a hundred years there has been a conflict between the English system of building, which is to build for eternity and the North American system of building, which is (or used to be) to get safely by the next bulge in traffic. Railwaymen in all countries have a bias in favour of the former. But the next few years will be ones of special stringency in India; thereafter steel, electrical equipment, heavy engineering products and the like will be available from Indian sources.

हम तीन स्टील प्लांट लगा रहे हैं । पाँच साल बाद हमारे यहाँ लोहा बनेगा, और चीजें बनेंगी । उन तमाम चीजों के लिये हम इस काम को रोक सकते हैं । उनको रोक कर हम और जगहों पर इस रुपये को काम में लायें । इसी तरह से बिजली लगाने और डीजल का करने के बारे में भी उस ने राय दी है कि बिजली का काम ठक सकता है, डीजल का काम भले ही जल्द ही हो, लेकिन रोक जा सकता है । बिजली से डीजल नष्ट हो सकता है, लेकिन डीजल बची तो हमें

बाहर से ही मंगाना पड़ेगा, डीजल इंजन भी बाहर से मंगाने पड़ेंगे । हमारे यहाँ व्हाइट पेपर में बिस्तर-जन की क्षमता प्रति वर्ष ३०० इंजनों की बताई गई है :

Schemes were prepared for the expansion of capacity to build 300 locomotives per year at the end of the Second Five-Year Plan, but, in view of the curtailment of the Plan allotment and the proposed electrification and dieselisation of certain sections of the Railways, it has now been decided to stabilise production at 14 W.G. locomotives, reducing to the maximum extent possible the importation of components.

हमारे यहाँ ३०० इंजन बन सकते हैं । कोला हमारे देश में है, उसके लिये 'हम' बाहर नहीं जाना पड़ता । इंजन बिजली के करने में यह होगा कि हम बिजली के इंजन भी बाहर से लायें, ऐलैक्ट्रिक मशीन भी बाहर से लायें और बिजली पैदा करने पर जो अधिक खर्च होता है वह भी हम करें । यह चीज हमारे यहाँ सफल नहीं हो सकती । रुपया लगा कर हम लोकोमोटिव कारखाने बनायें, उनकी कैपेसिटी बढ़ायें । जब हम ३०० इंजन 'हर वर्ष बना सकते हैं तो क्यों हमें मजबूर किया जाता है कि हर महीने १२ या १४ लोकोमोटिव ही बनायें । वह ज्यादा क्यों न बनायें ? आज थोड़े से लोग एलिक्ट्रिफिकेशन की मांग कर सकते हैं, लेकिन जिन के लिये आज यह सब काम किये जा रहे हैं उनको इसकी जरूरत इसी नहीं है । मैं पूछता हूँ कि किसने मांग की है हमको ज्यादा आराम चाहिये । जनरल ने कभी बिजली की गाड़ी नहीं मांगी, न उस ने कभी डीजल की गाड़ी मांगी । वह तो जल्दी जल्दी गाड़ी चाहती है, ताकि वह अपने बचों से जाकर जल्दी से जल्दी मिल सें । वह यह नहीं चाहती कि उसकी सुन्दर से सुन्दर गाड़ी मिले लेकिन बैठने की जगह न

मिले। हम रोज कहते हुये सुनते हैं कि हम १४ अरब रुपये चाहते थे, लेकिन हमको कुल ११ अरब रुपये मिले, हमारा काम कम ही रहा है। लेकिन मैं कहता हूँ कि एलिकट्रिकीकरण जैसी चीजों को रोक कर के हम दूसरी चीजों पर लगा सकते हैं और जनता को ज्यादा सुविधा दे सकते हैं।

मुझे एक और बात कहनी है। अभी वर्कर्स के बारे में एक नया बिल गवर्नमेंट की तरफ से निकला है। साथ ही दूसरा पत्र में जिह है कि सब के लिये रोजगार के जरिये भलग भलग बनाये गये हैं। अभी मैं रतलाम गया था। वहाँ कामशैल क्लार्क्स की मीटिंग थी। उनकी मांग बड़ी सच्ची और सही मान्य पड़ती है, लेकिन उनके साथ कुछ ऐसा व्यवहार हो रहा है जो कि बहुत अश्रद्धा प्रतीत नहीं होना। कामशैल क्लार्क्स रेलवे की आमदनी का मुख्य आधार हैं। वही टिकट काटने हैं वही माल बूक करते हैं। लोग कहते हैं कि वह तरह तरह की गड़बड़ करते हैं और रुपये कमते हैं। सम्भव हो सकता है कि कमते हों। लेकिन यह भी सम्भव है कि पागे बढ़ते हुये गुग के मास कुश्र भादमी में होंगे जो ईमानदारी से काम करना चाहते होंगे। हवें उनकी ईमानदारी को समझना चाहिये और कम से कम लिविंग वेज तो देना हो चाहिये। उनको कम मे कम घाटपहुँच कर पेटो की और दूसरे दिन लड़के के स्कूल की फीस देने की फिक्र तो न हो। लेकिन उनके ऊपर ज्यादा ध्यान नहीं दिया गया। ८०—१६० और ८५—२०० की ग्रेड्स को तो मिला दिया गया है लेकिन इन लोगों का नहीं औरों में लोअर ग्रेड के भादमी कम हैं, लेकिन कामशैल क्लार्क्स में लोअर ग्रेड के लोग ७० फी सदी हैं। और जगहों पर ५० या ६० फी सदी हैं तो यहाँ पर ७० फी सदी हैं वैक्सिमम ग्रेड पर वह सिर्फ २ ११२ परसेंट ही हैं। उनके लिये हर जगह पर रिस्क भी है। हर जगह पर इसके लिये

लोगों को कुछ परसेंटज मिलता है, लेकिन इन लोगों को वह भी नहीं मिलता। आज कल नये पैसे और पुराने पैसे के हिसाब की वजह से और नबबडी होती है, टिकट के बेचने में भी बाधा हो जाया करता है, लेकिन इसके लिये भी उनको कुछ नहीं मिलता। इसलिये उनकी मांग है कि उनको भी औरों की तरह ही कर दिया जाये। जब उनकी शिक्षा, उनका नौकरी में आने का तरीका वही है जो कि और क्लार्कों का तो यह भिन्नता क्यों है? सब क्लार्क्स एकसाँ ही रहने चाहिये। स्टेशन मास्टर में अगर किसी का काम खराब हुआ तो उनको कामशैल क्लार्क दी जाती है, लेकिन उन में से अच्छे काम करने वालों को स्टेशन मास्टर नहीं बनाया जाता। इसलिये मैं कहना चाहता हूँ कि उनकी मांगें सही हैं। उनका यह भी कहना है कि कामशैल इन्स्पेक्टर बाहर से लाये जाते हैं, उन में से किसी को नहीं बनाया जाता। इस तरह से उनको प्रमोशन का रास्ता भी कम, उनकी आमदनी भी कम और उम्मीद यह की जाये कि वह ईमानदार भी रहें। यह आज नहीं हो सकती। अगर आप वाकई चाहते हैं कि वह ईमानदारी से काम करें तो उन को बेतन कम से कम इतना दीजिये कि उन्हें किसी बात की चिन्ता न रहे।

दूसरे, आपको मालूम है कि हमारी सरकार कुछ दिनों से लोडिंग और अनलोडिंग के लिये, माल चढ़ाने और उतारने के लिये कंटेनर दे रही है। रतलाम में ऐसे छः कंटेनर हैं जो माल बूक करते हैं और गवर्नमेंट उनको कमिशन देती है ५ परसेंट या २ ११२ परसेंट। आप समझ सकते हैं कि वह लोग इससे कितना रुपया कमते होंगे, और वह कौन से लोग होते हैं जो रखे जाते हैं? पुराने एम्प्लायीज, पुराने रिटायर्ड भादमियों को रक्खा जाता है और उन से बुकिंग का काम कराया जाता है। उनको डार्ड या पांच परसेंट दिया जाता है, जिससे आप समझ सकते होंगे कि वह कितना रुपया कमते होंगे। उनकी रोजगार

[श्री सिंहासन सिंह]

धामदनी ५००० तक होती है। धाबिर धाप यह क्यों बेते हैं? जब देश में अधिक से अधिक नौजवान बेकार हो रहे हैं, तब उनको रिक्रूट किया जाये। उनको काम देने से अधिक से अधिक धादमी काम पा सकेंगे। हमारे यहां २० लाख धादमी हर साल तैयार होते हैं जन्हें काम चाहिये। लेकिन इस तरह से पुराने धादमियों को काम देने से कंट्रैक्ट्स को मोनोपलाइज कर दिया जाता है। रतलाम में कुछ लोगों ने मुझ से कहा कि वह बड़े भच्छे तरीके से काम करते थे और कम खर्च में सरकार का काम होता था। जिस काम को वह १ हजार में करते थे उसी को धाज ५ हजार रुपये में किया जा रहा है। इस तरह से राष्ट्र का क्या लाभ हो रहा है। धाप इस धोर से अधिक से अधिक धन क्यों नहीं बचाते। क्यों नहीं धाप अपने धादमियों से बुकिंग कराते हैं, बाहर से कंट्रैक्ट्स से क्यों कराते हैं? इस तरह से देश का नुकसान हो रहा है।

धाज कंट्रैरिंग की तरफ लोगों का ज्यादा ध्यान है कि वह कैसे हो। धापने एक कमेटी बनाई थी जिसमें कि हमारे डिप्टी मिनिस्टर साहब भी मेम्बर थे। उस कमेटी ने रिपोर्ट दी। उस रिपोर्ट का धापके एवेंट पत्र में भी वर्णन है। उस रिपोर्ट में है कि किसी के पास भी दस या बारह से ज्यादा कंट्रैक्ट न हों। लेकिन धाज धापने बतलाया कि इसलिये कुछ दिक्कतें हो गयी हैं कि मुकदमेबाजी हो रही है, कुछ इंजक्शन से लिये गये हैं। लेकिन ऐसे बहुत से मानापलिस्ट, धाज भी मौजूद हैं जिनको कि धापने नोटिस तक नहीं दिया है। धापको इन लोगों से क्या प्यार है कि धापने इन लोगों को नोटिस तक नहीं दिया और जो छोटे छोटे कंट्रैक्टर थे उनको नोटिस दे दिया। एक तरफ धाप कहते हैं कि कमेटी की सिफारिशों का इम्प्लीमेंटेशन हो रहा है और कहीं कहीं मुकदमेबाजी की वजह से दिक्कतें हो रही हैं लेकिन बड़े लोगों को तो

धापने नोटिस तक नहीं दिया है। इससे लोगों का यह क्याल होने लगता है कि जिसकी पहुंच हो जाती है उसका तो काम हो जाता है और जिसकी पहुंच नहीं होती उसका काम नहीं होता। धापने ऐसे लोगों को नोटिस दिया है जिनके एक या दो ठेके थे लेकिन बड़े बड़ों की मान-पसी चल रही है। मैं तो कहता हूं कि किसी के पास दो से ज्यादा ठेके नहीं होने चाहियें। ऐसा करने से ज्यादा धादमियों को काम मिल सकता है। लेकिन धापने छोटे ठेकेदारों को तो निकाल दिया है पर बड़ों को रहने दिया है। जब तक इंडियन कंट्रैरिंग खत्म नहीं होता तब तक धाप छोटे लोगों को भी न छुयें। यह इन्साफ का तकाजा है कि अगर धाप बड़ों को रखते हैं तो छोटों को भी रहने दें। धापने बड़े लोगों को ही फायदा पहुंचाया है। यही हमारे वित्त मंत्री ने भी किया है। उन्होंने घनिकों को साढ़े सात करोड़ कम रिलीफ दिया है और इतना ही इनकम टैक्स कम्पनियों के नाम पर लगा दिया है। इस तरह से बड़े लोगों का तो टैक्स न बढ़ा न घटा, पर धोरों का टैक्स बढ़ गया। धापने फ्रेट भी बढ़ाया है। लेकिन इसको बढ़ाने के पहले धापको अपना घर भी देख लेना चाहिये। हर जगह बड़े बड़े स्टेशन बनाये जा रहे हैं और प्लेटफार्म बढ़ाये जा रहे हैं। लेकिन अगर प्लेटफार्म थोड़े गन्दे भी रहते पर अगर धापने इस रुपये से अधिक गाड़ियां बनाई होतीं तो लोगों को ज्यादा फायदा होता। धापको लोगों की वास्तविक हित की ओर अधिक ध्यान देना चाहिये। जहां धाप लोगों को टैक्स करते हैं वहां धापको अपने भाराम और भासायश में भी कमी करनी चाहिये।

इसी सम्बन्ध में सैलूनों के बारे में कुछ कहना चाहता हूं। अक्सर लोग तब भी सैलूनों में चलते हैं। जहां एक तरफ गाड़ियों में इतनी ज्यादा भीड़ होती है कि लोग गाड़ी के ऊपर तक बढ़ कर चलते हैं और ऐसा

करने में दुबटना शुरू हो जाती है, वहाँ एक अफसर भाट पहुँचे के सैलून में अकेला यात्रा करता है जिसमें कि सैकड़ों आदमी बैठ कर जा सकते हैं। मैं लाख बहादुर शास्त्री जी का कृतज्ञ हूँ कि उन्होंने मिनिस्टर होते हुए भी सैलूनों का उपयोग नहीं किया। वह सैकिड क्लास में जाते थे। और उसका भी एक डिब्बा ले कर चलते थे। एक बार वह मोरखपुर गये तो वह तो सैकिड क्लास के डिब्बे में थे। पर उनके मातहत अफसर सैलूनों में थे। उनको उस दिन भी यह भूल नहीं आई कि हमारा मिनिस्टर एक डिब्बे में चल रहा है तब तो हम सैलूनों में न चले। इन सैलूनों पर लाखों खर्चा खर्च हो रहा है। अफसर लोग कहते हैं कि अगर हमको सैलून नहीं मिलेगा तो मुआइना करते समय हमको ठहरने में कठिनाई होती है। पर अब तो हर बड़े स्टेशन पर रिटायरिंग कम बनाये गये हैं और अगर उनको तकलीफ होती है तो वे अपने ठहरने के लिये कमरे बनवा सकते हैं लेकिन इस तरह सैलून ले जा कर यात्रियों की जख्तर को तो न रोक। आज हम डिमाक्रेसी की बात करते हैं, आज हम सोशलिस्ट पेटर्न की बात करते हैं और कहते हैं कि लोगों की स्थिति में बहुत कम अन्तर होना चाहिये, वहाँ यह उचित नहीं मालूम देता कि एक आदमी तो अकेला एक सैलून ले कर चले और दूसरों को गाड़ी में जगह तक न मिले। यह अन्तर बहुत ज्यादा है। अंग्रेज लोग चले गये। अब तो हमको इन सैलूनों का उपयोग छोड़ देना चाहिये।

श्री रघुनाथ सिंह (वाराणसी) : धर्मी साहन्वाज सां साहब हमारे साथ थर्ड क्लास में धाये हैं।

श्री सिंहासन सिंह : इसलिये मेरा निवेदन है कि जहाँ कहीं भी सम्भव हो सके आप पैसा बचा कर लोगों के धाराम के लिये लगायें। धर्मी मोरखपुर में हैडक्वार्टर की इमारत बन रही है। मैं कहता हूँ कि आप

धर्मी इस इमारत को न बनायें और इस खर्चे को गाड़ियों के बनाने में खर्च करें। मैं इस विषय में आपको मोरखपुर की जनता की सेंट परसेंट राय दिलवा सकता हूँ। धर्मी जो इमारत है वह बहुत काफी बड़ी है। उसमें भीटिंग करने के लिये बड़े बड़े कमरे हैं। मेरी समझ में नहीं आता कि आप यह २२ लाख रुपया इस इमारत पर क्यों खर्च कर रहे हैं। मैं एक बार फिर आपसे अनुरोध करता हूँ कि आप गरीबों के हितों की ओर अधिक ध्यान दें और जो कामशायज क्लर्क्स का आवेदन आ रहा है उस पर सहानुभूति के साथ ध्यान दें जिससे उनको सन्तोष हो।

श्री अमोल सिंह : (मटिडा, रक्षित अनुसूचित जातियाँ) : जन व रपीवर स हब, मैं आपकी धन्यवाद देता हूँ कि आपने मुझे बोलने का मौका दिया। मैं कुछ ब नें पंजाब के बारे में और खास कर अने जिले मटिडा के बारे में अर्ज करना चाहूंगा।

पहली बात तो मैं यह कहना चाहता हूँ कि रेलवे का धन पंजाब की तरफ बहुत कम है बहुत बने दूसरे हिस्सों के। तो इसकी तरफ आपकी तबज्जह होनी चाहिये।

रेलवे सर्विस कमीशन चार जगह मुकर्रर की गई है, इलाहाबाद, बम्बई, कलकत्ता और मद्रास में। हमके अलावा Board की रिपोर्ट में कहा गया है कि III Class Technical staff को ट्रेन करने के लिये शाहजहाँपुर, माधोपुर और मऊ में सेंटर खोल रहे हैं। तो जनब वाला ये दोनों बीजे पंजाब से बहुत दूर हैं। पंजाब के लोगों को इनसे कोई फायदा नहीं पहुँच सकता, कम से कम उतना फायदा नहीं पहुँच सकता जितना कि हम चाहते हैं। पंजाब के लोग बड़े अफाफा हैं घर काम करने के लिए तैयार हैं। लेकिन उनके पास बतना इया नहीं है कि वे घरवालों से लेकर इतनी दूर जायें क्योंकि हो सकता है।

[श्री अजीत सिंह]

कि उनकी एक्स्प्रेट न किया जाये। इलाहाबाद के रेलवे सर्वासि कमीशन के बारे में मैं चाहता हूँ कि उसको दिल्ली लाया जाये ताकि उससे पंजाब वालों को फायदा पहुंच सके। और अगर ऐसा नहीं कर सकते हैं तो कम से कम एक ट्रेनिंग सेंटर पटियाला, भटिंडा या और किसी ऐसी जगह में बनाया जाये जहाँ कि पंजाब के लोगों को भी फायदा पहुंच सके। अब मैं पैरोज़ा के बारे में कुछ प्रश्न करना चाहता हूँ। भटिंडा और अम्बाला से दो गाड़ियाँ ऐसी चलती हैं, जो शटल पैमेंजर कहलाती हैं। ये ६-५५ बजे चलती हैं। मैं रेलवे मिनिस्ट्री को धन्यवाद देता हूँ कि उसने मेरी दरखास्त पर उस चार डिब्बे वाली गाड़ी में दो डिब्बे और लगा दिये हैं, जिससे लोगों को बहुत सहूलियत मिल है। लेकिन आजकल लोग ज्यादा सफ़र तोरते हैं और इतने धादमी एक छोटे से डिब्बे में हो जाते हैं कि सफ़ाई होने लगती है। इस भीड़ की वजह से लोगों को बड़ी दिक्कत महसूस होती है। मैं सुझाव दूंगा कि अगर उसको मेहरबानी करके फुल-ब्लैण्ड ट्रेन बना दिया जाये, तो उस इलाके के लोगों को बहुत सुविधा हो जायेगी और रेलवे मिनिस्ट्री की धामदनी भी बढ़ जायेगी।

भटिंडा हिसार मीटर-गेज लाइन पर जो १० गाड़ियाँ चलती हैं, वे बहुत नाकाफी हैं उन में इतनी ज्यादा भीड़ होती है कि मैं ने प्रक्सर एक एक डिब्बे के ऊपर पचास पचास धादमियों को चढ़े हुये देखा है। जैसा कि श्री सी.एस. सिंह ने कहा है, उसका नतीजा यह होता है कि प्रक्सर एक्सीडेंट हो जाते हैं। मेरी दरखास्त यह कि वहाँ कम से कम एक गाड़ी और बढ़ा दी जाये। रेलवे टाइम टेबल को देखने से पता चलता है कि एक गाड़ी सिरसा में घा कर ठहर जाती है। अगर उसको एक्स्टेंड करके भटिंडा से जाया जाये और कुछ वक्ते के बाद वह गाड़ी हिसार चली जाये, तो लोगों का

फार्मि टाइम बच सकता है और रेलवे की धामदनी में भी इजाफा हो सकता है।

हम देखते हैं कि रेलवे स्टेशनों पर गाय बहुत घूमती हैं। अगर एक धादमी के पास टिकट न हो, तो उसको पकड़ लिया जाता है और उससे चार्ज किया जाता है, लेकिन हम देखते हैं कि गायों का वहाँ बहुतायत होती है और वे बिना किसी रोक टोक के घूमती हैं। खास तौर पर भटिंडा स्टेशन पर हम पचास पचास गाय देखते हैं। कोई उनको पकड़ता नहीं है।

एक सामाजिक सवाल : क्या वे दूध देने वाली होती है ?

श्री अजीत सिंह : दूध देने वाली नहीं होती है। जो दूध देने वाली होती है, उसको पकड़ कर बांध लिया जाता है और जब वह दूध देना बन्द कर देती है, तो उसको छोड़ दिया जाता है। इस बारे में सख्त हिदायत होनी चाहिये कि किसी स्टेशन पर गायें न घूमने पायें।

इस सिलसिले में पहले भी रिप्रेजेंटेशन कर चुका हूँ कि भटिंडा में कोई एन्क्वायरी आफिस नहीं है। हमारे यहाँ सात लाइनें हैं और सात गाड़ियाँ वहाँ जमा होती हैं। वह पंजाब में एक बहुत बड़ा स्टेशन है, लेकिन वहाँ कोई एन्क्वायरी आफिस नहीं है। इस वजह से पैसजर्स को बड़ी दिक्कत का सामना करना पड़ता है। उनकी मालूम नहीं होता कि कौनसी गाड़ी कहाँ जायेगी, और कब जायेगी बरीरह। वहाँ वहाँ पर एक एन्क्वायरी आफिस जरूर खोला जाना चाहिये।

फ़िरोज़पुर से रात की छः बजे गाड़ी चलती है और भटिंडा में रात के आठ साढ़े आठ बजे पहुँचती है। वहाँ प्रायः तीन घंटे का स्टॉपेज होता है। लेकिन १० बजे गाड़ी की

रिफरेशमेंट कम से बहुत दूर से जा कर बड़ा कर देते हैं, जिस की वजह से मुसाफिरों को बहुत तकलीफ होती है और वे रुकना नहीं ला पाते हैं। मैं बरखास्त करूंगा कि जो गाड़ियां खाने के वक्त स्टेशन पर पहुंचती हैं, उनको रिफरेशमेंट कम के पास ही बड़ा किया जाय, ताकि पैसंजर्ज भाराम के साथ खाना ला सकें।

भटिंडा स्टेशन पर एक फाटक लगा हुआ है, जहां घंटा, आध घंटा टापीज रहता है। फाटक बन्द रहता है और उसकी वजह से ट्रेफिक जैम हो जाता है। लोगों को बड़ी दिक्कत होती है। अगर वहां एक ओवर-ब्रिज बना दिया जाय, तो यह मसला हल हो सकता है। मैं इतनी तजवीज रख रहा हूं, शायद मिनिस्टर साहब को इन्हें प्रमल में लाने में कुछ दिक्कत हो।

श्री रघुनाथ सिंह : ग्रंडर-ग्राउंड ब्रिज बना दिया जाय।

श्री अजित सिंह : वह बड़ा मुश्किल है। ओवर-ब्रिज बन जाने से लोगों को बहुत भाराम हो जायगा। उसमें भारी सामान लाने और ले जाने में बड़ी तकलीफ होती है, क्योंकि सीढ़ियों पर चढ़ना पड़ता है।

रेलवे लाइन के बारे में मैं पहले बजट के मौके पर भी धर्ज कर चुका हूं। मोगा से भटिंडा तक की रेलवे लाइन पंजाब में बहुत ही अच्छा काम देगी। इससे बीस-पच्चीस लाख लोगों को फायदा होगा। इस वक्त अगर कोई मोगा से भटिंडा जाना चाहे, तो पहले उसे फिरोजपुर जाना पड़ता है, जो कि पैंतीस बालीस मील का फासला है। फिर फिरोजपुर से भटिंडा जाना पड़ता है, जो कि लगभग साठ मील का फासला है। अगर मोगा से भटिंडा तक डायरेक्ट लिंक हो जाय, तो पचास मील का फासला बच सकता है और पैसंजर्ज को बहुत फायदा होगा। आज हालत यह है कि उस इलाके में जो गांव हैं, उनके बीस-बीस, पच्चीस-पच्चीस मील तक कोई

स्टेशन नहीं है, जिससे लोगों को बहुत पीस खाना पड़ता है। हम लोगों को समझाते हैं कि टैक्स देना चाहिए, क्योंकि उसके जरिये से फाइव थीयर प्लैन चल रही है, सबके बच रही हैं और रेलें बन रही हैं, लेकिन हकीकत यह है कि बनता कुछ भी नहीं है। हब टैक्स बढ़ा करने के लिए तभी कह सकते हैं, अगर लोगों के लिए कुछ कंस्ट्रिक्ट काम भी किया जाय और लोग यह महसूस करें कि गवर्नमेंट हमारे लिए कुछ कर रही है, इसलिए अगर वह टैक्स मांगती है, तो यह कुछ गैर-मुनासिब नहीं है। पंजाब में यह एलान कर दिया गया है कि मेट्रिक तक फ्री एजुकेशन दी जायगी। यह एक बहुत अच्छा, सुहावना और खूबसूरत सपना लोगों को दिखाया जा रहा है। आज पोजीशन यह है कि टैक्स तो लगाए जा रहे हैं, लेकिन इन प्रैक्टिस लोगों के लिए कुछ होता नहीं है।

स्टेशनों पर गाड़ियों के बारे में एनाउन्समेंट करने का इन्तजाम कर के गवर्नमेंट ने बड़ा अच्छा काम किया है। इससे एक्वायरी आफिस वालों का काम आधा हो गया है। इस सिलसिले में मैं यह सजेशन दूंगा कि चूंकि पंजाब में पंजाबी और हिन्दी दो रिजन बना दिए गए हैं, इसलिए पंजाबी रिजन से एनाउन्समेंट पंजाबी में हो, हिन्दी में नहीं। इसी तरह...

श्री नवल प्रभाकर (बाह्य दिल्ली-रक्षित अनुसूचित जातियां) : हिन्दी में भी और पंजाबी में भी।

श्री अजित सिंह : दोनों में हो जाय— एक दफा हिन्दी में और दूसरी दफा पंजाबी में हो जाय। वहां गांवों के लोग अभी ज्यादा हिन्दी नहीं समझ पाते हैं। अगर पंजाबी में भी एनाउन्समेंट होगा, तो उन्हें समझने में सहाय्य रहेंगी। आहिस्ता आहिस्ता— पांच दस साल तक वे हिन्दी समझने लग जायेंगे, तो हम कोई एतराज नहीं करेंगे और न ही एतराज करना चाहिए कि उन लोगों के लिए हिन्दी में एनाउन्समेंट क्यों की जाती है।

[श्री अशित सिंह]

इस सिलसिले में मैं यह भी ध्यान करना चाहता हूँ कि हमारे मुल्क में बहुत से लोग भर्त्तब होते हैं। उनमें से जो लोग पड़े लिखे होते हैं, अगर स्टेशनों पर एनाउन्समेंट के लिए उनको रख लिया जाय, और जो देख सकते हैं, उन को दूसरी जगहों पर लगा दिया जाय, तो उन लोगों के रोजगार का मसला हल हो सकता है और गवर्नमेंट की नेकनामी होगी। उन लोगों ने वहाँ सिर्फ बोलना ही है—रट लिया और बोलते गए।

अब मैं मैथिल भाषा सिलक्शन फार थे इ प्रमोशन के बारे में—क्रिटिसिज्म के तौर पर नहीं, बल्कि कुछ सजेष्टन्स देने के लिए—कुछ ध्यान करना चाहता हूँ। होता यह है कि एक बोर्ड कांस्टीच्यूट कर दिया जाता है। वह बोर्ड तीन प्रादमियों का होता है। लोग उसके सामने जाते हैं और इम्तिहान दे कर चले जाते हैं। इसमें बहुत से नुक्सान होते हैं, क्योंकि बोर्ड दो तीन महीने पहले से कांस्टीच्यूट कर दिया जाता है। आजकल सब एप्रोचबल होते हैं। इन्स्टिट्यूट लोग किसी न किसी जरिये से उनसे मिल लेते हैं—या यूँ कहिए कि उनको पैसा दे देते हैं, ब्राइब कर देते हैं—और उनको उनप्लूएन्स कर के चुन लिए जाते हैं। इस सिलसिले में तीस पायंट्स पर्सनैलिटी के रखे जाते हैं और बीस पायंट्स उसके लिए होते हैं जिस को रेलवे वाले अपनी जवान में बाइबा-बोसा कहते हैं। ५० प्वाइंट ऐसे हैं जो एंटायरली एट दी विल आफ दी बोर्ड के ऊपर होते हैं और जिसको बोर्ड चाहता है ३० प्वाइंट दे देता है और जिसको नहीं चाहता है नहीं देता है। बाकी के जो २० प्वाइंट हैं उनको एक कैंडिडेट को बाहे टैस्ट ले कर दे दिया जाता है या दूसरी तरह से दे दिया जाता है। तो मैं ध्यान करना चाहता हूँ कि ये जो ३० प्वाइंट परसोनैलिटी के रखे हैं नहीं होने चाहिये। इसकी जगह पर सीनियोरिटी-कम-फिटनेस को ही देखा जाना चाहिये। यह देखा जाना चाहिये कि

क्या वह कैंडिडेट उस काम को करने के लिये फिट है या नहीं। अगर आप ऐसा करेंगे तो आज जो सबकु देसने में घाती है, वह खत्म हो जायेगी। आजकल जो बाइबरी चल रही है वह भी खत्म हो जायेगी।

मैं एक ध्यान और करना चाहता हूँ और यह यह है कि जो क्लास २ के आफिसर्स को बोर्ड में लिया जाता है, उनको नहीं लिया जाना चाहिये। मैं रेलवे मिनिस्टर साहब से मिला था और मैं उनका शुक्रिया अदा करना चाहता हूँ कि उन्होंने बड़े ध्यान से मेरी बात को सुना। उन्होंने कहा था कि यह इस पर सोचेंगे। मैं बतलाना चाहता हूँ कि ये जो क्लास २ आफिसर्स होते हैं जिनको कि बोर्ड में जगह दी जाती है, ये बहुत ईजिसी ब्राइन्ड होते हैं। इनको थोड़ी तनक्वाह मिलती है और उनको प्रमोशन चाहने वाले थोड़ा बहुत दे कर अपना काम निकलवा लेते हैं। जनाबेवाला मेरे पास इस तरह के केसिज हैं और अगर मिनिस्टर साहब चाहें तो मैं उनको उनकी खिदमत में पेश कर सकता हूँ। बड़े बड़े सीनियर एफिशेंट लोगों को इग्नोर कर दिया गया है और जो नये नये हैं उनको ले लिया गया है।

अपनी रिपोर्ट में रेलवे बोर्ड ने शीड्यूल कास्ट्स, शीड्यूल ट्राइन्स और एंग्लो-इंडियन्स को नान-ग्राजिटिड रेलवे सर्विस में लेने के लिये लिखा है। यहाँ पर कहा गया है कि जितनी पोस्ट्स इनके लिये रिजर्व की गई हैं वे २,०४७ हैं और केवल ३३१ प्रादमी ही लिये गये हैं। मुझे तो शक है कि शीड्यूल कास्ट के लोगों के साथ इस मामले में बहुत ज्यादा डिस्क्रीमिनेशन किया जा रहा है। जब कि हमारे मिनिस्टर साहब ही शीड्यूल कास्ट के हैं और अगर उनके होते हुये ही ऐसी बात हो तो मैं समझता हूँ कि उनकी ही इसके लिये ज़िम्मेवार होना चाहिये और उन्हीं पर इस्जाम लगाया जाना चाहिये

य कि हम लाना पर । रिपोर्ट में कहा गया है कि बूँक पड़े लिये लोगों की कमी है, इस वास्ते बहुत ज्यादा लोग नहीं लिये गये हैं । आनाबेवाला, अगर इसमें इतनी सी बात थीर लिख दी जाती कि कितने लोगों ने एप्लाई किया तब हम लोगों को क्लीयरली पता लग जाता कि इतने लोगों ने एप्लाई किया थीर इतनों को रखा गया थीर इतनी पोस्ट्स रिजर्वड थी । बिना इस इनफार्मेशन के हमें शक ही रहता है कि हम लोगों के साथ डिस्क्रिमिनेटरी सलूक हो रहा है थीर यह सब तक बना रहेगा जब तक हम लोगों को अलग से यह नहीं बता दिया जाता कि कितने लोगों ने एप्लाई किया थीर कितनों को लिया गया थीर कितनी पोस्ट्स रिजर्वड थीं । अगर इस तरह का एक कालम इस स्टेटमेंट में थीर बढ़ा दिया जाता तो अच्छा रहता ।

अब जो एक्सीडेंट्स हमारे रेलवेज पर बहुत ज्यादा होते हैं उनके बारे में मैं थोड़ा सा अर्ज करना चाहता हूँ । मैं चाहता हूँ कि आपके पास जो टेक्निकल स्टाफ है उसको आप बढ़ायें । अगर आप टेक्निकल स्टाफ को बढ़ायेंगे तो इसका नतीजा यह निकलेगा कि कुछ लोग तो आफिस के काम में लगे रहेंगे थीर दूसरे रेलवे लाइंस, एंजिंस, थीर डिब्बों की देख भाल में लगे रहेंगे । आजकल यह होता है कि जो टेक्निकल स्टाफ आपके पास है वह ऑफिस बर्क भी करता है थीर बाहर का काम भी करता है जिसका नतीजा यह होता है कि उसको डबल काम करना पड़ता है । मैं तो चाहूँगा कि ये जो डी० ई० एन० हैं, ए० ई० एन० हैं, पी० डब्ल्यू० आई० हैं या दूसरे टेक्निकल कर्मचारी हैं ये इतनी तादाद में होने चाहिये कि उनको कम के कम इतना समय तो मिल जाये कि वे रेलवे लाइंस तथा दूसरी चीजों की देखभाल अच्छी तरह से कर सकें ।

अभी एक बात श्री सिंहासन सिंह जी ने कही थीर इसमें मैं उनके साथ सहमत हूँ । यह कैटरिंग के बारे में है । मैं निमिस्टर

साहब को धन्यवाद देता हूँ कि उन्होंने कैटरिंग को अपने मातहत कर लिया है । मुझे कई ऐसे केसिस मालूम हैं जहाँ पर यह जो कैटरिंग है यह कुछ एक लोगों की मोनोपली ही बन गई है । कुछ लोगों को आपने बहुत सारे कांट्रेक्ट्स दे रखे हैं । एक एक आदमी को आपने पांच नहीं, दस नहीं बल्कि इससे भी ज्यादा कांट्रेक्ट दिये हुये हैं । इतने ज्यादा कांट्रेक्ट एक आदमी को नहीं दिये जाने चाहिये ।

श्री त्यागी (देहरादून) : मिर्च भी कम डाली जानी चाहिये ।

श्री अमिता सिंह : त्यागी जी तो ज्यादा मिर्च खाते हैं थीर दूसरों को कहते हैं कि कम डालें ।

मैं यह अर्ज कर रहा था कि कुछ एक लोगों को इतने ज्यादा कांट्रेक्ट नहीं दिये जाने चाहिये कि यह उनकी मोनोपली ही बन जाये । मैं चाहूँगा कि किसी एक आदमी को दो से ज्यादा कांट्रेक्ट न दिये जायें । मैं यह भी चाहूँगा कि ये कांट्रेक्ट ज्यादा से ज्यादा रिस्पूजीज को दिये जायें । अगर इन लोगों को कांट्रेक्ट दे कर काम पर लगाया गया तो यह हमारे देश के लिये अच्छा होगा ।

सेठ लखन सिंह (आगरा) : उपाध्यक्ष महोदय, यह जो रेलवे डिपार्टमेंट है यह एक बहुत बड़ा डिपार्टमेंट है थीर जो काम यह करता है वह बहुत महत्वपूर्ण है । इसमें करीब दस लाख आदमी काम करते हैं थीर यह जो महकमा है यह दुनिया में दूसरे नम्बर का है थीर अगर एशिया को ही लिया जाये तो इसका नम्बर पहला होता है । रेलों में करीब करीब ३५ लाख आदमी रोजाना सफ़र करते हैं थीर इसके जरिये से माल ठोने में तथा यात्रियों को एक जगह से दूसरी जगह पहुँचाने में जो कार्य करना पड़ता है वह विशाल है थीर इसकी उपयोगिता निश्चाय है । इससे लोगों को बहुत सुविधा होती है ।

[सेठ अबल सिंह]

जो गल्ता, सिमिट, स्पाउ, शुगर आदि बाहर से आता है या अपने देश में पैदा होता है या तैयार होता है, उसको एक जगह से दूसरी जगह रेलों के जरिये ले जाने में बहुत सुविधा होती है ।

यह बड़ी खुशी की बात है कि जब से हमारा देश स्वतन्त्र हुआ है उस समय से इस विभाग में हर प्रकार से उन्नति व तरक्की हो रही है । हमारे यहां जो चित्तरंजन का कारखाना खुला है, उसमें इंजिन बनाने का काम शुरू हो गया है । यहां पर शुरू शुरू में बहुत कम एंजिन बनते थे पर अब करीब करीब दो सौ इंजिन हर साल बनने लगे हैं इसी प्रकार हमें बैंगंस के लिये विदेशों पर निर्भर करना पड़ता था लेकिन अब उनको बनाने का कारखाना हमारे यहां स्थापित कर दिया गया है । पहले पहले १३०० के करीब बैंगन यहां तैयार होते थे लेकिन अब १३,००० या १४,००० हर साल तैयार होते हैं । इस तरह से सवारी गाईं के डिब्बे बनाने का कारखाना पैराम्बूर में स्थापित कर दिया गया है और वहां पर जहां पहले ३०० डिब्बे बनते थे अब ६०० से ८०० डिब्बे बनने शुरू हो गये हैं । इसी तरह से रेलों की जरूरतें पूरी करने के लिये लोहे तथा इस्पात के कारखाने स्थापित किये जा रहे हैं । जो लोहा तथा इस्पात बाहर से आता है वह अब हमारे यहां ही उपलब्ध होने लगेगा । इससे हमारी रेलों की पटरियों, स्लीपरों आदि की जो जरूरतें हैं वे आसानी से पूरी हो जायेंगी । इस तरह से रेलों का जो यह उपयोगी महकमा है, इसमें निरन्तर तरक्की हो रही है और बहुत ही संतोषजनक ढंग से हो रही है । मैंने देखा है कि हमारी रेलों पर टिकिटलैस ट्रेवल बहुत चलता है । इसको रोकने के लिये रेलवे विभाग ने पिछले साल करीब ७३ लाख लोगों को पकड़ा और उनसे करीब १ करोड़ ५३ लाख रुपये वसूल किया । लेकिन मैं बताता चाहता

हूं कि अब भी बहुत से लोग बिना टिकिट सफर करते हैं और मैं समझता हूं कि इस ओर और ज्यादा ध्यान देने की आवश्यकता है ।

द्वितीय पंच वर्षीय योजना में जहां पहले रेलों के लिये १४०० करोड़ रुपया रखा गया था उसको अब ११२५ करोड़ कर दिया गया है । इस रुपये का उपयोग डिब्बे बनाने के लिये, इंजिन बनाने के लिये, पटड़ियां बिछाने के लिये शौडस वगैरह बनाने के लिये किया जायेगा । यह खुशी की बात है कि पिछले पांच सालों में काफी सुविधायें यात्रियों की दी गई हैं, अनेक गाड़ियां चलाई गई हैं, शौड बढाये गये हैं, प्लेटफार्म ऊंचे किये गये हैं, नये प्लेटफार्म तथा वेटिंग रूम बनाये गये हैं, तीसरे दर्जे के डिब्बों में पंखे लगाये गये हैं तथा दूसरी प्रकार की सुविधायें प्रदान की गई हैं । इन सब चीजों को देख कर खुशी तथा हर्ष का ही अनुभव होता है । मैं आशा करता हूं कि हमारे मंत्री महोदय जो इस दिशा में काफी कुछ कर चुके हैं और भी करेंगे और यात्रियों के लिये अधिक से अधिक सुविधायें उपलब्ध करने का प्रयास करेंगे । अब मैं यह चाहता हूं कि आज जो बहुत सी मुसाफिर गाड़ियों में भीड़भाड़ रहती है उसकी तरफ ध्यान दिया जाय और रेलगाड़ियों में और अधिक डिब्बे लगाये जायें और अधिक रेलगाड़ियां चलाई जायें ताकि जनता को सफर करने में राहत महसूस हो और जिन दिक्कतों का आज उसे सामना करना पड़ रहा है, वह उसको न पेश भायें ।

14 hrs.

यह खुशी की बात है कि पिछले २, ३ वर्षों में कुछ नई रेलगाड़ियां चलाई गई हैं लेकिन भारत जैसे विशाल देश की जनसंख्या को देखते हुये और जो कि नित्य प्रति बढ़ रही है, और जब तक लोग पहले से अधिक ट्रेवल माइंडेड होते जा रहे हैं और मोटरों,

बसों द्वारा सफ़र न करके रेल के जरिये सफ़र करना चाहते हैं क्योंकि रेल का सफ़र बसों के मुकाबले सस्ता होता है, यंत्री महोदय से मेरा निवेदन है कि वह उन गाड़ियों पर जहाँ कि भीड़ अधिक होती है, रेल के डिब्बों की संख्या बढ़ाये ताकि जनता बिना भीड़ भाड़ के सफ़र कर सके।

श्री भागरे के सम्बन्ध में मैं आपकी अनुमति से थोड़े से शब्द कहना चाहूंगा। भागरा एक बहुत महत्वपूर्ण शहर है, इंटर-नेशनल सिटी है। एक समय था जब कि भागरा शहर दुनिया में सबसे बड़ा शहर गिना जाता था लेकिन आज के दिन भी उसकी ग्रहणियत कम नहीं है। आज भी सैकड़ों और हजारों यात्री विदेशों और स्वदेश से भागरे का ताजमहल और दूसरे महत्वपूर्ण ऐतिहासिक स्थान देखने आते हैं।

[Mr. DEPUTY SPEAKER in the Chair]

भागरे में हम एक सेंट्रल रेलवे स्टेशन खलवाना चाहते थे और हम ने उसके लिये काफी कोशिश भी की लेकिन अभी तक कोई सेंट्रल रेलवे स्टेशन नहीं बन पाया है। भागरे में ७ स्टेशन हैं। छोटी लाइन के मुसाफ़िरो को बड़ी लाइन पर जाने के लिये बड़ा समय खर्च करना पड़ता है और करीब २, या डार्ड मील चलना पड़ता है और कभी कभी उनको गाड़ी नहीं मिलती है और छुट जाती है और इसी दिक्कत को दूर करने के लिये सेंट्रल रेलवे स्टेशन बनाने का हमारा सुझाव है और मैं चाहता हूँ कि मंत्री महोदय इस कमी को पूरा करने की ओर ध्यान दें।

साथ ही साथ मैं यह ऊपर कहना चाहता हूँ कि यह बड़ी खुशी की बात है कि राजामंडी स्टेशन करीब करीब बन चुका है और उसका इंक्वाटन जुलाई में होने जा रहा है।

इसी तरीके से यह सन्तोष की बात है कि रेलवे यंत्रावय ने भागरा कीट और फोर्ट रेलवे स्टेशन पर कनक्की खपवा सगा कर दी

बगैरह बनाया है और अन्य काफी सुविधायें वहाँ पर दी हैं। लेकिन जैसा कि मैंने ऊपर कहा भागरा एक बहुत बड़ा इंटरनेशनल एम्पाटंस का शहर है और यहाँ पर रेलगाड़ियों की और अधिक सुविधायें होनी चाहियें।

मुझे इस बात की खुशी है कि करीब २ साल से भागरा से कलकत्ता जाने वालों को सुविधा हो गई है और तूफ़ान एक्सप्रेस भागरा हो कर कलकत्ता जाने लगी है। मैं ने दरखवास्त की थी कि अगर इसी तरह बम्बई के वास्ते अगर तूफ़ान मेल भागरा हो कर जाये या कोई एक्सप्रेस गाड़ी भागरा हो कर क्पाना जाय तो इससे भागरे वालों को काफी सद्लियत हो सकती है। इस प्रकार २४ घंटे का सफ़र २० घंटे में हो सकेगा।

करीबी के मेले और महावीर जी के मेले में भागरे से हजारों यात्री जाते हैं और उनको इन दोनों जगहों के लिये बियाता पर गाड़ी बदलनी पड़ती है और उनको रात भर वहाँ पर पड़ा रहना पड़ता है। मैं चाहता हूँ कि इन जगहों के लिये भागरे से गंगापुर तक डाइरेक्ट ट्रेन होना चाहिये। आज सीधी गाड़ी की व्यवस्था न होने से यात्रियों को बड़ी असुविधा का सामना करना पड़ता है और उनको इस ८०, ९० मील के सफ़र को पूरा करने में १०, १२ घंटे लग जाते हैं।

इसके अतिरिक्त भागरे से लखनऊ के वास्ते कोई डाइरेक्ट ट्रेन नहीं जाती है, केवल कुछ डिब्बे जाते हैं और २५० मील के सफ़र को तय करने में १० और १२ घंटे का समय लगता है। इसलिये मेरा सुझाव है कि एक सीधी गाड़ी भागरे से बाया टूबला हो कर लखनऊ के लिये चलनी चाहिये जिससे कि भागरे से लखनऊ पहुँचने में कम से कम समय लगे।

रेलवे मंत्री महोदय ने जो रेलवे बजट रखा है उसका मैं स्वागत करता हूँ। उस

[संक्षेप में]

बजट में जो टेक्सेज लगाये गये हैं वे भी स्वागत के योग्य हैं क्योंकि इस समय हमारे देश को द्वितीय पंचवर्षीय योजना में निर्धारित लक्ष्यों को प्राप्त करने के लिये त्याग करने को तैयार रहना होगा। हमारे देश को इस समय काफ़ी रुपये की जरूरत है और अपनी इस पंचवर्षीय योजना को कामयाब बनाने के लिये स्पष्ट है कि जनता पर करों का कुछ अधिक भार डाला जाये। मैं जानता हूँ विरोधी पार्टियों का और से हमारे वहाँ प्रचार किया जा रहा है कि जनता को इन टैक्सों के विरुद्ध उकसाया जाय और वह इन टैक्सों के विरुद्ध अपनी आवाज उठाये लेकिन मुझे विश्वास है कि जनता ऐसा नहीं करेगी क्योंकि वह जानती है कि हमारी सरकार को पंचवर्षीय योजना में रखे गये लक्ष्यों को प्राप्त करने के लिये काफ़ी रुपये की जरूरत है और इसलिए वह इन टैक्सों का विरोध नहीं करेगी और खुशी खुशी वह इनको देगी। अन्त में मैं एक बार फिर रेलवे बजट का स्वागत करता हूँ।

Shri D. C. Sharma (Gurdaspur): I approach the Railway Budget with mixed feelings. I am not one of those who will say that everything is wrong with the railways, in respect of employees, in terms of self-sufficiency, in terms of technical efficiency, and so on. But I am not also one of those who would think that everything is rosy in this garden, and that everything is going on very smoothly and very happily with the railways.

The very first thing that occurs to me, when I speak on this problem, is this. Why are the railways dealing with their problems in a piece-meal fashion. Why is it that the railways do not form an overall view of what has been done, what is being done, and what needs to be done? Of course, it will be said that the First Five Year Plan was there, and now, there is the Second Five Year Plan, and both these plans give us the blue-prints of the future of the railways.

That is true, to some extent. But it cannot be denied that every day new problems are arising, so far as the railways are concerned. And the railways—I mean the Ministry and other bodies associated with the administration of the railways—are just living on an *ad hoc* basis, and leading a hand-to-mouth existence.

When they have a problem, they institute a committee. That committee gives its findings. But very often the findings of that committee are not implemented; and sometimes, they are implemented. Then, there is a reviewing committee; then, there is this committee and that committee and that committee and so on. What I mean to say is this that all of us are convinced that the railways are the biggest national undertaking in this country, and all of us want that the railways should be a model employer; all of us want that the railways should give us a model administration; all of us want that the railways should behave towards their customers in the most exemplary fashion.

But I would say that the way the railways have been dealing with these problems is most casual, most perfunctory and most unfruitful. How is it happening like that? For instance, we introduced the zonal system of railways. I have been told on the floor of the House that the system will be placed under review and that the Railway Minister will come and tell us as to whether it has worked well or not. Then we had the divisionalisation of railways, and we are having all kinds of administrative machinery to deal with these problems. But I must submit very respectfully to the Railway Ministry that the zonal system is yet in the land of possibility. You do not know whether the zonal system has been a success or a failure. You also do not know whether divisionalisation has been carried to the utmost limit or not. Some railways have been divisionalised while others are waiting for divisionalisation.

Therefore, I say that this tinkering with the problems of the railways is doing the utmost harm to the railways and also to this country. We are having a Law Commission in this country, we are having a Sanskrit Commission in this country; we have had the University Education Commission. We have had so many Commissions in this country. I would say to the Railway Minister that he and his department should catch the bull by the horns; they should make a frontal attack on the problems of the railways. All these problems should be tackled on a comprehensive basis. It is not that you have one Committee here and one Committee there. By the time one Committee has finished its work, the other has practically cancelled what the first Committee did. I think this kind of dilatory approach is doing the utmost harm to the railways and it not conducive to the good working of the railways. This is the first point I want to make.

I have nothing to say against the members of the Railway Board. Of course, a lot is being said about those persons and they are, unfortunately, not in a position to defend themselves.

Shri Feroze Gandhi: That is why we have got Ministers.

Shri D. C. Sharma: Most of their work is not done in some kind of limelight.

Pandit D. N. Tiwari (Kesaria): That is done secretly.

Shri D. C. Sharma: Therefore, they do not always receive that amount of goodwill from this House which perhaps is their due. But without meaning any disrespect to anybody, I would say that if there is one department in the Government of India where red-tape is the longest, where red-tape is the strongest (A. Hon. Member: And reddest) and where red-tape is the most durable, it is the Ministry of Railways.

I had the misfortune to write a letter not to a member of the Railway Board but to one of the high-

ups in the Railway Administration. It was a letter which called for immediate attention on the part of that high-up. Now, I receive a reply to that letter after 10 or 12 days saying that the letter has been passed on to some other person who is a little less high up than that person. In the meantime, the problem to which I had referred had solved itself. I would like to ask: what are these persons doing?

Shri C. R. Narasimhan (Krishnagiri): It might be a case of nature cure.

Shri D. C. Sharma: It is not nature cure. It is human cure. Whereas I believe in nature cure, I do not believe in this kind of human cure.

Mr. Deputy-Speaker: The hon. Member should believe in cure, whether it is human or nature.

Shri D. C. Sharma: There are all kinds of cures. For instance, there are cures effected by quacks and I cannot believe in them, as you know very well.

So I would say that the Railway Administration, which is a huge and gigantic body and which has so many ramifications and so many different problems to deal with, requires to be gingered up. Otherwise, if a man has to wait for reply to a simple letter for so many days, it does not reflect much credit on the Railway Administration.

Shri Feroze Gandhi: It must have come in a goods train.

Shri D. C. Sharma: On account of its being a very unwieldy organisation, it is not able to address itself to the problems as expeditiously as it should.

I would, therefore, suggest to the Railway Minister that the administrative machinery of the railways should be overhauled, it should be modernised, it should be brought more in

[Shri D. C. Sharma]

touch with the changed circumstances in which we are living, it should be made a vehicle of prompt action and it should not rest on its oars.

I know that our railways are doing very good work. They are introducing *de luxe* trains and *janta* trains. But sometimes the railways also do certain things that stem from the fact that the railways do not have good public relations. They do not have any agency through which they can keep in touch with the public....

Pandit D. N. Tiwari: They have public relations officers.

Shri D. C. Sharma:....and understand the reactions of the people to what they are doing.

For instance, the other day a Member of Parliament, so many Members of Parliament, were going....(Interruptions).

Mr. Deputy-Speaker: The hon. Member should have peaceful surroundings in order to be able to speak calmly.

Shri D. C. Sharma: I am at my best when the surroundings are not peaceful.

Mr. Deputy-Speaker: But I have objection to that atmosphere.

Shri D. C. Sharma: I am not born for peace.

What I was saying was that whereas a lot of good things had been done by the railways in providing passenger amenities and other things, they have certain old-fashioned, outmoded coaches. I think they were devised at a time when India was facing different kinds of problems. Those contraptions are now put on the track, and I tell you all the goodwill that the railways have earned on account of the good work that have done is cancelled by these small mistakes which they commit. A great man said: "Yoga is nothing but perfection in small things". I think we must do big things also in a big way. But, I believe, efficiency also consists

in this that you should look to small things and that small things should be done as well as the big things are done.

Another point that I want to make is this. That is the point about social education. I have this White Paper and in this White Paper, a paragraph on social education is also there.

"The campaign for social education initiated last year was intensified this year, and a comprehensive scheme to cover the scope of work, the media and slogans to be adopted etc., is under consideration."

The Railways have not yet come to know what the scope of social education is going to be. One year has passed and they have not been able to decide what it is going to be.

What do they mean by social education? I think this will beat the intelligence of anybody.

"During 1956 there has been a noticeable decrease in the misuse of the alarm chain apparatus on the North-eastern and Eastern Railways. There was an increase on the Western and Central Railways but it is hoped that this is only temporary...."

It is said:

"Educative propaganda has been supplemented by intensive and frequent checks on the worst affected sections in collaboration with the State police...."

It beats my little understanding to find that the Police should also be a collaborator in this crusade—if I can so call it—for social education. I do not know what conception of social education the Ministry has. I would say that this kind of indirect social education which is being conducted by the Ministry, which I should say is in a way punitive in its nature, should be done away with. We want a positive, direct and fruitful programme of social education

I do not see any reason why the Ministry should not give an outline or a complete prospectus of that kind of social education. I should say that while I feel convinced that the Railways are doing good work, I also feel convinced that the Railways can do much better than they are doing now with the resources they have and with the personnel and the manpower that they have; and I believe that this should be done.

One minute more, Sir. An hon. Member just now said that it is good that railway fares have been increased and we need more money for our Plan and all that. I may tell you very candidly and very honestly that the increase in fares for the first 30 miles is not being appreciated by anybody. If it is being appreciated anywhere, I would like to go there and know things at first hand. I believe that; and I would request the hon. Minister who is a man of the people—he comes from the people and he understands the difficulties and aspirations of the people—I would submit to him most respectfully that if he wants to increase the fares on distances between 30 and 500 miles or 500 miles and over, he may do so; but he should not increase the fare on the first 30 miles. I think it should be possible for him to accommodate us because I believe the Railways are meant for the people and the people should not feel that they are being made to pay much more than is necessary. I would, therefore, make this request to the Railway Minister.

Shri Khadlikar (Ahmednagar): Mr. Deputy-Speaker, Sir, I would like to examine our Railway Budget from two points of view—from the point of view of the people's growing needs and from the point of view of the needs of the Five Year Plan.

As soon as I entered this House—and this is my first entry—a feeling is growing in my mind that an atmosphere is being created to sabotage the Plan which was more or less a national plan accepted by all parties with some modifications at the time of the

elections. And the plan was placed before the people and a certain kind of pledge has been given to the people at the time of the election that we are determined to carry out this Plan. If we are going to forget this pledge recently given to the electorate, every aspect of this Railway Budget as it forms a vital part of the national plan, must be scrutinized from that angle.

When I say I would like to examine the Budget from the point of view of the people and their needs, what I find is that there is a Plan on paper and if you look at the world through that bluebook you find that we are making rapid progress. But, when you go actually to the people and see what they achieve, what they gain in actual day-to-day life, then you are thoroughly frustrated. Even those who are occupying the Treasury Benches have now come to realise that they are really getting away from the people and that there is a big gap between the rulers and the ruled. But, in the schemes that they are presenting to this House for approval, unfortunately, this is not reflected.

I will give you an instance. If we are to plan our economy to bring about social reconstruction peacefully, then, the first essential thing is to take into confidence the railway worker. Is there any attempt made by the Railway Ministry to enthuse him about the Plan? He is a part and parcel of the Plan and his enthusiastic co-operation, if properly sought, I am confident, would be forthcoming in abundant measure. But, unfortunately, the old bureaucratic ring in every department, as it has been developed during the British regime, still persists. And, if I may say so, whoever be the hon. Minister, he becomes a tool in the hands of this machine and is a small fry in a way. Unless he is courageous enough and bold enough to change the whole system in order to implement the Plan, I am afraid, this Plan will be sabotaged not only by the Railway Ministry but all the Ministries concerned jointly and severally. This is my feeling about it.

[Shri Khadilkar]

Speaking about people's needs, I will point out an instance. The States-Reorganisation has taken place. Whenever there is a plan for national transport, then, it must be done in all ways. The regional needs must be met and they must not be met disregarding the national requirements. So they must....

Mr. Deputy-Speaker: Once again I might bring to the notice of hon. Members, particularly those who are new, that it is a salutary rule here, in this House, that no Member should try to come in between the hon. Member who is on his legs and the Chair. That rule should be observed more strictly.

Shri Khadilkar: I am sorry.

An. Hon. Member: Not he; but somebody else.

Mr. Deputy-Speaker: I hope hon. Members would keep this in mind when they are moving this way or that. The hon. Member might proceed with his speech.

Shri Khadilkar: Therefore, the regional needs must be made to fit in the national needs but such an attempt has not been made. I shall take an instance, under the State Reorganization, a small part of Hyderabad known as Marathwada which has been integrated with the new Bombay State, and I would appeal to the Railway Minister to examine the transport system prevailing there and to see whether there is any transport directly linking this region with the centre of the new state. Absolutely nil. It was neglected while it was in Nizam's Dominions and even now it is neglected. We talk of emotional integration, but without geographical integration how is it possible to bring it about? We have schemes for electrification we have schemes for diesel engines; there are so many schemes without the basic foundations on which such schemes ultimately will have a certain durability. Unfortunately, these things are not met. Therefore, the people do not

feel that the Plan would bring about even a small change in their day to day life.

The House may remember and perhaps the Members who live in Maharashtra and who were returned here last time must have pressed the need for the railway line on the western coast, and if you undertake this scheme abandoning this electrification, I am confident that you would remove part of the congestion that is there in Bombay. About a million and half people are dependant for their livelihood on Bombay from this region. There is no, quick and convenient transport available to them. They are entirely at the mercy of a shipping company which had increased its rates during the last 15 years to nearly 5 times. If this is the state of affairs, how people would feel enthused about the plan? I agree if we want the plan we must be prepared to foot the bill for it fulfilments. But one must also realise that of the plan in some measure meets their day to day needs. The old order must continue, people must feel and experience change in their lives.

All of us know that the railway system was organized mainly for exploitation and security purposes by the foreign Government and in the new set up after freedom if the old things still continue, I am afraid, whatever the plans we may make here, ultimately it would result in failure.

Now I come to the workers. The hon. Railway Minister knows very well that Indian workers are free citizens. They have a right to hold opinions. Perhaps during service hours you have every right to have some conduct rules, rules of discipline and here I would like to read an extract of what the discipline rules are under the new dispensation:

"It shall be the duty of every Railway servant to endeavour to prevent any member of the family from taking part in, subscribing in aid of, or assisting in any other manner any movement or activity which

is, or tends directly or indirectly to be subversive of the Government as by law established and where a Railway servant is unable to prevent member of this family (This is more important) from taking part in or subscribing in aid of, or assisting in any other manner any such movement or activity, he shall make a report to that effect to the Government"

Not only his political activities are controlled, but also the activities of his family members.

Shri Heda (Nizamabad): Not politically subversive.

Shri Khadilkar: The hon. Member was once upon a time,—during our freedom struggle, supposed to be indulging in subversive activities. If he admits that, then we have got to define, what is "subversive activity".

Mr. Deputy-Speaker: Order, order. These activities are not to be indulged here.

Shri Khadilkar: This is ultra vires of the fundamental rights of our Constitution—subversive of our Constitution itself. Under this rule a railway servant is expected to make a report to the authorities concerned about his family members. Then there is another paragraph wherein it is stated that he should not be an active member of the Congress Committee. By implication it means he can join the Congress organization. He can subscribe to the funds of the Congress organization. I would like to place this matter before this House whether in our Republic and under our Constitution a man employed in the railways would conscientiously subscribe to the funds without mental reservation. Therefore, as I said at an early stage, I would again appeal to the Railway Administration to take people into their confidence. They are a great asset instead of sending missions in search of finance and in search of technical experts this human wealth should not be allowed to go waste. I am certain that there is no dearth of technical talent in this land given proper opportunity and encouragement

you would discover the necessary talent.

I will point out another instance of those who keep the track going. I shall give the technical terms. They are called the gang mate, the key man or gang man. These are three grades of men who keep the movement of railways. About seven lack of men out of the total of ten lacs or so employed in this national undertaking are maintaining the track:—They fall in three grades. They alone can keep the lines in good running order and none else not the engine driver, nor the guard nor the hon. Railway Minister movement and speed of our railway depends on their work and cooperation. What is their pay? They are supposed to guard the track and keep it in perfect order—it is a four mile track that a gangman is supposed to look after,—and what are their emoluments? The gang mate gets about Rs. 40 to 60 and the key man actually gets Rs. 35—4—40. These are their pay scales. Is it not the duty of those who are interested in running wagons at a faster speed to take these people into confidence? They come from the lowest strata of our society and I need not mention it because the Railway Minister knows very well to what community the majority of them belong. What has he done so far to change their present pay and their other facilities which they ought to have received if we want to enlist their co-operation? Nothing has been done. Grievances of railwaymen are not looked into in time because some of the representative unions are not recognised. Disunity in the ranks of railwaymen persists because of this policy of the Railway Ministry. The partisan attitude, the policy of favouring our section because of its particular politics and not giving recognition to others because of their political colour must be put an end to. Unless all workers put together are taken into confidence, and a sense of unity is restored among them, I am afraid, no plan whatever the figures may be and the short fall may be, is likely to succeed. Every attempt therefore

[Shri Khadilkar]

must be made to bring about unity among the workers and to give them a due share in the running of railways. Though there is a big gap between the actual revenues and the estimated outlay, I am confident that the gap will be made up by the efforts of the railwaymen.

One more point and I would finish.

Mr. Deputy-Speaker: One more minute and the time also would finish.

Shri Khadilkar: As regards the grades of pay, there is perfect anarchy. Formerly, certain grades were reserved for Anglo-Indians, for instance station masters and assistant station masters. Now, a new method is developing. Naturally, a man who rises from the wayside station and becomes an assistant station master aspires to become a station master. But, a new man is channelled in from some other grade because favouritism of high ups must be provided for. So, there is a good deal of dissatisfaction. Unless you stop this favouritism you cannot enlist their full cooperation and participation in the execution of this plan. This national undertaking forms a vital part of our economy. The success of the Plan largely and in many ways depends upon the success of the national transport system. I would request the hon. Minister, therefore, to pay attention to the question of pay scales and other matters I have placed before the House. Certain other facilities which are extended to one section should not be denied to others; they must be regularised and rationalised. At least within the railway department some sort of an order should be restored instead of the present anarchy.

Unfortunately for us, it seems that those who are occupying the Treasury Benches are free from trenchant criticism from the so-called extreme opposition section because it is getting more constructive and subdued. So, they feel that whatever be the needs of the workers, if this extreme section is a bit subdued, they can disregard the other

small sections and need not bring about the desired changes. But, they would be misreading the situation if, because of a certain change that has taken place—power is something which makes men sober and communists are not an exception to that—they feel that things are all right.

Finally, I would like to appeal to the hon. Minister to take all these things into consideration and help the railwaymen to fulfil the Plan and not to scale it down in any way.

Mr. Deputy-Speaker: Shri Amjad Ali. The hon. Members send in their names and if they are not prepared to speak, they should give some indication. In future, I will call only those hon. Members who, even if they had sent in their names, give an indication by standing in their seats.

Shri Ranga (Tenali): That would be a rather difficult thing. How many times should a Member get up and stand? We have to go on standing throughout the day. (Interruptions.)

Mr. Deputy-Speaker: Any other suggestion would not meet the situation. Yesterday also, there was a complaint from that side. One hon. Member wanted to speak. But when I called on him, he did not stand up. Today also, I called upon one hon. Member who was sitting there in front of the pillar but he did not stand up. What can the Chair do in these circumstances? (Interruptions)

Shri Radhelal Vyas (Ujjain): Your suggestion is being welcomed by most of the Members here.

श्री रा० बा० व्यास (जिनाड़) :
उपाध्यक्ष महोदय, मैं एक बात आपके नोटिस में लाना चाहता हूँ। सदस्य जिस चीज पर बोलना चाहते हैं उस पर बोलने का तो उनकी मौका नहीं मिलता है लेकिन जिस मुद्दे पर बोलना नहीं चाहते हैं, उस पर बोलने का उनकी अवसर प्रदान किया जाता है।

उपाध्यक्ष महोदय : माननीय सदस्य जिस बिल पर बोलना चाहते थे, उसमें उनको ईनरल डिसकशन में बोलने का अवसर नहीं मिला था। मैंने उनके साथ उस समय इकरार किया था कि जब क्लाज बाई क्लाज डिसकशन होगा मैं उनको बोलने का मौका दूंगा। उस वक्त जिस क्लाज पर वह बोल सकते थे वह था क्लाज ३। उस वक्त अगर माननीय सदस्य नहीं बोले या बोलना नहीं चाहते थे, तो मैं क्या कर सकता हूँ। आप समझते हैं कि जब मैं आप बोलना चाहते हों उस वक्त आपको बोलने का मौका नहीं दिया जा सकता है। जब आपसानी से वक्त दिया जा सकता है उसी वक्त दिया जायेगा। बाकी चर्चों को भी चेयर को देखना पड़ता है। इस वास्ते सब की सुविधा को देखते हुये माननीय सदस्य को उनके मताधिक चलने की कोशिश करने चाहिये।

Shri Amjad Ali (Dhubri): Sir, as we come to discuss the Railway Budget the first thing that greets our eyes is the increase in the passenger fares. Passengers of all classes are to bear the burden of increased rates of fares according to the miles they travel. Passengers upto thirty miles will pay five per cent. more of the fare; passengers from 31 to 500 miles will pay fifteen per cent. more and again passengers travelling over five hundred miles would pay ten per cent. more in addition to the fare.

The Minister of Railways (Shri Jagjivan Ram): That is in the General Budget.

Shri Amjad Ali: I am unable to understand the laughter on that side.

Mr. Deputy-Speaker: There is no prohibition here against laughter; it is permitted.

Pandit D. N. Tiwari: I want one clarification. This increase has not been done by the Railway Minister. It is a tax by the Finance Ministry on the railway fare. So, a discussion on

that at this stage here will not be very fruitful.

Mr. Deputy-Speaker: But that would not be a ground for refusing the hon. Member to refer to that, though I would request him not to dilate upon it elaborately in the general discussion.

Shri Radhelal Vyas: But the hon. Railway Minister referred to that in his speech and said that it was being contemplated.

Mr. Deputy-Speaker: I have said that the hon. Member can refer to that.

Shri Amjad Ali: This thing is coming very soon before the House and we can smell.

Mr. Deputy-Speaker: He should not smell too far.

Shri Amjad Ali: Of the higher classes, I need hardly say anything more than that it has affected unnecessary travels. But, I am constrained to remark that this proposal is going to hit the third class passengers who are mostly poor and cannot pay.

What is the motive of taxation? Is it a restriction on travels? That may be one motive. The second may be to provide money for the Plan. Is our Finance Minister eager to cut down unnecessary travels or is he simply eager to provide money for the Plan? Third class fares being the main source of passenger earnings, the increase is bound to hit the poor. It is evident that the short distance passengers are mostly poor and they are third class passengers. They travel because they have to. They travel from village, to headquarter stations for litigation or for putting in petitions into the revenue courts or to find employment and return to their homes almost daily. To tax them would be unjust and to put restrictions on their travels would be cruel.

The surcharge on all other classes as also on special trains, may be all

[Shri Amjad Ali]

right. Even when the Finance Minister is bent upon getting more money by these means for the Plan, he can safely leave out the third class passengers with the least disturbance.

Now I come to a local question and that is about the State of Assam. Coming as we do from the State of Assam which is a proverbially backward State from the point of view of railway communications, it has been an annual feature of our budgetary demand for the establishment of an alternative rail link. That it is a necessity would be apparent from the fact the entire State of Assam is dependent upon only one railway line at the foot of the Himalayas which is subject to annual inundation, ravaging floods and dislocation for three to four months of the year. We have been urging upon the Railway Ministry to make it a special case. In view of our developing economy the State of Assam deserves special treatment. Imagine, Sir, a border State with varied problems, undeveloped economy and solely dependent upon one line for its supply from outside. When cut off, we have to either starve or give very high prices for our necessities of life.

Since 1952 we have been crying for the establishment of a rail link alternative to the present one, which will necessarily be safe and invulnerable. The existing line through Assam from Pakiragram to Amingaon is running over five turbulent Himalayan rivers — Pagladia, Ai, Manas, Beki and Bhulkadova. They are intriguing. Each is a source of trouble, and to keep this line always in order is to try an impossibility. You can imagine, Sir, the magnitude of the problem when for protection works on this portion of the line a sum of Rs. 2,00,94,000 from 1952 to 1956. For Beki and Bhulkadova the Railway Administration has spent on an average about Rs. 52 lakhs for breaches. Bridges on Beki broke

eight times and those over Adova broke four times. Imagine what a mint of money it cost them; yet, annually a large sum is spent on protection works.

I would not for a moment think of lifting the existing line. No, that can never be my intention; it has to be there. The passengers there have got used to it and there is a large volume of trade and industry carried on with the help of that line. In addition to that another line to the south bank of the river Brahmaputra has got to be constructed. This will serve as an alternative line and will have the additional advantages of connecting the mine areas of Garo Hills abound in coal, limestone and other valuables. If developed the area would yield 65,000 tons of cement per year, and Baghmere has 5,00,000 tons of goods coal for immediate attraction.

Apart from the mines and minerals of Garo Hills and the underdeveloped economy of Assam, the question of defence has also to be considered. Look at this border State of Assam surrounded by foreign territory on all sides and which remains cut off from the rest of India for three to four months. A Government at the centre cannot be oblivious of its defence position affected by lack of good communication, not to speak of the supply position and development, in a border State.

Mr. Deputy-Speaker: The hon. Member is an old parliamentarian. He has been consulting his notes very frequently today.

Shri Amjad Ali: The establishment of the oil refinery in Assam is awaiting the development of railway communications. People of Assam can ill afford to lose the oil refinery. They are serious to a man about having it within Assam. But the communication problem of Assam is a serious impediment. Due to our persistent efforts surveys of all kinds were done, but till now we

have not seen any sign of life in this direction. That is all I have to say.

Shri Mulchand Dube (Farrukhabad) Mr. Deputy-Speaker, Sir, I am thankful to you for giving me an opportunity to speak on the Railway Budget. I have been, for some years past, trying to impress upon the Railway Minister the urgency and the necessity of having a railway link between Shahjahanpur and Farrukhabad in Uttar Pradesh, but it has so happened that the experts of the Railway Department are so dogmatic in their opinions that I have not been able to persuade them to agree to my request.

The said link will be about 40 miles in length and the total cost is estimated to be about Rs. 5 crores to Rs. 6 crores. That, of course, includes two major bridges over the Ganga and Ram Ganga. They have not agreed to construct this link but they have been trying to double the line between Allahabad and Kanpur, a distance of 120 miles, for the simple reason that, according to them, the line capacity of that line has been saturated and it will not be able to take the additional load of coal which is likely to be increased during the Second Five Year Plan.

I made an alternative suggestion. I said that there were three lines between Moghal Sarai and Lucknow and one of the lines had only been opened last year connecting Moghal Sarai with Lucknow. So I suggested to the Railway Administration, and to the Railway Minister also, that it would be more in the public interest if the traffic was diverted from Moghal Sarai to Lucknow instead of its being taken over to Allahabad and from Allahabad to Kanpur. Therefore, instead of doubling the line, the cost for which would normally be about Rs. 5 crores to Rs. 6 crores, it would be much better if the rail link suggested by me is established between Shahjahanpur and Farrukhabad, because the line from Lucknow to Shahjahanpur is already

a double line and the traffic, part of the traffic at least, meant for Agra, Delhi and other places could be diverted from Lucknow to Shahjahanpur, and from Shahjahanpur to Farozabad, Agra, Delhi and other places; it could be taken anywhere they would like to take it. The single railway line between Kanpur and Allahabad was quite sufficient for traffic for Kanpur and other places.

There is another argument in support of establishing a rail link between Shahjahanpur and Farrukhabad and that is, that both Fatehgarh, which is part of Farrukhabad, and Shahjahanpur are cantonments and it would be much better to connect them. From Shahjahanpur there is a railway line to Pilibhit so that if this line is built it would be easier to reach Nepal. In that sense it would be a strategic line.

Apart from these considerations, the two rivers over which the birdge will have to be built—Ganga and Ram Ganga—flow within a few miles of each other in the greater part of the district of Farrukhabad and the area between these two rivers is constantly flooded with the result that every year crops of the value of lakhs of rupees are damaged. We are complaining of shortage of food. If we build this railway line, that area would be opened up and, probably, because of the building of the bridges the rivers will have to be trained and floods would be prevented. Thus food crops of the value of lakhs of rupees would be saved every year. The loss, as estimated by the Government authorities in 1953-54, was 16 lakhs. My submission, therefore, is that while we are losing so much in the matter of food, it is absolutely necessary that this matter should receive the earnest consideration of the Government. While we are trying to grow more and more food, it is also necessary to protect and save the food that we grow. That aspect of the matter does not seem to have received the

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consideration of the Government with the result that there is so much loss every year. If we can conserve and protect that food it would help considerably towards the easing of the food situation in the country.

15 hrs.

The inhabitants of the area between the Ganga and the Ram Ganga are perhaps the poorest in the country. I had occasion to go to that area during the last general elections as well as during the elections of 1952. I found that the people living there were the poorest perhaps in the whole country. They eke out a miserable existence somehow or other. The whole of their labour towards raising the crops and the whole crops are lost to them because of the floods and other natural calamities. My submission is that in the interests of humanity, in the interests of saving so much food and in the interests of opening up a large area of hundred of miles, it is absolutely necessary that a rail link connecting Farrukhabad and Shahjahanpur be built at the earliest possible moment.

There is another aspect of the matter. The distance between Farrukhabad and Shahjahanpur is only 40 miles. If we want to go to Farrukhabad from Shahjahanpur, there are now two ways. One is by travelling at least 160 to 170 miles and another is a route which is about 200 miles. That part of the land which lies between the Ganga and the Ramganga is inaccessible for about six months in the year. There is a National Extension Service scheme established there. But nobody is able to go there unless one is prepared to spend at least one full day on a boat. Even then, it is very difficult to travel there. My submission, therefore, is that the hon. Minister of Railways should take this matter into consideration and try to establish a rail link between Farrukhabad and Shahjahanpur in-

stead of doubling the line between Allahabad and Kanpur. The expense is about the same. But the advantage and the public benefit, in my humble submission, is much greater than it would be in doubling the line between Kanpur and Allahabad.

In regard to railway fares that are sought to be raised, my only submission is that for the first 30 miles, there need be no rise in fares. With regard to this point, I entirely agree with what the other hon. Members have said. That is all I wish to say.

Shri Narasimhan: Let me begin with a reference to the innovation that we find in the budget for the railways this year. As all friends know, it is the tax on railway fares. I perfectly grant that under article 269 of the Constitution, it can be levied. I do not question the legality of it, but the same article provides for such a tax on air travel and sea travel also. I do not know why this railway travel alone must be singled out for such a treatment. What I would like to say is that the Railway Minister would have done well had he used his influence in avoiding such a tax. I even go to the extent of saying that I cannot congratulate him on having yielded to this levy.

The point is this. The Railway Administration as such has not put its own house in order. A lot of things have to be done to improve the Railway Administration and to discharge the railway's obligations to the travelling public. The third-class overcrowding is there. There are several amenities that have to be given, that await solution and there are several demands to be fulfilled. The delay is naturally due to want of funds. But then, while all these things are there, if a new tax of this type is levied, the future capacity of the railways to impose increase of rate for its own sake and for its own benefit, the railway's own finances, will become difficult

of attainment. That is my fear. Once a taxation is introduced, it is very difficult to get out of it, whether it be the common man or even the Railway Administration.

I feel that the Railway Administration is taxed by the Finance Minister. What is now the lot of the common tax-payer will be the lot of the Railway Administration against the taxing authority. They will also —be in the same predicament. They cannot get out of it when they feel like getting out of it.

In the budget speech, mention was made about the labour demands. If those demands are to be met at a later stage, it will mean more expenditure for the Government. So, the present budget does not give a true picture of the real position. If, after sometime, the courts of enquiry suggest that an increase in the salaries of those who have made those demands, should be given, then the burden on the railway's finances will be high and even the present picture will turn out to be very different. When things are like that, it is not quite desirable for the railways to give up the right to increase fares & make the travelling public pay tax at a future stage.

Then there is paragraph 14 which presents a very dismal reading. It refers to the question of dismantled lines. This paragraph says that the question of dismantled lines will not be taken this year or under the second Five Year Plan. It is a very disappointing thing. It is a great shock to those areas where the people were hoping for better things. These lines were dismantled during the first world war and we were expecting improvements in all fields. Only yesterday, in Madras, at Neiveli, the Prime Minister emphasised on the nation going forward and implementing the Plan in time. When that is the general objective, we find that in certain areas what was lost in the first world war has never been restored, and those areas remain as they were, though there was a moral obligation and promise,

implied as well as given, of restoring those lines. Suddenly, to give up the old promise by way of a statement as contained in the paragraph referred to, is very, very disappointing.

As one who comes from an area where a hundred miles of Railway line have been lost during the first world war and about which we have been crying all these years, I have to repeat this story even *ad nauseam*—the shock has been heavy, and the people concerned are terribly aggrieved. So, something must be done to retrieve the situation.

Apart from this, only yesterday, I put a question to the Railway Minister about the Salem-Bangalore line, and on his behalf the Deputy Minister answered that there are no possibilities of taking up that line in the second Five Year Plan. As a general proposition, it may be all right, but unfortunately, though the senior Minister was about to get up and explain matters, for some reasons or other—reasons of procedure perhaps—he did not have the opportunity to come to my rescue. I would like to put it like that. But even if he had risen, he would not have given any big thing. He could only have made a kind of guarded promise. What I want to say is, even from the point of view of the railways and their object of constructing lines in the second Five Year Plan, the answer given by the Deputy Minister does not correspond to the existing policy of the Railway Administration.

The existing policy of the railway administration is to give priority in the construction of railway lines to places where there are iron and steel projects or other important projects. On this ground in Bhilai and other areas, hundreds of miles of railway line have been constructed. I plead that the same kind of treatment should be and could be given to the railway line I am mentioning—the Salem-Bangalore line. We have the lignite project in Neivoli and we are going to have the bauxite project in Salem.

[Shri Narasimhan]

work in the iron and steel factory at Bhadravati are also going to be stepped up. So, naturally Mysore State is closely interested in these things. Lignite coal may have to go to Bangalore, Bhadravati, etc. for developing these industries there. As such, the railway administration should treat this in the same way as they treat questions affecting Bhilai and other steel project areas. In perspective planning, this is very necessary. It may be that these projects may take some time to be completed. But instead of completing these projects and making them wait for railway transport, it is better to start the development of railway transport simultaneously with those projects. It will not cost any big amount for the railways.

The construction of the Salem-Bangalore line is also linked with the restoration of the dismantled lines. So, the cost is very limited. Apart from that, the advantages to the railways will also be great inasmuch as a long metre-gauge line from north to south will be facilitated by this construction. Actually there exists a metre gauge line from Cuddalore to Salem. If Salem and Bangalore are connected by a metre gauge line, then this line will connect Bangalore, Salem, Guntakkal, Secunderabad, Khandwa and Hingoli and Punjab. So, from north to south there will be one uniform railway line and it will help in future the movement of lignite coal that may be produced at Neiveli. In view of those reasons, I strongly urge that the railway administration should reconsider its decision and see that somehow or other this line is included in the second Five Year Plan. If not as a whole, at least by stages, work on this line should start in the second Five Year Plan itself.

One thing about which we are feeling unhappy is the absence of punctuality on the railways. The reasons given are that the coal supply is not satisfactory, that the quality of coal supplied is somewhat inferior and so on. I would like the Railway Ministry

to take us into confidence and let us know why this is happening and what steps are going to be taken to improve matters.

Another small matter I want to raise is about the *de luxe* trains that have been just introduced. Of course the time of the House need not be wasted over a small matter like this, but it indicates how neglectful the authorities can sometimes be to the interests of the travelling public. My friend, Shri Sharma, also referred to the absence of public relations in the railways to the required extent. The story I am telling about the *de luxe* train is an example to prove the absence of good relationship between the travelling public and the railway administration. A lot of fuss was made about the new *de luxe* train between Madras and Delhi in the papers; we were told it had a permitted speed of 58 m.p.h. and so on. But when we reached the platform, we were told, "Why have you brought the luggage here? It is not to be taken." I got puzzled. My colleague, Mr Ramanathan Chettiar, was also travelling with me and his luggage also was not allowed. We were suddenly told that the luggage was to be put in a separate carriage; but, there was none to guide us. If the idea was that the luggage should be kept separately, there must be some indication either in the announcement or somewhere else to that effect. Madras is a big station and after coming to the platform to go back and get our things weighted and put in a separate carriage would be difficult; it would take one hour to perform those gymnastics. I was carrying a big luggage....

Mr. Deputy-Speaker: How could the luggage be so big if the hon. Member was carrying it himself?

Shri Narasimhan: "Myself" includes the porter also; I took some boxes and the porter carried some boxes. It took a long time. Others were also waiting there and at last we expedited the work. So, if it is really

intended that luggage should be kept separately, guides should have been provided on the first or the second day after the train was introduced. At the very entrance, the guides should say, "Gentlemen, are you travelling by the *de luxe* train? We will take care of your luggage." Instead of that, there was callousness and people were left to shift for themselves. This kind of thing only shows that the railway authorities do not think about the convenience of the travelling public. I would like the officers concerned to develop a better outlook.

Shri V. Raju (Visakhapatnam): It is with a great deal of interest that I studied the budget proposals of the Railway Minister. As you know, this is the first railway budget on which I am speaking. I wanted to go into the question of receipts, appropriation of depreciation reserve, etc. with minute care. However, I find one difficulty in looking through all these figures. Every figure seems to tally with every other figure. Therefore, if I were to do my duty from reading the budget of the Railway Minister, it would be practically impossible to pick any holes whatsoever in the proposals made. Therefore, I decided to set myself certain criteria by which I could study this budget.

In this I have been helped by a report which was available to me written by an American economist, who seems to have been an adviser of the Government of India. His name is John Kenneth Galbraith, Professor of Economics in the Graduate School of Public Administration, Harvard University, Visiting Professor, Indian Statistical Institute and Consultant, Canadian Pacific Railway. Somehow I have been able to get hold of this report. The one interesting feature I have found in this report is that the recommendations given by this gentleman seem to tally closely with my ideas regarding general planning, as far as railway administration is concerned. I would like to make my position fairly clear. This professor happens to be an American

and therefore one would have expected him to have raised the question of a large extent of mechanisation if the railways are to go forward. But he seems to have stressed two factors: one, greater use of labour and another, greater use of what he calls efficiency in management. Both these factors, he seems to have expressed, are capable of taking the Five Year Plan of the Railways forward. He has made a number of constructive suggestions. However, he has not dealt with technical matters.

The first and foremost recommendation which he made was that there should be a large extent of coordination between the various modes of transportation that are taking place in the country. Already we have a Rail-Sea Coordination Committee. He has also suggested—and here I would like to express my own view-point in this matter—that we should take up the question of road-rail transportation coordination so that to a large extent the short haul of goods and passenger traffic could be tackled. This is a very essential factor. The ruling party is always keen on telling us that they are having a socialist plan. Socialist planning does not mean merely bureaucratic planning. We have a Railway Ministry, we have, what you call a Railway Board and his Board suffers from the usual problem which all railways throughout the world seems to be suffering and that is the desire for increasing the scope of capital invested indefinitely.

In America, for instance, the railways have unlimited appetite for capital. In the same way our railways also seem to have unlimited demand for capital. As such we see in the very first few pages of the Railway Minister's speech stated that they had planned for Rs. 1,480 crores, but unfortunately the plan has been cut down to Rs. 1,125 crores; as such, the first and foremost interest of the Railway Minister seems to be throughout his Budget speech—he starts with the same theme and ends with the same theme—to cover a gap of Rs. 200

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crores by new taxation. This in itself will not solve the problem of railway planning, because you can feed the railways a thousand crores more if you want and there would be no limit to the perfection that a railwayman would like to carry the Plan through.

There are two possible modes by which this problem can be solved. One is to divert the capital from the railways to ancillary transport industries like bus transport and short range or even long range goods transportation. I come from Andhra, but I lived for many years in Tamilnad. Madras happened to be the place where I was educated and there I know for a fact that two motor transport companies, T. V. S. (T. V. Sundram Ayyangar) and S. R. V. S. (Shri Rama Vilas) or what is that....

Mr. Deputy-Speaker: It is not usual to get inspiration, or advice.

Shri V. Raju: I do not know what the abbreviation stands for—these two companies in Tamilnad.

Similarly, in Andhra, up to northern areas of my own district, goods are moved in trucks from Madras all the way up to Parvatipuram. There is, I feel a good case for a coordinating system between the railways and the motor transport industry. The motor transport industry is a State subject, as far as I understand; as such, Government may tackle the issue by running a private corporation which would operate through the various States as ancillary to the railways and carry passenger and goods traffic between one station and another. A similar idea has been expressed by the Sea-Rail Coordinating Committee also.

We have the coastal shipping between East coast and West coast. It is found that it is possible for the coastal shipping to ship goods from west to east on the West coast and East to West on the East coast but the return journeys do not seem to have sufficient cargo, because the demand seems to be from west to east on the West coast. If the railways plan the whole thing correctly

on a linated basis a large amount of goods despatched from the Port of Madras which today goes on railways all the way from Madras to Calcutta can be moved through shipping companies. Similarly, in the case of goods that travel from Travancore-Cochin all the way up on the West coast up to Kutch or Surat because of the fact that we have no West Coast railway can be moved through a coordinating process through an ancillary shipping line.

So far as the question of speeding in the railways is concerned, I am given to understand—I am not a technical person and therefore speak with a certain amount of guardedness—that the speed of railway trains is relational to not merely the type of engine whether it is electrical or diesel, or steam engine, but also to a large extent to the poundage of the rails that are used throughout the nation. As such there is a limit beyond which our Indian Railways are not able to increase the speed of the railway system. In Western Europe and in America the weight of rails seems to be 120 lbs. per running foot of rail. But in India the weight of rail is not more than 90 lbs. and as far as southern section of the broad gauge system is concerned, Madras to Coimbatore or Cochin, or Madras to Bombay, I am told that the rails are of 80 lbs. and as such the speed of trains cannot be increased beyond a certain point.

The first thing that struck me as an amateur—I use the word "amateur" in the sense that I am not a technical person—is that we have not yet had an authoritative statement from the Railway Board or Railway Minister as to how they are going to tackle this problem and that quickly. This has been tackled to some extent by the electrification of railways, because electrical engines I am told do not cause as much strain on the rail track as steam engines do. As such electrification allows for an increase of speed by about 10 to 15 miles per hour on the average. A similar advan-

tage is available as far as diesel engines are concerned. The main question facing the plan is whether we make a heavy investment immediately or we are in a position to postpone some of our heavy investment in the plan. The case for diesel engine is that in the existing railway system it is able to carry larger loads over a longer distance and also without heavy capital expenditure as far as the track itself is concerned. But at the same time we are short of fuel. This is a matter which I should leave to the technical experts of the Railway Ministry.

But, in the present situation, when our planners are considering these things—not merely the Railway Ministry but the plan framers generally should consider planning under the Five Year Plan—it would be obvious that the large wastage that would take place in the shape of capital equipment in running cables and running all the girders necessary for the overhead electrical system would be far more prohibitive, both in the short run and in the long run, compared to the diesel electric trains which can be used not merely on the short sections which are being electrified but also upon longer sections.

One of the most surprising things that I have discovered is that under modern rail-road conditions it is no longer necessary to go in for double-line tracking for increasing the speed of our railway trains. If we have double lines it is assumed that we can travel much faster. But under a new system of signalling, greater speeds are achieved and the modern trend in America is to cut down double lines. As a matter of fact, the Gailbraith report says that they are pulling out the double track in many instances, allowing only for greater cross-overs, at intermediate stations for crossing purposes. And this obviously sounds rational and correct to me.

Shri Supakar (Sambalpur): It might be more costly.

Shri V. Raju: It is supposed to be cheaper. I am only giving what I have read from the government reports. It is nothing original.

Shri Feroze Gandhi: We are having it.

Shri V. Raju: Therefore, the extreme emphasis on double tracking could be reduced by the Railway Ministry and modern methods adopted for increasing the speed of the railways.

Lastly, before I conclude I would like to say a few words as far as the attitude that Government is taking with respect to workers is concerned. I know that a number of my colleagues have spoken on this, but here I feel that it is an issue which generally the Members of Parliament should take up. It is not merely a matter between the ruling party and the Opposition as such. Under the provisions of article 311 of the Constitution, if the services of any person are to be dispensed with, that person's services can not be dispensed with by an authority subordinate to that by which he was appointed. This provision was made to facilitate and safeguard the services rights of senior civilian officers and higher bureaucratic personnel in our Government. That authority that could appoint a civil servant and the authority that could dismiss him could only be the President. Today under clause (2) of the same article, provision has been made that in the case of a competent authority like the manager of the State industry, say the General Manager of a Railway, even if he dismisses a railway employee or what you call a railway worker, the grounds of dismissal need not be given in writing to the individual so dismissed. No reason or cause may be given to the man who is dismissed, and under the ground of security of the State the question need not be gone into. This plea militates deeply against the interests of the workers, because the

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courts of law seem to fight shy against taking up writs on behalf of the workers the moment subversive activity is quoted as an argument before the court of law. Suppose the worker files a petition in the court and asks for the reasons, the reasons are refused immediately. I do not want to cast an aspersion against the judiciary. But generally speaking, the judiciary fails to ask even for adequate reasons for the dismissal. I feel that this clause should be taken up by the whole House at some future date. It is not merely a question of workers and opposition parties. In a democracy every person has the right of joining any political party. And in peace time this right should be observed strictly. Every party here is above board, and let there be no dispute as to the loyalty of anyone here, to the State. That apart, this clause requires immediate tackling and change. I even dispute the right of the President in peace time to dismiss or dispense with the services of anyone in the nation without giving adequate reasons. There can be no such thing as 'security of the State' during peace time, and as such Government should desist from using this clause pending the time that this House takes up the matter and changes this provision in the Constitution. With these few words, I thank you for the opportunity given to me.

Shri N. R. Muniswamy (Vellore): At the outset I should like to congratulate the hon. the Railway Minister for the lucidity and thoroughness with which he has dealt with this subject, leaving no aspect untouched by him. This, however, does not mean that I am prevented from making some observations in regard to the shortcomings, failings and lapses on the part of the administration of this Railway Ministry. Perhaps the Railway Ministry may not relish the observations which I propose to make, and the staff of the Railways might think that I am casting some aspersions.

Shri Sinhasan Singh: Especially after the congratulations.

Shri N. R. Muniswamy: Especially after the congratulations, as my hon. friend says. But I would like to say that there is a good deal of inefficiency in the administration. I cannot say in what category and what aspect this inefficiency to which I am referring is persistent. The inefficiency to which I am referring is to be found in all aspects, with regard to train timings, with regard to the work which each individual is doing and every other aspect.

But one has to examine what are the reasons for this inefficiency. Is it due to lack of interest on the part of the staff, or due to inadequate recompense in money for the services they render; or is it due to callousness on their part? What is it due to? We have to examine the causes for this inefficiency. I cannot catalogue here the items of inefficiency which I myself have noticed, but I feel that the staff as well as the Railway Ministry will know in their heart of hearts that there is to some extent substance in my observation that there is inefficiency in the administration. I for one, cannot make such irresponsible statements without having had experience of these things during my journeys to my place. We have to examine these things with a view to rectify them. We can suffer anything, but not this inefficiency. If a particular individual is in need of money or dissatisfied with his promotion or he has not been given his due promotion, every help must be given to him. But, we cannot tolerate inefficiency. If he simply stays on without doing his job or simply passes on his work to some other person, he has to be punished. Even a couple of days back, the Ministry said that for not giving the complaint book, they have not been able to deal with the individual properly and that a mild admonition was given which was not enough for the mistake committed. We must

takes a very serious view of inefficiency. This is a nation-building activity and a principle undertaking of the Government. Every individual has to do his duty without any demur or delay. Inefficiency should be eliminated from the railway administration.

I shall give one illustration. While I was travelling, there was a minor mistake. Water was not coming from the tap. I reported the matter to one of the responsible officers, to the guard and some other gentleman. Of course, they had taken steps. They sent for a particular man. He came and tried to do something. But, he was a novice; he could not do anything. He went away saying that he will send somebody else. He conveyed the message to some one. The new man was much worse. He tempered with the tap and made the matter worse. He went away saying that he will send somebody else. By that time, the train departed. Just imagine the situation. It does not only mean that he is callous, but he does not know who should be sent for to do the job. Everybody simply shirks responsibility, shoves on the responsibility to somebody else and it is pushed on to a third party. The real sufferer is the passenger and none else. This is only one instance of inefficiency. There are major inefficiencies. I am not going to catalogue them. The Ministry has to take a very serious note of this and see that such things do not recur.

My next point is about divisionalisation. This has been introduced recently in order to improve the standard of work. I do not know whether this has worked well or not or whether any evaluation or assessment has been made of the results of this divisionalisation. But, I can say this much. We are having too many divisions. We have the zonal system; we are having the divisional system. We are creating departments after departments with a view to see that the responsibilities are distributed. Res-

pensibility is being distributed and the result is, we are not able to achieve the real object with which this divisionalisation was introduced. We are distributing responsibilities without any evaluation whether it is working successfully or not. So far as my information goes, divisionalisation is still in the experimental stage. Nobody knows whether any benefit has come out of this. One has to discharge certain responsibilities. That burden is being lessened and shifted on to a third party. I would only respectfully say that whether it is divisionalisation or creation of a new department, it should work well.

Then, I wish to refer to the question of opening of new lines. It is stated here:

"Work is also in progress on nearly 700 miles of doublings, of which about 370 miles are on the South-Eastern Railway, 116 miles on the Western Railway and 78 miles on the Southern Railway. At the close of the last financial year more than 150,000 men were working on the various projects."

To that extent I am very happy because so many poor people are given work. So far as doubling of 700 miles is concerned, I would respectfully say—not on the lines of the previous speaker—that this is needless for this reason. Instead of making the rich man richer and the poor man poorer, we can make the poor man rich and the richer man also rich. Instead of doubling these 700 miles for operational efficiency or some other efficiency, you can as well link up the places in the under-developed and backward areas to this length of 700 miles, in parts of India where there is no line at all. What is the use of doubling these lines and making that area richer. I would respectfully submit that this question has to be very seriously considered. It is not as if I am making any irresponsible statement. The work is nearing completion. I only wish that this aspect

[Shri N. R. Muniswami]

should be considered while planning new doubling schemes. Instead of doubling existing lines, it is better that we link up the under-developed areas or where there are no lines up till now. We have been hearing from all States that the lines that were in existence before the war have been dismantled and they could not be restored. Various reasons are assigned. If the Ministry and the Railway Board think afresh, they will see that this question of opening of new lines has to be given prominence and priority before the doubling of existing lines. What is not being enjoyed by a certain portion of the community should be made available to them. I know there are certain areas in India where the people have not even seen a train. They should have the benefit of railways.

I do not know what is the estimated cost of doubling these 700 miles of lines. It may be about Rs. 70 or 80 crores. I find, again, that a sum of Rs. 80 crores has been set apart for electrification. Thus, this doubling and electrification would cost, according to me, Rs. 150 crores: Rs. 80 crores for electrification and according to my estimate Rs. 70 crores for doubling. It may be even more. This sum is being spent without getting a proper return, or utility. You are electrifying certain lines and making it a big show. But, we are not able to give any benefit to the villagers. Instead of this electrification, we can see that new lines are opened up wherever they are demanded. We find that, if any one asks for a new line, it is said that for want of resources or some materials or other causes, we cannot do it. So many reasons are assigned. I know that the Ministry as well as the staff are experts in assigning reasons for anything which they do not like. If they had only the human touch and the mind to do anything, certainly, they can find the way. I would say that electrification and doubling are not necessary and we should open up new lines wherever there is demand.

Whenever any complaint is made, the Railway Board simply pass it on to the General Manager and tell us that it is being communicated to the General Manager. They are not able to examine the cases individually. They have got full work in their hands. They simply pass it on and this is the only thing that they can do. This is being repeated often. Even if we go to them as a court of appeal or in revision or review, what they do is, they simply confirm what is being communicated to them by the General Manager. The General Manager is also, in his own way, guided by his staff in the lower ranks, and this is being communicated to the Members of Parliament if they write a letter. What I say is it is always better they give some thought to it and examine the position and give an intelligent reply instead of passing on what is being said to them by the lower sections. Where an adverse reply has to be given, they can even send for the Member and convince him.

Another thing which I wish to state is that I find to make the journey more pleasant and comfortable. Rs. 2.98 crores have been set apart, but we do not have the details of the amenities they propose to provide. It is enough if the Railway Board and the Ministry give us drinking water in the railway compartment itself. What trouble and discomfort we feel during summer or even winter. During summer we cannot get cold water unless we go to a junction where there are one or two persons giving water after whom we have to rush. Otherwise, there are some unauthorised boys selling a glass of water at one or two annas and we have to buy from them. Instead of that, it is better to have some contrivance—I cannot describe it, you yourself imagine...

Mr. Deputy-Speaker: It will be difficult for me to imagine all that.

Shri N. R. Muniswamy: It will be easy of implementation if they have a human touch.

Mr. Deputy-Speaker: It might be possible for them, but not for me. I only wanted to remind the hon. Member that he should address the Chair.

Shri N. E. Muniswamy: Instead of spending Rs. 2.98 crores for amenities they may take steps to see that water is given in the compartment itself—hot water during winter and cold water during summer. If it is not possible, it is enough they give us pure drinking water in the compartment itself.

Mr. Deputy-Speaker: Why not luke-warm?

Shri N. R. Muniswamy: They can add cold water for that. It may be a very minor thing, but after all, without water and air nobody can live. During long journeys for 48 hours we must have water in the compartment.

Even in the bath room I find the water comes so dusty, it is not clear, and we cannot even wash. They must have some contrivance to prevent coal dust getting into the water.

So far as the de luxe train is concerned, I find it runs almost empty, at least so far as the Madras-Delhi train is concerned I can say this.

The Deputy Minister of Railways (Shri Shah Nawaz Khan): Not now.

Shri N. R. Muniswamy: It might be true in other parts of India, but so far as Madras is concerned, I am saying from my own personal knowledge that it almost runs empty. I cannot say exactly empty, but say one-third will be filled up.

Mr. Deputy-Speaker: The Railway Minister must be aware of all parts.

Shri N. E. Muniswamy: Therefore, they must see that this is done.

Another thing is they must appoint a committee to tour all the States...

Mr. Deputy-Speaker: I am sorry the hon. Member is having too many 'another things.'

Shri N. R. Muniswamy: I think I have not taken more than ten minutes.

Mr. Deputy-Speaker: He has taken about 20 minutes, and thrice he has said "another thing". Now he might conclude in one minute.

Shri N. E. Muniswamy: So far as the Mehbubnagar enquiry is concerned, I find the Government has not accepted their recommendations, and from the Government's report I find they entirely disagree with the findings and expect something else to be done. I suggest that the findings cannot be nullified and given a clean go-by, and that it is better for them to accept the recommendations of the enquiry committee.

Shri Barrow (Nominated—Anglo-Indians): Mr. Deputy-Speaker. Sir, in the context of having to wait to catch your gracious eye and the short time allotted for speeches, I am reminded of a quotation from Shakespeare:

"Time travels in divers paces
with divers persons.

I will tell you who time ambles
withal, who time trots withal, who
time gallops withal and who he
stands still withal."

If the Bard was here, he would say that for the Member waiting wearily to be called time "stands still," and for the Member who is on his feet time gallops, for as the thief to the gallows thinks himself too soon there, so does the Member feel his allotted time ends too quickly. So, before my time comes to an end, and without much ado I must address myself...

Mr. Deputy-Speaker: That is just drawing close!

Shri Barrow: ...to just one portion of the Railway Budget, which I usually do, and that is to the question of Education.

My first natural reaction was to congratulate the Railway Minister on the proposals that he has made in his

[Shri Barrow]

Budget with regard to the education of the children of the railway employees, but on a further analysis. I find I must restrain and temper my enthusiasm with cautious hope. In 1952—I believe I am correct—the then Minister of State for Railways made a promise that we would get railway hostels for School children in all the big centres. Last year, the Deputy Minister said:

“The Railway Board is going into this question and in the course of the next financial year will be able to begin work in all these hostels.”

But all these hostels to quote Shakespeare again, “are melted into air, into thin air” I hope these Primary and Residential schools will not also suffer the same fate,—

“like this insubstantial vision faded, Leave not a rack behind.”

I do hope that these Primary and Residential schools will be a reality. Further, on reading the Budget speech I find that the Minister's language is vague, halting and hesitant. What does he say? Speaking of primary schools, he says: “Negotiations with local bodies and State Governments are at present being conducted to settle the terms on which the primary schools that are required will be opened.” With regard to the Residential schools, he says: “An investigation into this problem is being commenced forthwith.” I would ask the Railway Minister to give us a clear, definite, categorical and unambiguous statement of policy with regard to education of railwaymen's children. Let us have something which is very clear so that the Railway Ministry may plan for the future expansion of educational facilities. To keep on negotiating, to keep on examining plans year after year, from 1952, means that we are not progressing, and if we are not progressing, it means we are retrogressing; there is no intermediate state. This is a vital thing.

The usual curtain that education is the responsibility of the State Government can no longer cloak the necessity for the education of the children of these railway employees. Other departments are doing it—The Armed Forces are opening schools, and private agencies are doing the same. There can be no clash between what the railways intend to do—and we hope they will do it—and State Education Departments. Only when there is a clear-cut policy, only when there is the necessary administrative set-up for implementing the policy will we be able to go forward.

I believe that these schools are at present being administered extra-departmentally, that is, there is no proper department for their administration. If these schools are doing good work, and I say they are doing good work, if not because of the railway administration, but in spite of the railway administration.

16 hrs.

I have considerable experience of these schools, and I find that the reports which are sent by the inspectors are not implemented. Last year, the Railway Ministry appointed four Educational Advisers to go into the working of these schools. The terms of reference were:

“School facilities available in respect of accommodation, teaching standards, adequacy of staff and equipment.”

All these matters normally come within the purview of the State Education Departments. State Education inspectors visit these railway schools periodically and they deal with all these matters: teaching standards, equipment, and accommodation. What the Railway Ministry has to ensure is that the recommendations of the State inspectors are implemented. But, I find, time and again, that these recommendations and reports are not implemented.

I shall read from one report to show what the position is—I am referring to the report on a Anglo-Indian Railway School on the Central Railway, for the year 1955-56—this is what the Inspector says in the very first sentence of his report:

“I have to say that no suggestions have been attended to during the last three years, though they are repeated every year.”....

It is the same case, wherever I go.

In this particular school, the Advisory Committee was prepared to go into these suggestions and they sent recommendations to the Secretary to the General Manager, but nothing was done. There was conflict between the Headmistress and her Staff. The Advisory Committee tried to intervene, and they made certain recommendations, but those recommendations were not implemented. The result was that somebody in the General Manager's office thought the best way out of it was to transfer the Headmistress, and, it was said, that this was being done for administrative reasons. The Headmistress was transferred, and the school is just where it was.

I went to Kazipet—there is a railway school over there—the inspector recommended that the strength of teachers in that school should be increased. I represented the matter to the Central Railway. Later I went on to Bitragunta; there was a teacher there, and her husband was working in Kazipet and I suggested that she might get herself transferred to Kazipet. I wrote to the General Manager of the Southern Railway, and he agreed to let this lady be transferred to Kazipet, but every time I wrote to the Central Railway, I was informed that the matter was being looked into; this went on for months. In disgust, this lady resigned from the Bitragunta school, and I cannot say whether she has been appointed in Kazipet or not; I do not think so. But there it is: nothing is being done to implement the recommendations of State Inspectors of Schools.

I would appeal to the Minister to see that these deficiencies are rectified, but I believe this cannot be done unless the whole administration for these schools is changed. Here, we want something bold from the Railway Minister, we want a completely new set-up. There must be a complete, new department to take over the administration of these schools, and to plan for an educational policy of expansion. I do not propose to suggest what the set-up of this department should be, though I could give very definite suggestions.

I believe that the Railway Administration—I do not know whether it is technically possible—have a very eminent educationist at present, who is the Chairman of the Railway Service Commission at Calcutta. He is not only an eminent educationist, but he is an experienced educationist, and if he could be appointed to look into this matter with a Committee, I am certain that he will be able to make very definite and very effective recommendations for the setting up of such a department.

I turn now to the question of residential schools. Here, I am sorry that the Railway Minister—I do not think he did it deliberately—has created a wrong impression, by using the word ‘austerity’. He said that these schools “will be run on an austerity basis.” I looked up the derivation of the word ‘austerity’ in both the Latin and the Greek; the word ‘austerity’ always has the meaning of ‘harsh and severe’. The Hon. Minister is too genial and too good a man to suggest that any school should be run on a harsh and severe basis. I went further and found that even the word ‘simple’ has always to have the prefix ‘severely’ when it is used to mean ‘austere’, so that the basis would be ‘severely simple’. I do not think that was his intention at all. Lest the Railway Administration should misconstrue the intentions of the Railway Minister, I would ask that there should be no compromise on standards, so far as these schools are concerned. This

means that they have good teachers; the schools must have hygienic accommodation; the children must be given a well-balanced diet; further, the schools must have proper equipment, and there must be proper recreational facilities. I have experience of a number of schools, and even schools run by Monastic Orders do not impose any austerity conditions on their children, because they know that for normal, healthy, development, there must be happy and healthy surroundings. So, I would appeal to the Railway Minister not to let this austerity be too severe.

I would ask the Railway Administration to take a lesson from the only residential school, run by the Railways—Oakgrove School which is in Mussoorie. I know the difficulties that are there in that school, and I know them perhaps more than anybody else. I would ask the Railway Administration to see, firstly, that in that school, which from 1950 has not had a permanent Principal, and which has not had a permanent Headmaster, conditions are set right, and secondly, that those conditions do not reappear in the new residential schools that are to be created.

I want to make one plea more, on behalf of the teachers in these residential schools. I want to make the plea that the allowance which is given to teachers for boarding and lodging is not considered an *ex gratia* allowance from the railways, but as a duty allowance, and as such is counted for purposes of passes, so that when these teachers go on a holiday, they may be able to travel in better conditions.

I should also refer to the salaries of the teachers in these schools. I am not going to ask the Railway Minister to upgrade the scales which he has introduced, though I do believe that these scales are quite inadequate. But I would say this that when it comes to the fixing of the initial salary of a teacher who has been taken into a

school, there should be some formula. The rules lay down that the Railway Service Commission may give advance increments. But I know of cases where it becomes a question of bargaining between the teacher and the Railway Service Commission. The teacher is a good teacher, and the Chairman of the Service Commission feels that the person is the right person to be employed, then, the process of bargaining starts. I would suggest that there should be some clear-cut formula. The scales, as drawn up by the Railway Board, are based on academic attainments; they are based on training. Let them lay down a simple formula that for every year or for every two years of recognised service in a recognised school, there shall be one increment. Then, there would be no question of bargaining; the Railway Service Commission can determine how many years' experience the teacher has had, in a recognised institution, and the initial salary determined accordingly.

I want to deal with one more matter, that is a policy matter, with regard to the upgrading of Middle schools. The House knows, and the Railway Minister knows that in the new pattern which has been accepted for the Country, there will be an eight-year Elementary course to follow by a three-year Higher Secondary course, and a three-year Degree course. These middle schools teach up to the ninth standard. When the Higher Secondary scheme comes into being, and that will end at Standard XI, these middle schools would be neither here nor there. I think it would be very rational if these schools are upgraded.

The usual difficulty is this. The administration say that there are not enough children in the upper classes, and thus, a vicious circle is created, because the parents say, 'We shall send our children only if the school is raised to High school level'. I believe

that if these schools are upgraded to the high school level, then the admissions will follow.

I have raised these questions, and hope that the Railway Minister will consider them sympathetically imagination and vision will go into the framing of future policy, and that there will be a definite and clear-cut statement with regard to the education of the children of the railway employees.

श्री राज कृष्ण (महेन्द्रगढ़) : उपाध्यक्ष महोदय, मैं आपका बड़ा मशकूर हूँ कि आपने मुझे बोलने का मौका दिया। मौजूदा रेलवे बजट में सास तौर पर इस बात का जिक्र किया गया है कि सैकंड फ़ाइव थीयर प्लैन की कामयाबी के लिये किस तरीके से काम किया जाय। इस सिलसिले में जो तजवीजें पेश की गई हैं, मैं उनसे मुस्तिफ़िक हूँ, क्योंकि मेरी यह राय है कि पिछले दस साल में हिन्दुस्तान में जितनी तरहकी रेलों में हुई है, उसको महेन्द्रगढ़ रेलवे द्वारा हमने इन तजवीजों को स्वीकार किया, तो हमारी सैकंड फ़ाइव थीयर प्लैन कामयाब हो सकती है। उदाहरण के तौर पर पार्टीशन के बाद, १९४७ में, हिन्दुस्तान के ग्रन्दर टोटल रेल माइलेज ३४,००० के करीब था और आज वह ३५,००० से ज्यादा है, यानी दस साल के अर्से में ११०० मील से ज्यादा रेलवे लाइन बन गई है। इसके अलावा ५९४ मील के करीब नई रेलवे लाइनों पर काम बड़ी तेजी से हो रहा है। इसी तरह से रेलवे लाइन की कैपेसिटी बढ़ाने के लिये ७०० मील के करीब लाइनोंको डबल किया जा रहा है।

जहाँ तक ग्रामदानी का तात्लुक है, उसमें बहुत ज्यादा इज़ाफ़ा हुआ है। १९५५-५६ के दौरान कुल ग्रामदानी ३१५ करोड़ रुपये थी, जब कि १९५६-५७ की ग्रामदानी ३५० करोड़ के करीब यानी बजट एस्टीमेट्स से पांच करोड़ रुपये से ज्यादा हुई। इस

साल की ग्रामदानी का अन्दाजा ३७८ करोड़ रुपये के करीब है। इन क्रिपर्स को सामने रख कर हम पूरे विश्वास के साथ कह सकते हैं कि अगर हमने इन तजवीजों को स्वीकार कर लिया, तो हमारी सैकंड फ़ाइव थीयर प्लैन जरूर कामयाब होगी। इसी लिये दो नये टैक्स लगाये गये हैं—एक पैसेंजर टैक्स और दूसरा गुड्स ट्रेफ़िक पर एक ग्राना की रुपया अडीशनल सरचार्ज (Additional Surcharge)। हमारे रेलवे मंत्री जी ने अपने अभिभाषण के सक्ता २ के अखिर में और सक्ता ३ के शुरू में यह खिक किया है कि मौजूदा सैकंड फ़ाइव थीयर प्लैन की कामयाबी के लिये ११२५ करोड़ रुपये जो एलाट किये गये हैं, वे नाफ़ाफ़ी है लेबर, स्टील और सीमेंट की Cost (कोस्ट) में इज़ाफ़ा होने के कारण १०० करोड़ रुपये की और जरूरत पड़ेगी। इसके अलावा गुड्स ट्रेफ़िक के क्षेत्र में १८०८ लाख टन माल डोने के लिये १०० करोड़ रुपये और चाहियें—यानी कुल मिला कर हमको २०० करोड़ रुपये की और जरूरत होगी। मुझे विश्वास है कि सैकंड फ़ाइव थीयर प्लैन को कामयाब बनाने के लिये लोगों पर जो एडीशनल बोझ पड़ेगा, लोग उसको खुशी से स्वीकार करेंगे।

अब मैं चन्द तजवीजों माननीय मंत्री जी के सामने पेश करना चाहता हूँ और मुझे आशा है कि वे उन पर बिचार करेंगे। मौजूदा वेस्ट्रन रेलवे और नार्दन रेलवे के जो मीटर-गेज सैक्शन हैं, उनको मिला कर एक नया जोन बना दिया जाये, क्योंकि ये जोन बनाने से पहले यह तमाम मीटर-गेज सैक्शन एक ही रेलवे में—यानी बी० बी० सी० ग्राई० रेलवे में—शामिल था। यही नहीं, मौजूदा जोन बनाने से पहले शुरू में जो स्कीम बनाई गई थी, उस के मुताबिक तमाम मीटर-गेज सैक्शन को मिला कर एक नया जोन बनाया गया था। मैं नहीं जानता कि बाद में किन बजुहात की बिना पर यह तजवीज बरस दी गई। इसके बारे में माननीय मंत्री जी ही

[श्री राम कृष्ण]

अच्छी तरह जानते हैं। इसलिये मेरी अपील है कि इस जोनल स्कीम को दोबारा रिव्यू किया जाये और तमाम मीटर-गेज सैवशन को मिला कर एक नया जोन बना दिया जाय, ताकि मीटर-गेज सैवशन की एफिशियन्सी बढ़े।

जहाँ तक टिकटलैस ट्रेवलिंग का ताल्लुक है यह ठीक है कि उसको रोकने के लिये पूरी कोशिश की जा रही है, लेकिन उसमें इतनी कामयाबी हासिल नहीं हुई, जितनी कि होनी चाहिये थी। इस बारे में मैं यह कहे बगैर नहीं रहूंगा कि पुलिस और रेलवे के बहुत से कर्मचारी भी इसमें हिस्सा लेते हैं। इसकी वजह से रेलवे की आमदनी पर बुरा असर पड़ता है। अगर हम इसको रोकने में कामयाब हो गये, तो हमारी आमदनी काफी बढ़ सकती है। इसके लिये मैं दो तजवीजें पेश करना चाहता हूँ। एक तो यह कि टिकट एग्जामिनरों की तादाद बढ़ा दी जाय। इससे बंकारी भी दूर होगी और रेलवे की आमदनी में भी इजाफा होगा। हर ट्रेन में हर दो कोचिंग के लिये कम से कम एक टिकट एग्जामिनर जरूर मुकदर किया जाय। गवर्नमेंट की तरफ से नेशनल यूजर्स कन्सल्टेटिव कौंसिल और जोनल कमेटी के non-official (नैर सन्वारी) मेम्बरान को यह अस्तित्वार दिया गया है कि वे जब भी चाहें, किसी भी स्टेशन मास्टर को या टिकट एग्जामिनर को इस बात के लिए मजबूर कर सकते हैं कि वे उनकी मौजूदगी में मुसाफिरों की टिकट चेक करें। मैं यह चाहता हूँ कि यह अस्तित्वार पार्लियामेंट के हर मेम्बर को भी दे दिया जाय। इससे टिकटलैस ट्रेवलिंग चैक करने में पूरी मदद मिलेगी।

Shri Heda: That will be a thankless job.

Shri B. R. Singh (Ferozabad): Let the hon. Member himself do it.

श्री राम कृष्ण : वैस्टर्न और नार्दर्न रेलवेज के मीटर-गेज सैवशन में थोवर-क्राउडिंग बहुत ज्यादा है। उन में बहुत ज़े ऐसे स्टूट्स हैं, जो कि निहायत जरूरी हैं, मसलन दिल्ली-कांडला, दिल्ली-खांडवा, दिल्ली-अहमदाबाद (वाया आर० पी० सी०) और दिल्ली-फाजिल्क, जहाँ कोई जनता या मेल गाड़ी नहीं चलती है। इसके लिये मेरी तजवीज है कि इन रास्तों पर मेल या जनता गाड़ी चलाने की पूरी कोशिश की जाय।

आखिर में मैं रेवाड़ी जंक्शन के बारे में कुछ कहना चाहता हूँ। वह नार्दर्न इंडिया में मीटर-गेज सैवशन का सब से बड़ा स्टेशन है। वहाँ से तकरीबन पांच गाड़ियाँ चलती हैं, लेकिन प्लेटफार्म की बड़ी कमी है। इसलिये बहुत सी गाड़ियों का काफी देरअतक सिगनल के बाहर खड़ा रहना पड़ता है। इसके अलावा वहाँ गर्मियों के मौसम में भी पीने के लिये पानी नहीं मिलता है और न ही खाने पीने का अच्छा इन्तजाम है। मेरी तजवीज है कि वहाँ पर पानी का इन्तजाम किया जाय और कम से कम दो नये प्लेटफार्म जरूर बनाये जायें और इसके साथ ही खाने पीने की दिववत को दूर करने के लिये डिपार्टमेंटल Catering (भोजन व्यवस्था) की स्कीम वहाँ भी लागू की जाय।

इन चन्द शब्दों के साथ मैं फिर अरील करता हूँ कि मीटर-गेज सैवशन की हानत को सुधारने के लिये पूरी कोशिश की जाय।

श्री जांगड़े (बिलासपुर) : उपाध्यक्ष महोदय, पिछली संसद के आखिरी सत्र में बहुत सी बातें मैं ने रेलवे के सम्बन्ध में बताई थी और इसलिये उन बातों को मैं यहाँ दोहराना नहीं चाहता। फिर भी मेरी दृष्टि में जो नई बात आई है, उन्हें मैं बताना चाहता हूँ।

हमने भ्रक्सर देखा है कि रेलवे मंत्रालय के जो प्यारह लाख कर्मचारी हैं, उनकी बहुत मांगें सामने आती हैं और उनकी बहुत सी यूनियनें बनी हुई हैं। इन यूनियनों के नेता भ्रक्सर बाहर से आते हैं और वे समय समय पर रेलवे कर्मचारियों को तरह तरह का उकसावा देते हैं मैं ने यह कभी भी नहीं देखा है कि इन रेलवे यूनियनों ने रेलवे कर्मचारियों के नैतिक स्तर को ऊंचा उठाने और उन में लगनशीलता बढ़ाने और रेलवे के कार्यों में दक्षता लाने का प्रयास किया हो। हमें तो यही नजर आता है कि अपने राइट्स को सामने रखना और अपनी मांगों की पूर्ति के लिये आवाज बुलन्द करना ही उनका परम् उद्देश्य है। अपने कर्तव्यों की ओर उन्होंने कभी भी ध्यान नहीं दिया। मैं ने स्वयं देखा है कि इन यूनियनों के पदाधिकारी रेलवे कर्मचारियों की बड़ी से बड़ी गतिवियों को भी छिपाने का प्रयत्न करते हैं, जिन गतिवियों को हम एक मिनट के लिये भी बर्दाश्त नहीं कर सकते हैं। इसके मुकाबले में उनको हर तरह के अधिकार दिलाने का प्रयत्न किया जाता है। खास तौर पर हमारे वामपंथी लोग ऊपर से शब्दों में—तो रेलवे कर्मचारियों की सरकार के प्रति वफादारी की बात करते हैं, लेकिन वास्तव में उन लोगों में सरकार के प्रति वफादारी निबाहने की भावना को उत्पन्न करने का कोई प्रयत्न नहीं करते हैं। इन बातों को मैंने खुद देखा है। इन कारणों से रेलवे कर्मचारियों की दक्षता बराबर घटती जा रही है। हमने देखा है कि सरकारी अधिकारियों और निम्नतम कर्मचारियों के मध्य, टेनान्ट और लैंडलार्ड या मालगुजार और काश्तकार की सी भेद-भावनायें विद्यमान हैं और उन में सहयोग और को-ऑपरेशन की भावना बिल्कुल नहीं है। इसलिये सरकार की ओर से चाहने पर भी रेलवे में जो एफ़ि-येन्सी और दक्षता आनी चाहिये, वह आ तो रही है, लेकिन जिस मात्रा में वह आनी चाहिये, उस मात्रा में नहीं आ रही है। इसीलिये आप देखेंगे कि विभिन्न रेलवेज की जो रेलगाड़ियां

चलती हैं, उनमें अनियमिततायें होती हैं। पंचुएलिटी का बड़ा अभाव है और इस पंचुएलिटी के सम्बन्ध में आपको एक उदाहरण बतलाना चाहता हूं कि किस तरह से रेल कर्मचारियों का आपस में ही सहयोग नहीं होता है। कटनी से बिलासपुर तक रेलवे लाइन है। वहां पर तीन महीनों से रेल का जो इंजिन है, बीमार पड़ जाता है और रोज उसको बुलार आ जाता है। इसका नतीजा यह होता है कि उस लाइन के जो यात्री होते हैं जो कि हजारों की तादाद में सफ़र करते हैं, उनको न तो जबलपुर के लिये गाड़ी मिलती है, न भोपाल के लिये मिलती है, न दिल्ली के लिये मिलती है और न ही अलाहाबाद के लिये मिलती है। मध्य प्रदेश में छत्तीसगढ़ को भोपाल से जोड़ने के लिये केवल यही एक मुख्य मार्ग है। तीन महीने से मैंने देखा है कि महीने में २६ दिन तक हम यात्रियों को रेलगाड़ी नहीं मिलती है और हमको १२-१२ घंटे वहां बै ना पड़ता है। यह उस सहयोग का नतीजा है जो कि विभिन्न रेलवे कर्मचारियों के बीच में होता है। जो दक्षिण पूर्व रेलवे के कर्मचारी हैं उनको मेट्रोल रेलवे के कर्मचारियों से कोई मतलब नहीं है, जो मेट्रोल रेलवे के कर्मचारी हैं उनका मध्य रेलवे के कर्मचारियों से कोई सहयोग नहीं है। इस बारे में मेरा यह सुझाव है कि जब टाइम-टेबल बनाया जाय तो विभिन्न जोनल रेलवेज का आपस में सहयोग हो। आज देखने में आता है कि उनके बीच कोई परस्पर सहयोग नहीं होता है। अक्सर पंद्रह मिनट की देरी के कारण या बीस मिनट की देरी के कारण मेल गाड़ी या पैसेंजर गाड़ी छूट जाती है जिसका नतीजा यह होता है कि पंद्रह बीस मिनट की देरी हो जाने पर उसको बारह-बारह घंटे तक रुकना पड़ता है। यह चीज नागपुर, कटनी, जबलपुर, इटारसी आदि में देखने में आई है इसलिये विभिन्न रेलों पर विभिन्न जंक्शनों पर यह देखा जाये कि यात्रियों की गाड़ियां मिल जाय करे और एक गाड़ी के पहुँचने

[श्री जांगड़े]

और दूसरी गाड़ी के छूटने का जो गैप हो वह इतना होना चाहिये कि अगर पहुँचने वाली गाड़ी को किन्हीं आकस्मिक कारणों से कुछ देर भी हो जाय तो भी उसको दूसरी गाड़ी मिल जाये। यह एक आल-इंडिया पालिसी होनी चाहिये और अगर आप ऐसा नहीं करते हैं तो यात्रियों को बड़ी असुविधा होगी।

रेल कर्मचारियों के सम्बन्ध में बहुत सी मांगें पेश की जाती हैं। कुछ तो पदोन्नति से सम्बन्ध रखती हैं और कुछ प्रमोशन से सम्बन्ध रखती हैं और कुछ बेतन प्रादि से सम्बन्ध रखती हैं। कुछ ऐसे भी कर्मचारी हैं जिनके सम्बन्ध में यह कहा जा सकता है कि उनकी जो इयूटीज हैं वे बहुत लाइट हैं और तन काफी होता है लेकिन उनकी और हमारा ध्यान ही नहीं जाता है। जब मैं इन कर्मचारियों के बारे में सुनता हूँ तो मुझे जरा रोष आ जाता है। अभी मेरे साथी ने कहा कि टिकिट कलैक्टर्स और टिकिट एग्जैमिनर्स की जो संख्या है उसकी बढ़ाया जाये। मैं जानता हूँ कि बार से पहले टिकिट एग्जैमिनर्स कम थे लेकिन फिर भी दिन और रात वे कम्पार्टमेंट्स में जाया करते थे और टिकिट्स को चैक किया करते थे। आज हमने उनकी संख्या तो बढ़ा दी है लेकिन वे बहुत कम चैकिंग के लिये जाते हैं। जब मैं ऐसी चीजें देखता हूँ तो मुझे कुछ रोष आ जाता है। टिकिट कलैक्टर्स जो हैं उनको मैं गेट कीपर्स से ज्यादा महत्व नहीं देता। ये लोग प्लेटफार्म पर टिकिटों को संग्रह करने के सिवा और कोई धंधा नहीं करते। ये लोग मैट्रिकुलेट होते हैं और जब ऐसे लोगों की तनस्वाह बढ़ाने की मांग की जाती है तब मुझे कभी कभी रोष आ जाता है। जब हम किसी की तनस्वाह बढ़ाने की मांग करें तो हमें उनको जिन कर्तव्यों को सम्पन्न करना पड़ता है, उसको भी देख लेना चाहिये।

मेरी समझ में नहीं आता कि क्यों हम उनकी इयूटीज की ओर ध्यान नहीं देते हैं। मैं समझता हूँ कि कर्मचारियों की कुछ ऐसी श्रेणियाँ भी हैं जिनके बेतन में बढ़ि होनी चाहिये और उनको पदोन्नति मिलनी चाहिये। टी० टी० हमालस होते हैं जो कि ट्रांसिपमेंट ट्रेन्स के साथ जाते हैं। यह एक लंबी गाड़ी होती है और ४० मील का सफ़र तय करने के लिये यह पूरा दिन लगा देती है। इन लोगों का क्या हाल होता है, इसको भी आपकी देखना चाहिये। न लाइट का इन्तजाम होता है न पाखाने का इन्तजाम होता है। ऐसे लोगों की ओर हमारा ज्यादा ध्यान जाना चाहिये। स्टेशन मास्टर्स, असिस्टेंट स्टेशन मास्टर्स और माल गाड़ी के जो गार्ड होते हैं, उनको सहूलियतें देने की तरफ हमारा ध्यान उनको जाना जरूरी।

अब मैं नार्थ ईस्टर्न रेलवे के सम्बन्ध में कुछ कहना चाहता हूँ। एक दो बार पहले भी मैं इस चीज की मांग कर चुका हूँ कि नार्थ ईस्टर्न रेलवे को हमको बाईफरकेट कर देना चाहिये क्योंकि यह एक बहुत बड़ा रिजन है। यह गाड़ी मथुरा बून्दान से शुरू होती है और आसाम के ब्राह्मरी छोर तक जाती है और गोरखपुर से इसका तजाम होना बड़ा मुश्किल है। जब तक हम आसाम के पांडु रिजन को आनोमस नहीं बना देते तब तक हम नार्थ ईस्टर्न रेलवे को अच्छी तरह से नहीं चला सकते हैं। हमें चाहिये कि हम पांडु रिजन का एक भ्रलग (सेपरेट) रिजन बना दें। दो साल के बाद भी नार्थ ईस्टर्न रेलवे पर हमने कोई विशेष सुधार नहीं देखा है और जब तक हम इसको बाईफरकेट नहीं कर देते हम किसी सुधार की आशा भी नहीं कर सकते हैं।

रेलवे मंत्रालय रेल कर्मचारियों के लिये वन-रूम ट्रेनेमेंट्स बना रही है। प्रधान मंत्री जी ने कानपुर के ऐसे क्वार्टर्स को देखकर

नकी कंस्ट्रक्शन को डिसक्रेज करने को कहा था। मैं देखता हूँ कि हमारे सरकारी कर्मचारियों के लिये कोई धीर खास तौर से चतुर्थ श्रेणी के कर्मचारियों के लिये बन-रूम टेनेमेंट्स अभी भी बन रहे हैं। मैं माननीय मंत्री जी से विनयपूर्वक निवेदन करूंगा कि इस तरह के टेनेमेंट्स को न बनाया जाये। ऐसे क्वार्टरों में रहना या न रहना एक बराबर है।

अब मैं नैरो गेज यानी संकीलाइन के बारे में कुछ कहना चाहता हूँ। इस बारे में दो तीन सालों से कहता आ रहा हूँ और मैं चाहता हूँ कि नैरो गेज को जो रेलवे लाइन है उसके प्रति सरकार अपनी नीति क्यों निर्धारित नहीं करती है। सरकार न तो इनको इम्प्रूव करती है, न इनको मीटर गेज में तब्दील करती है और न बाड़ में बनाती है। इसका नतीजा यह हो रहा है कि यात्रियों को कोई सुविधायें प्रदान नहीं की जा रही हैं। इसलिये मैं निवेदन करता हूँ कि या तो इनको बाड़ गेज में तब्दील कर दिया जाये अन्यथा उन्हें उखाड़ दिया जाये क्योंकि मैं समझता हूँ कि नैरो गेज को रखने से कोई फायदा नहीं है और यह बड़ा अनइकोनोमिक है और इससे सरकार का खर्चा बढ़ता है और यात्रियों को सुविधायें भी नहीं मिल पाती हैं। इस वास्ते मैं चाहता हूँ कि इस सम्बन्ध में सरकार की जो नीति है, उसे वह हमें बतलाये।

अब मैं शाखा यानी ब्रांच लाइन्स के बारे में कुछ निवेदन करना चाहता हूँ। उन पर यात्रा करने वाले यात्रियों की ओर सरकार का ध्यान बहुत कम है। फर्ज कीजिये कटनी से लेकर के बीना तक की लाइन को लें तो यह करीब १६८ मील की लाइन है। इसके रास्ते में दमोह, सागर आदि बड़े बड़े स्टेशन होते हैं लेकिन कहीं पर भी यात्रियों को छाया प्रदान करने के लिये कोई सुविधा नहीं दी गई है। ये डिस्ट्रिक्ट हैडक्वार्टर हैं लेकिन इतना होने पर भी इस प्रकार की

सुविधा का न होना अच्छी बात नहीं है। ये स्टेशन ऐसे हैं जिनकी जनसंख्या ५०,००० ६०,००० या ८०,००० के करीब है। यहां पर न कोई भोजनालय है और न कोई दूसरा खाने पीने का इंतजाम है। इस तरह से जितनी भी ब्रांच लाइनें हैं, उनकी ओर भी हमारी सरकार का ध्यान धरवय जान चाहिये।

रेलों पर जो पिलफेज होता है, उसकी ओर भी हमारा कोई ध्यान नहीं जाता है। मैं आपको एक उदाहरण देना चाहता हूँ। अभी अभी एक स्थानिकी पेपर में छपा था कि भाटापारा (रायपुर) में लाखों रुपया पासल क्लर्क या जो दूसरे अधिकारी हैं उन्होंने मिल कर कमाया है। यह सच है या झूठ, इसको तो माननीय मंत्री जी ही बतायेंगे। मैंने सुना है कि इंटेलिजेंस ब्यूरो के तथा रेलवे इन्फोर्समेंट के जो पुलिस कर्मचारी हैं वे वहां गये हैं और उन्होंने जांच की है। इसका क्या नतीजा निकला है मुझे मालूम नहीं है। ऐसे मामलों में सरकार को सक्ती करनी चाहिये और ऐसे व्यक्तियों के साथ सक्ती से पेश आना चाहिये। मैं न अभी अभी यह भी सुना है कि छत्तीसगढ़ से कम से कम साढ़े सोलह हजार बोरे चावल रायपुर भाटापारा आदि से ईस्ट पाकिस्तान को एक्सपोर्ट किये गये हैं। यह कैसे हुआ है यह तो सरकार ही बतायेगी। मैं जानता हूँ कि यह जो व्यापारी वर्ग है यह इन कामों में बड़ा दक्ष होता है। इसने अंग्रेजों को धोखा दिया और आज हमारी सरकार को धोखा दे रहा है। यह कानून की प्राविजंस से बचने का कोई न कोई हल निकाल ही लेता है। मैं चाहता हूँ कि हमारी सरकार तथा हमारे रेल कर्मचारी वर्ग सतर्क रहें क्योंकि आज हमारे देश में खाद्य की बढ़ती कमी है और उनको चाहिये कि वे देखें कि छत्तीसगढ़ से जो खाद्य के मामले में प्रेनरी समझा जाता है, खाद्य पदार्थ कैसे पाकिस्तान पहुंचाया गया।

[श्री जांगड़े]

मैं ने मार्च में भी कहा था और आज भी कहता हूँ कि भोपाल से ले कर रायगढ़ तक या भोपाल से बिलासपुर तक एक सीधी रेलवे लाइन चले क्योंकि मध्य प्रदेश में यदि आप देखेंगे तो पायेंगे कि विभिन्न डिस्ट्रिक्ट हैडक्वार्टर्स को भोपाल से सीधी मिलाने वाली कोई गाड़ी नहीं है। इससे यात्रियों को बहुत ज्यादा कष्ट का सामना करना पड़ता है। मैं जानता हूँ कि इसमें कुछ कठिनाई अवश्य है। रेलवे कंपैसिटी कम हो सकती है या बिलासपुर-कटनी रेल में कविग की डिफिकल्टी हो सकती है, लेकिन मैं चाहता हूँ कि रेलवे मंत्रालय इस सम्बन्ध में कोई न कोई उपाय अवश्य निकाले। छत्तीसगढ़ जो कि भोपाल से करीब ५०० मील दूर है, यात्रा करने में कोई २४ से ३६ घंटे बैठना पड़ता है और वहां तक पहुँचने के लिये हमें कोई न कोई सीधी गाड़ी अवश्य मिलनी चाहिये जिससे कि यात्रियों को सुविधा हो। हावड़ा नागपुर लाइन की जो हालत है वह जो प्रिवार कंडिशन उसकी थी, उससे भी खराब हो गई है। वार से पहले वहां पर एक दो लोकल शटल गाड़ियाँ चलती थीं लेकिन अब वहां पर एक भी गाड़ी नहीं चलती है। और जगहों पर आप डी-लक्जरी ट्रेन चलाये जा रहे हैं, सेल ट्रेन की तादाद बढ़ती जा रही है, जनता ट्रेन की तादाद बढ़ा रहे हैं लेकिन वहां पर (हावड़ा-नागपुर लाइन पर) जो लोकल गाड़ी चला करती थी उसको ही अभी तक नहीं चलाया, नई गाड़ियों को बढ़ाने का तो प्रश्न ही नहीं उठता है।

इस सम्बन्ध में मैं कहना चाहता हूँ कि आप नई जनता एक्सप्रेस गाड़ी उस स्थान पर लगाइये और इसके बाद से लोकल ट्रेन वहां फिर से ठाढ़ाइये और इतना भी न हो सके तो मैं कहना चाहता हूँ कि पारसल एक्सप्रेस जो हावड़ा से चक्रधरपुर जाती है उस पर २ पैसंजर बोगी लगाकर उसे बिलासपुर तक बढ़ा दिया जाय और अगर ऐसा हो

जाय तो हजारों यात्रियों को हम तत्काल सुविधा दे सकते हैं

उपाध्यक्ष महोदय : अब माननीय सदस्य अपनी बात खत्म करें।

श्री जांगड़े : बस, उपाध्यक्ष महोदय, आपकी अनुमति से केवल एक ही मिनट और अधिक लेना चाहूंगा और एक मिनट में कुछ अपनी कांस्टीट्यूंसी की बाबत कहना चाहूंगा। मैं ने इस हाउस के मार्च सत्र में भी सुझाया था

उपाध्यक्ष महोदय : अपने निर्वाचन क्षेत्र की बाबत कहने के लिये एक ही मिनट आपके पास रह गया।

श्री जांगड़े : रेलवे मंत्री महोदय और रेलवे बोर्ड ने कई बार मुझे इसका आश्वासन दिया था कि जैसे कि हमारे एक एम० पी० महोदय ने कहा कि मिडिल स्कूलों को अपग्रेड किया जाना चाहिये, बिलासपुर के रेलवे मिडिल स्कूल को अपग्रेड करने का मंत्री महोदय ने आश्वासन दिया, रेलवे बोर्ड ने आश्वासन दिया, जनरल मैनेजर और उनके स्पेशल आफिसर ने मुझसे अपने भेंट में आश्वासन दिया लेकिन हमने देखा कि वह केवल आश्वासन मात्र ही बन कर रह गया और उसने अभी तक अमली रूप नहीं लिया है और जब तक वह अमली रूप नहीं लेता तब तक उसके लिये मैं मंत्री महोदय को सताता रहा रहूंगा। बिलासपुर के रेलवे मिडिल स्कूल को अपग्रेड करने की बहुत अधिक आवश्यकता है।

आगिरी बात मैं स्पेशल ट्रेनों को कहना चाहूंगा। हमारे देश में जो बाहर से प्रतिष्ठित और गुणवान् व्यक्ति आये हैं, उनके लिये और विदेशी शिष्टमंडल आदि के लिये स्पेशल ट्रेनें चला करती थीं मगर उन में जो कैटेरिंग का इन्तजाम होता है और वहां पर किस तरीके से रुपयों का गबन किया गया है, खास कर पूर्वी और दक्षिण पूर्वी रेल पर

में चाहता हूँ कि हमारा रेलवे मंत्रालय उस धोर ध्यान दे। इस अवसर पर मैं इस सम्बन्ध में कुछ अधिक नहीं कह सकता पर यदि मौका दिया जाय तो मैं उस के सम्बन्ध में बतला सकूँगा कि वहाँ किस तरीके से गड़बड़ियाँ चलती हैं। मैं चाहता हूँ कि रेलवे मंत्री महोदय उस धोर ध्यान दें। बस मैं धोर अधिक न कह कर अपना स्थान ग्रहण करता हूँ।

Shri Tangamani (Madurai): Mr. Deputy-Speaker, the hon. the Railway Minister when introducing the budget on the 14th has not sprung any surprise upon us but we had to be prepared for this surprise when the budget was introduced by the hon. Finance Minister; because in March itself in the Vote on Account, we were told about the position of the Railways as a result of the First Five Year Plan and what we propose to do during the Second Five Year Plan; because the major part of his speech deals with the review of the First Plan and what we propose to do during the Second Five Year Plan, I do not think it will be out of place if I make certain observations about the achievement of the First Five Year Plan itself. We are told that whereas Rs. 400 crores had to be spent during the First Five Year Plan, Rs. 423.73 crores was actually spent. But when we look into the various items under which the expenditure is headed, we find that Rs. 242 crores were spent in place of Rs. 208 crores under the item 'rolling stock and machinery'. We are not told whether the rolling stock and machinery which we expected to get by Rs. 207 crores is in excess when we spent actually Rs. 242 crores. I am constrained to observe on reading the explanatory memorandum to the Budget that the rise in the cost of labour and material naturally costs much more than what we estimated in the past. I would be happy if in the course of his reply the hon. Minister would tell us whether as a result of Rs. 35 crores extra that was

spent during the First Plan period, we have exceeded the rolling and machinery stock. And so far as the other items are concerned, whether it is a question of amenities to the public or wages to the workers, there do not appear to be any change at all. On the other hand, there has been a certain decrease.

With these observations, I shall now go into the Second Five Year Plan, but before doing so, I want to say this: During this ten year period, ever since 1947 the capital at charge has increased, from roughly Rs. 800 crores to Rs. 1,200 crores (the correct figure is Rs. 1,191.2 crores); in other words nearly 50 per cent. increase is recorded. Is that 50 per cent. increase visible? All that we can now find out are the two things, namely the Chittaranjan Locomotive Workshop and the Perambur Coach Factory. These two between them would cost about Rs. 30 crores. These are the two things which to a layman like me or to an ordinary citizen in India appear as a result of this change in the capital at charge.

Before we go into the Second Plan, which is really a continuation of the First Plan, we were told that the First Plan was a plan for rehabilitation and modernization. So all these old locomotives, goods wagons and passenger bogies will be renovated. But what is the position now? The figures show that although there has been an increase in the locomotives, wagons and bogies, the percentage of the over-aged and out of date locomotives and wagons have certainly increased.

I shall not trouble this House with figures which are already found in the various booklets that have been distributed to us. It is enough if I say that on the whole over-aged vehicles, more particularly in the Broad Gauge have increased from 25 per cent. to 30 per cent. and the mileage of permanent way that needs repairing is roughly one third of the

[Shri Tangamani]

total. These defects are there when we go into the Second Plan itself. I am mentioning these because we as the elected Members and representing the people of this country have to be very careful about the lives of passengers who are travelling in these trains.

I had occasion to meet some of those who were actually passengers in that Tuticorin Express which met with the accident at Ariyalur. I know not only some of the passengers, but certain employees also who would not otherwise come out and give evidence. However, one fact stood out. For the two trains, whether it was for the Mahbubnagar accident or the one at Ariyalur, the type of locomotives used were the same. Both the engines were YP engines. It will be worth while from a layman's point of view to know what is the defect about the YP engines. Another point is whether these locomotives are being renovated, repaired or rehabilitated. When anyone goes into the loco sheds, one feels that there appears to be no change at all. I do remember the loco shed in Madurai; I had been there as a student about thirty years ago. When I go to the loco shed, now I am reminded of the following words from the Bible:

"As it was in the beginning, is now and ever shall be, world without end".

There appears to be no change at all either in the structure or otherwise. Last year, when the hon. Minister of Railways visited this loco shed, he was told that conditions were so bad that it required immediate improvement and expansion. He assured the workers that it would be looked into. But the same thing continues and it is horrible to see the workers carrying coal and doing their work in the hot sun. A small shed would suffice but it has not been provided for. I am only mentioning this to show how inefficiently the

system works. Lack of spare parts and these minor things may contribute to accidents in the future also. These may be very small matters but they must also be taken into consideration when we are dealing with the safety of the people.

I shall not say anything more about the Plan and its efficient execution or otherwise. But the hon. Members who have spoken before have not pointed out one thing: lack of co-ordination between two departments, the railways on the one hand and the communications, viz., posts and telegraphs on the other. Any one can understand this, if he looks at the conditions in which the R.M.S. workers are working. In the metre-gauge, the fastest train is the Trivandrum Express. Ever since 1946, there has been a mail service from Trivandrum to Madras. It is now eleven years. Here, new type of mail vans are not at all used. For the Southern Railway, I think some six or seven mail vans have been allotted during the Second Plan period. Perhaps the very old vans may continue to be used in the Trivandrum Express.

There is another thing. Letters coming from Trivandrum to Delhi catch the morning plane from Madras. But now, the Trivandrum Express reaches Madras after the Delhi plane leaves. Till now there was that co-ordination. If people post their letters to catch the Trivandrum Express, there was a guarantee that it would reach Delhi the next day. It is a minor point but it shows lack of co-ordination.

There is a small junction—Salem Junction—in the Madras-Coimbatore line. For the past three or four years, representations were made by the RMS employees that they must have better quarters—not staff quarters—for working. A small shed was given long ago. There is an endless conflict going on between the railway

and postal departments. The postal employees are saying that there is the ex-Spencer's building and that it will be a proper place. The railway department says that it wants to house its offices there. This sort of a long drawn out struggle will certainly lead to inefficiency. I am not casting aspersions on any of the departments. My idea is to bring home the point that there must be greater co-ordination and such bottlenecks should be remedied.

The previous speakers have said quite a lot about the conditions of workers. I would say a few words about them and conclude. Many things were said as to how the workers were charge-sheeted. I must say that the judiciary has always intervened in favour of the workers. When the Budget was discussed last year, there was a case of a particular employee in the Southern Railway who was dismissed. The charges, according to the High Court, were very frivolous. After the Budget session was over, the General Manager appealed to the Madras High Court and the judgment was delivered by the Chief Justice and Justice A. S. P. Ayyar on 5-7-56. Their remarks are very pertinent so far as this issue is concerned:

"If charges of this kind were to be held as sufficient, no Government employee can be confident of remaining in service beyond a week."

That was a reported case, Writ Appeal No. 16 of 1955 of the Madras High Court. They have made it very clear that it is not possible, under the conditions of service, for these workers to continue even for seven days.

There is a new circular whose spirit is that they must know to which party their relatives belong; although there is a circular merely preventing the employees from being a member of a political party, they are asked to watch whether these relatives are

indulging in subversive activities. What really happens is that the employee has to watch for people who belong to a party other than the ruling party. Nobody is prepared to come out and say to which party he belongs, whether it be the son or the father of the employee. That is the present position and it is being tightened up still further.

Shri Sinhasan Singh: May I ask him through you as to whether he wants that the Government employee should take part in all the political activities?

Shri Tangamani: That has been the spirit of the judgment of the Madras High Court. Every Indian has got a right to belong to any political party so long as it is not banned by law. That finding has been given by the High Court and I take my stand on it. The circular says that the employee's relation should not take part in any subversive activities. Then, the watch and ward staff are being given certain police powers and I am afraid whether certain other laws are contemplated by which more powers will be given to the watch and ward. These workers have been demanding that they must be quite free to function as trade unionists.

One more word about the trade unions. The All India Railwaymen's Federation is a federation which has been in existence for the last thirty and odd years. It was started in 1925. Eminent men like Shri Giri, ex-Minister of Labour, have occupied the Chair, there were other eminent leaders of other political parties who also presided over that body. But, after 1947, some split has happened. I am not going into that. The two wings of the Federation should be recognised. Where there are unions which are not affiliated to any of the Central organisations, they should also be recognised. For instance, there is the Southern Railway Labour

[Shri Tangamani]

Union which is the really influential trade union in the South and which was recognised before 1946; it must be recognised.

Further, the anomalies that exist in the implementation of Pay Commission's recommendations should be removed. When we go into the credits of the workers, in the report of the Railway Board, we find that the Class III and Class IV employees have been receiving credit to the tune of nearly Rs. 12 crores from co-operative credit Societies. Their borrowings have been increasing. What does it show? It shows that there is clear case for wage increase. There are other anomalies also. In 1951, when the Railway Board introduced a new scheme for removing these anomalies, we found that the people who were put under the category of 'skilled workers', were treated as 'semi-skilled workers'. Now, the Railway Minister announces that there has been a new deal. The Statesman and all the Calcutta papers announced that what workers would be getting under this new deal is one crore of rupees. Out of one million workers, only one lakh will be benefited whereas there were 3,000 workers earning more than Rs. 500 P.M. now as a result of this new deal. 9,000 workers will be getting more than Rs. 500 P.M. They say, in addition, that it does not benefit the ordinary worker. The new deal cannot be an excuse for a Second Pay Commission which has been the demand of the employees.

श्री रूप नारायण (मिर्जापुर, रक्षित, अनुसूचित जातियाँ) : उपाध्यक्ष जी मैं आपका धन्यारी हूँ कि आपने मुझे बोलने का समय दिया। मैं कुछ स्थानीय बातों की तरफ माननीय मंत्री जी का ध्यान दिलाना चाहता हूँ।

रेलवे विभाग ने पिछले पंचवर्षीय योजना के काल में काफी काम किया है और जनता

को रेलवे के कामों में बहुत दिलचस्पी है और ऐसा कहना ठीक नहीं है, जैसा कि विरोधी दल की ओर से कहा गया है, कि जनता रेलवे के काम की ओर से उदासीन है। पिछले सालों में करीब करीब हर स्टेशन पर कुछ न कुछ काम हुआ है। कुछ का तो काया-पलट ही हो गया है। कहीं पर शेड लगे हैं, कहीं पर प्लेटफार्म बड़े बनाये गये हैं और कहीं सारा स्टेशन ही नये सिरे से बनाया गया है। मेरे क्षेत्र में जो काम हुआ है उसके लिये मैं रेलवे मंत्री जी को विशेष रूप से बधाई देना चाहता हूँ। चुनार से लेकर चुर्क तक पहाड़ों और जंगलों को काट कर रेलवे लाइन बनाई गई है। इस क्षेत्र के कुछ लोगों ने तो इससे पहले रेल को देखा भी नहीं था। इस सम्बन्ध में मेरा मंत्री जी से यह निवेदन है कि इस लाइन को बढ़ा कर उस जगह तक कर दिया जाये जहाँ कि रेहन्द बाँध बन रहा है। ऐसा होने से हमारे यहाँ काफी काम बढ़ जायेगा।

बनारस के पास मड़गाड़ी में इंजन के पुर्जे बनाने का कारखाना खोलने की जो योजना है उसके लिये मैं मंत्री महोदय को बधाई देता हूँ, लेकिन मैं कहूँगा कि यहाँ पर काम जल्दी होना चाहिये। आज करीब दो डेढ़ साल हो गये कि यह स्कीम बनायी गई थी और हमारे राष्ट्रपति ने उसका शिलान्यास भी कर दिया है। लेकिन अभी तक वहाँ पर कोई काम प्रारम्भ नहीं हुआ है। वहाँ के लिये जो जमीन ली गई है वह ठीक नहीं है। कुछ लोग कहते हैं कि जो जमीन ली गई है वह न लेकर दूसरी जगह जमीन लेनी चाहिये थी। हमने सुना है कि इसमें रेलवे वालों ने गलती की है। पहले कोई इंजीनियर यहाँ से गये थे उन्होंने किसी दूसरी जगह जमीन ली थी परन्तु वह बनारस स्टेशन से दूर पड़ती थी। वह जमीन काफी भ्रष्टा थी। लेकिन शायद रेलवे वालों को कुछ शहर 'पड़कान' ज्यादा था इसलिये उन्होंने

उस जमीन को छोड़ कर शहर के पास जमीन ली है। इसका परिणाम यह हुआ है कि बहुत से छोटे किसानों की, जो कि दो दो और चार चार बीघा से खेती करते थे, जमीनें ले ली गईं। इस कारण वहाँ बहुत असन्तोष फैला हुआ है। खैर, यह तो जो कुछ हुआ सो हुआ लेकिन मैं मंत्री महोदय से कहूंगा कि इन छोटे किसानों को बाजार भाव से मुआवजा देना चाहिये। रेलवे मंत्रालय तो यह कहता है कि जो मुआवजा हम से स्टेट गवर्नमेंट के अधिकारी मांगेंगे वही हम देंगे और लोगों को यह स्पष्ट रूप से मालूम नहीं हो रहा है कि उनको किस भाव से मुआवजा मिलेगा। इसलिये मैं मंत्री जी से कहूंगा कि इस विषय में वे अपना स्पष्ट मत भेज दें कि उन लोगों को बाजार भाव से मुआवजा दिया जायेगा। इससे उन गरीब किसानों में असन्तोष नहीं होगा और वे फँटटरी का स्वागत करेंगे। वहाँ पर फँटटरी जल्दी बननी चाहिये और उसमें देर नहीं होनी चाहिये।

दूसरी बात मैं यह कहना चाहता हूँ कि जहाँ रेलवे विभाग ने मुसाफिरों को सुविधायें प्रदान की हैं, वहाँ हमने यह भी देखा है कि प्रशासन में दिनाई के कारण एफीशेसी बहुत काफी घट गई है। मसलन रेलवे की ट्रेनों के पहुँचने में काफी विलम्ब होता है। मुझे अपर इंडिया का विशेष अनुभव है क्योंकि मैं उसी से बनारस से दिल्ली आया करता हूँ। मुझे याद नहीं पड़ता कि अपर इंडिया कभी ठीक समय से दिल्ली पहुँचा हो। पहले जब यह गाड़ी यहाँ से ६ बजे चलती थी तो बनारस १२.४० पर पहुँचती थी और वहाँ से ६.३० पर चलती थी तो यहाँ सबरे ११ बजे पहुँचती थी। लेकिन आजकल ३ बजे चलती है तो भी उसी टाइम पर पहुँचती है और वहाँ से उसी टाइम पर चलती है और यहाँ १ या २ बजे पहुँचती है। इसकी कई बार शिकायत भी की गई पर कोई सुधार न हुआ।

पता नहीं चलता कि गाड़ी बीच में क्यों ज्यादा डिटें कर दी जाती है। गार्ड और ड्राइवर जरा जरा बात में गाड़ी को डिटें कर देते हैं। आप इस गाड़ी को एक्सप्रेस बना कर चलाते हैं पर यह पैसिजर से भी ज्यादा समय लेती है। अगर यह जल्दी नहीं जा सकती तो क्यों नहीं आप इसको पैसिजर बना देते क्योंकि इसमें चलने वालों से पैसा तो एक्सप्रेस वा लिया जाता है और यह पैसिजर ट्रेन की तरह हर स्टेशन पर रुकती हुई चलती है जिनमें लम्बा साफर करने वाले मुसाफिरों का तकलीफ होती है।

इस सम्बन्ध में मैं यह भी कहूंगा कि हावड़ा से दिल्ली के लिये जो गाड़ियाँ आती हैं वे मुगलसराय और मिर्जापुर होती हुई दिल्ली चली जाती हैं बनास वालों को सिर्फ एक यहीं अपर इंडिया दिल्ली सीधी आने के लिये दी गई है जो कि सियालदह से आती है। मेरा निवेदन है कि हावड़ा से दिल्ली आने वाली गाड़ियों में से एक गाड़ी बनास हो कर डाइवर्ट कर दी जाये तो बनास वालों को बहुत सुविधा हो सकती है। बनारस भी एक बड़ा स्टेशन है और यहाँ दूर दूर से लोग आते हैं। इसलिये मैं चाहता हूँ कि हावड़ा दिल्ली एक्सप्रेस को बनारस हो कर डाइवर्ट कर दिया जाये। फिर आप चाहें अपर इंडिया को पैसिजर बना दें तो हमको कोई आपत्ति नहीं होगी।

मुगलसराय के सम्बन्ध में मुझे मंत्री महोदय से एक खास शिकायत करनी है। यहाँ पर बम्बई और कलकत्ता दोनों तरफ से मुसाफिर आते हैं जिनको यहाँ का स्टाफ और टी० सी० बहुत तंग करते हैं। कई बार इनकी शिकायत भी की गई। यहाँ के स्टाफ वाले लोगों को परेशान करने में बड़े एक्सपर्ट हैं। अक्सर यह देखा गया है कि जो टी० सी० ड्यूटी पर नहीं भी होते ह वे कलकत्ता या बम्बई से आने वाली गाड़ियों के समय स्टेशन पर आ जाते हैं इसलिये कि उन्हें कुछ मिल

[बी रूप मारपण]

जायेगा और मुसाफिरों को परेशान करते हैं। वहाँ पर स्टाफ दिन पर दिन बढ़ता जाता है। सारा स्टेशन उन से ही भर जाता है। इस तरह तबज्जह देनी चाहिये। हमारी रेलवे जहाँ मुसाफिरों की इतनी सुविधायें दे रही है वहाँ उसे यह भी देखना चाहिये कि उसके स्टाफ के व्यवहार के कारण जनता को असन्तोष न हो।

काम में ढिलाई का एक कारण और भी है और वह है ट्रेड यूनियनों में राजनीति का प्रभाव होना। परन्तु विरोधी दल वालों ने इसके विपरीत ही कहा है। हमारा भी ट्रेड यूनियन से सम्बन्ध रहा है। अगर उनका सम्बन्ध किसी राजनीतिक पार्टी से हो जाता है तो वे अच्छा काम नहीं करती। क्योंकि राजनीतिक पार्टियाँ हमेशा अपने अपने स्वार्थ को दृष्टि में रख कर काम करती हैं। जब उनके मन में आता है, वे कर्मचारियों को हड़ताल करने के लिये उकसा देती हैं और कोई न कोई छोटी सी बात लेकर एजीटेशन करवाती रहती हैं। मैं माननीय मंत्री महोदय से कहूंगा कि वह इस बात का ध्यान करे कि यूनियन्ड को हर एक पोलिटिकल पार्टी से घसग रखा जाय, और इस के लिये कड़ी कार्रवाई की जाय, क्योंकि रेलवे विभाग का एडमिनिस्ट्रेशन अगर खराब होता है, तो उसका असर सारे देश पर पड़ता है। उसमें एक छोटे से एम्पलाई की गलती से बड़े बड़े एक्सिडेंट हो सकते हैं, जिसमें जन धन की हानि हो सकती है। इन कारणों से रेलवे विभाग का बड़ा महत्व है। और उसकी दक्षता को कायम रखने के लिये हर सम्भव उपाय किया जाना चाहिये।

दुसरे यह भी अनुभव किया है कि यूनियन्ड का इतना डर छाया रहता है कि अधिकारी लोग उचित और न्याय्य कार्य नहीं कर पाते। इसी कारण कई मामलों में आस्पी जी (भूतपूर्व रेल मंत्री) ने एक्ज

नहीं लिया। मुगलसराय में जो घटना हुई, उसके बारे में उन्होंने इसलिये कार्यवाही नहीं की कि यूनियन का मानना है, अगर कोई एक्शन लिया तो बड़ा बावसा लड़ा हो जायेगा। इन परिस्थितियों में एक्सीलेंटो का घटना तो अनिवार्य है। आज इस बात की आवश्यकता है कि प्रशासन में कड़ाई पैदा की जाये। इस सिलसिले में जो भी कदम मंत्री महोदय उठावेंगे, उसकी प्रशंसा की जायेगी।

अन्य मैं एक पुरानी बात को दोहराना चाहता हूँ। बहुत दिनों से यह शिकायत आ रही है कि रेलवे के स्टाफ में फ्रस्ट और सैकंड क्लास के अधिकारियों में शिड्यूल्ड कास्ट्स के प्रादमी बहुत नगण्य हैं। रेलवे में रिट्यूमेंट की जो प्रणाली है, उसको देखते हुये इस बात की हमें उम्मीद नहीं है कि शिड्यूल्ड कास्ट्स के लोगों का जितना प्रतिनिधित्व इन क्लासिज में होना चाहिये, वह हो सकेगा, क्योंकि इन मामलों में सीनियारिटी को सामने रखा जाता है जब से रेलवे सर्विस कमीशन बना है, तब से वहाँ हमारे कुछ लोग पहुँचने लगे हैं। पहले तो बिल्कुल कोई प्रादमी लिया ही नहीं जाता था। इस वकत भी उनकी संख्या बड़ी कम है। अगर सीनियारिटी के हिसाब से प्रमोशनज वगैरह की गई, तो अच्छे स्केल पर ऊँची सर्विस में हमारे प्रादमी नहीं जा पायेंगे। मुझे पूरी आशा है कि मंत्री महोदय इस मामले में उदारता का व्यवहार करेंगे और प्रमोशन के मामले में शिड्यूल्ड कास्ट्स के प्रादमियों को तरजौह देंगे और सीनियारिटी के हिसाब से नहीं बल्कि मेरिट के हिसाब से उनको प्रमोशन देने का प्रयत्न किया जायेगा। आफिशर ग्रेड की नौकरियों में भी शिड्यूल्ड कास्ट्स के प्रादमियों को सेने की कृपा की जाय।

हमारे बनारस के पास दो रेलवे क्रासिंग हैं—एक मंडुआमी और दूसरा जी० टी०

रोड पर, जो कि इलाहाबाद की तरफ जाने पर बनारस के करीब ही पड़ता है। मंत्री महोदय उनको देख चुके हैं। मंडावाडी में जब कि पहले एक लाइन थी, अब पांच छः लाइनें हैं। वहां पर कई बुर्चटनार्यें हो चुकी हैं। एक बटना हमारे सामने हुई। एक श्रीरत सक्की ले कर जा रही थी कि वहां पर कट गई। इस पर बड़ा एजीटेशन हुआ और उस श्रीरत की लाश ले जा कर वहां के मंत्री भी कमलापति त्रिपाठी के घर के बाहर रख दी गई। वह बेचारे इस सम्बन्ध में क्या करते? उन्होंने रेलवे अधिकारियों को खटखटाया। उन्होंने कहा कि पैदल यात्रियों के लिये कोई ग्रैंड-ब्रिज बनवा दिया जाय लेकिन कुछ भी नहीं किया गया। जेनरल मैनेजर, एन० ई० रेलवे को भी कहा गया, लेकिन उन्होंने भी टाल दिया और कोई तबज्जुह नहीं दी। हजारों की संख्या में लोगों का वहां घाना जाना लगा रहता है। तीन चार घंटे तक वहां रुकना पड़ता है। रेलवे वाले कहते हैं कि यह काम पी० डब्ल्यू० डी० करे या म्युनिसिपल कमिटी करे। सवाल यह है कि रेलवे ने लाइन के लिये अपना मार्ग बना लिया, लेकिन यह नहीं सोचा कि इससे पब्लिक को कितनी तकलीफ होगी। इसलिये हमारा कहना यह है कि इन दोनों फ़ासिज पर ओवर-ब्रिज या ग्रैंड-ब्रिज होने चाहियें। वहां पर बड़ा भारी ट्रैफिक है और दो तीन घादमी कट कर मर भी चुके हैं, लेकिन इसके बावजूद वहां कोई काम शुरू नहीं किया गया है। मैं मंत्री महोदय का ध्यान इस तरफ आकषित करता हूँ और आशा करता हूँ कि वह इस काम को शीघ्र करवाने का प्रयत्न करेंगे।

Shri Achar (Mangalore): We have been listening to several of the problems relating to the Railway Administration. Probably, we shall be hearing more tomorrow and the day after tomorrow, but to me, more than these problems, that we have no railways at all is the problem. I come from a constituency which, I am

told, is the biggest constituency in the whole of India. (Interruptions). The papers said so. I am not quite sure of the position.

An Hon. Member: I thought Nagpur was the biggest.

Mr. Deputy-Speaker: The question as to which is the biggest constituency could be discussed at some other time!

Shri Achar: I was only trying to refer to this point,—

Mr. Deputy-Speaker: The hon. Member need not care for the interruptions. Otherwise, he would find himself in difficulty.

Shri Achar: Yes; whatever it may be, the point I was trying to urge before this House is this. At least mine is one of the biggest constituencies.

Mr. Deputy-Speaker: This should not be denied to the hon. Member. He says his is one of the biggest constituencies.

Shri Achar: I accept what you say. The point I was trying to make out is this. I represent the entire district of Coorg and we have no railways at all there. Then, I also represent nearly half of the districts of South Kanara, and there we have got only a railway line of six or seven miles. That is why I was submitting that more than the problems arising out of the railways, my problem is the problem that we have no railways at all. The problems that were discussed, look to me, like the problems that a married man might discuss with a bachelor, who is not very much bothered as to what exactly the problems are with regard to the railway administration. The real problem is that we have no railways at all.

The hon. Member who spoke before me mentioned that there are people who have not seen a railway line or a railway train. I think that in my constituency, there are thousands.

[Shri Achar]

of people who have not seen a train. For example, from Coorg, the nearest railway station is about 86 miles—either to Bangalore or to Mangalore. In the South Kanara district also, the only railway line we have got is about six miles, as I said. That line was laid as early as 1906, that is, half a century ago. There it has stopped and it has not made any further progress.

I may draw the attention of this House to a report of a Committee appointed by the Government. It is the Dhar Committee's report. In that report it is said that this area has not been given sufficient attention and it has been neglected in several matters. It happened to be a corner of the Madras State. Now no doubt it is in Mysore State, but all the same, the conditions have not very much improved. From Mangalore to reach Bangalore, which is the capital of Karnataka or Mysore State at present, one has to pass through Kerala territory, then through Tamilnad, then through an area where Telugu is spoken. After reaching Bangalore, one has to pass through Kerala territory to reach Mysore. That means to cover a distance of about 160 miles only from Mangalore to Mysore, the place where the Rajpramukh resides, one has to travel nearly 600 miles. That is why I said that so far as my constituency is concerned, the difficulty is not about problems arising out of the administration. The real problem is that we want a railway communication from Mangalore to Hassan. When the previous Railway Minister, Mr. Shastri, came to the district, this was one of the representations made by all the organisations and political parties. But still I understand the work has not been taken up, though a survey has been made. I would appeal through you to the Railway Minister to take up this line as an urgent necessity. Malnad is also a backward area and for the development of that area, the most important means of communication will be

the railway line from Mangalore to Hassan.

There are several problems relating to the administration. The Leader of the Opposition, Shri Dange, mainly raised the question of the workers' problems. We may differ on that point to a certain extent, but I was very glad to find that at least sometimes, the Leader of the Opposition also is very reasonable—I say sometimes only. For example, today he referred to the railway line through the area called Konkan—the area down from Bombay to Mangalore. If we take the railway map in the East Coast, we find a railway line from Calcutta to Madras. On the western side, we have got a railway line up to Bombay. After Bombay, there is no railway line up to Mangalore. One is not able to understand this difference. When we take up the railway map, we find in most of the areas a new-work of railways. It does not require a deep study to find out that only on the western side from Bombay to Mangalore there are no railway lines at all. I submit it is one of the greatest and most urgent needs of the area. No doubt there are other problems like electrification, doubling the line, de luxe trains, air-conditioned trains, etc. I do concede they are wanted; I do not deny that but I submit priority has to be given to places where there are no railway lines at all before we go into the question of providing these amenities. I appeal to the Railway Minister to take up the matter. I hope the first class railway pass issued to me as a Member of this House representing my constituency would be of some use.

Mr. Deputy-Speaker: Because the Parliament has provided a pass, therefore the railway line also has to be provided.

Shri Achar: Sir, I am appealing to the Railway Minister for that so far as I am concerned, I am looking at the

problems of administration as a bachelor looks upon a married man's problems. But I have got a small railway line for 6 miles in my constituency. There also I have got a small problem which I would like to place before the hon. Minister. Everywhere the time taken by the train to go from one point to another point is being reduced. But unfortunately the train leaving Mangalore for Madras—the Madras Mail—was formerly taking less time; now it takes about two hours more. Apart from the longer time taken, there is one great inconvenience. It used to leave Mangalore at about 9-30 A.M. so that people from all parts of the district, even from a distance of 30 to 40 miles could come to Mangalore and catch the train. But unfortunately during the last revision, the starting time has been fixed at about 8-15 A.M. with the result that the people have to come to Mangalore the previous night and enjoy the pleasure of mosquito bites at least for one night. Though the time has been advanced only by about 1½ hours, it causes great inconvenience to passengers. May I request that this small grievance may also be rectified?

Swami Ramananda Tirtha (Aurangabad): When Shri Lal Bahadur Shastri, the predecessor of the present Railway Minister, made a statement in the House about the Jangaon-Raghunathpalli train disaster, some of us pressed for a judicial enquiry into the accident, but it was not then agreed to. Later on when the Mehboobnagar train disaster occurred, after greater insistence, he showed an inclination to accept the demand for a judicial enquiry and a judicial enquiry was ordered. Now we have got the report of that one-man commission and the Government's reactions to it. The findings of the Commission have been released for the information of the people and we also know the reactions of the Government. We opposed a departmental enquiry because we felt that it would not inspire confidence in the people.

A judicial enquiry has been made into the Mehboobnagar train disaster and here the Government comes forward with a plea that the findings of that Commission because they are not to its taste are wrong and cannot be accepted; in fact, Government have thrown it to the winds. I am not going to enter into the pros and cons of this because I have not got all the facts before me. But I would just plead with the Railway Minister the effect that this rejection of the finding of the tribunal is likely to have on the minds of the people. It will shake the faith of the people in the administration; their faith in the dispensation of justice is shaken. It is not a small matter. If you think that the person to whom you entrusted this work was unfit for it, then it is your mistake in the first instance. But having appointed a judicial tribunal, not an ordinary tribunal, the judgment given by that tribunal should be accepted, and the only appeal is to a higher authority. It is not for the executive to sit in judgment over the decision of a judicial authority. I only submit that the line taken by Government has left a bitter taste in the minds of the people and has shaken the faith of the people and is bound to shake the faith of the people in the correct judgment of the Railway Board.

This brings me to one fundamental aspect. I was amongst those few who congratulated the previous Railway Minister when he submitted his resignation after the Ariyalur train disaster. It was a bold step. Many of us felt that the railway administration would be roused to its duties, to its responsibilities in a greater measure. Whether that has been achieved or not is something to be seen. But in this democratic age, more and more feeling is dawning upon us that there is much lag between the Minister and the Ministry, whether it is railway or any other. Why is there so much gap between the outlook, between the intentions, between the efforts, between the directions which a Minister has put forth and why is

[Swami Ramananda Tirtha]

it that those things are not being implemented. Well, this is a very fundamental question and I am afraid if the Minister and the Ministry could be always at divergence, the second Five Year Plan may not be successfully implemented.

Let the administrative machinery remember that they are functioning in a democratic age. They have changed much. It is to their credit. They are changing slowly, but surely. But the pace at which they are changing is not sufficient. Therefore, I would plead with the Railway Minister if he can revise his view about the findings of the Mehboobnagar Disaster Enquiry Commission. Whether it is possible for him to do it at this stage or not, that has shaken the faith of the people, at least my faith has been shaken.

I was amused and interested also in the suggestion made by our esteemed friend Shri Dange. I am not a technician, but I think there is some force in what he said when he suggested that the scheme of electrification should be given up, if by that the taxation proposals of the Ministry are going to be withdrawn. It is better not to extend further facilities or amenities at the cost of the sustaining capacity of the people. I would rather suggest that the taxation proposals be deleted and electrification should be stopped, because in the discussions in the House, from the speeches of some of the Members it appears that electrification only accelerates speed. It may have other advantages also, I do not know, but if that is the only or the main advantage or benefit, the speed can remain as it is, if the taxation proposals are withdrawn. That would give a better deal to the travelling public and to the people in general.

Sir, one more point and that does not relate only to the Railway Ministry. It is a general problem. Something was said about the Guruswami

Vasavada Union. This is a general proposition of trade unions. I may remind this House what one of our esteemed friends who is not in this House today, Shri Giri, has always said and I fully support that view that there should be one union for one industry. That is the healthiest convention. But unfortunately due to political exigencies we have a plurality of unions. That makes the lot of the worker miserable. Therefore, we have suggested and it is a healthy democratic suggestion that when there is more than one union in a particular industry or concern, vote through secret ballot should be taken and only one union should be recognised not recognising all the unions. That would be playing the weaker against the stronger, or even the interested one against the interest of the people. Therefore, the Railway Minister would be doing a great service to the employees if he can resolve this tangle. It is true that the travelling public has been in the habit of travelling more, the volume of travel has developed enormously and though the amenities afforded by the Railway Administration have also increased, I have no doubt about that—I have been one of those who travel almost continuously and have ample experience of railway amenities and I congratulate the Railway Administration upon the amenities which have been afforded, the problem is that the habit of travelling is also growing, whether it is necessary or unnecessary. I remember one remark made by the Prime Minister during some of the debates two years back, and he said that in China there was a permit system for travel. I perfectly remember it. I do not know whether it is feasible of introduction here. But the people have also to remember that, after all, there is a limited capacity for the growth of the railways or for the nation. The population is growing, and we do not talk of putting a limit on the growth of the population. I say this only because there is a limit to the capacity of the Railway Administration to afford amenities.

Whatever they have done, it is to their credit and therefore it would be well if we travel a bit less. It may look a bold statement or suggestion to make, but it seems to be necessary.

Well, Sir, I leave that point at that. There is only one small point that I would like to make. The erstwhile composite Hyderabad State has left a certain legacy on the Railway Administration. When the railway budget for 1955-56 was being discussed in this House, I had the chance of participating in the debate; and the Members of Parliament from Hyderabad State had put forth then certain unanimous proposals. They suggested three railway lines. Of course, their priority was something other than the priority given by the then Hyderabad Government.

They suggested, in the first place, the Ramagundam-Nizamabad railway line; secondly, the Parli-Vajnath-Mominabad-Bir-Aurangabad line; and, thirdly, the Gadag-Kushtagi-Raichur line. The first has been taken up, I understand from the White Paper. The remaining two are not there, and we do not know what will happen to them in the future. The Railway Minister then was kind enough to give an assurance on the floor of the House that the Parli-Vajnath-Bir line would be taken up—that he would try to take it up. I do not know the position, but this is one of the tracts where the life of the people would be opened up if this line is undertaken.

Only a small matter and I shall conclude. There are a good number of stations on certain lines, and I would mention one line, that is the Mudkhed-Adilabad line. I have travelled thrice or four times on this line. And once in summer I had the chance to get down at a railway station. The temperature of that area shoots up to 116 degrees. And I can tell you from my own experience that there was nothing to take shelter under, and the station master was kind enough to give me shelter in his own house. I can tell you the house is a tin house, the walls are of tin, the

roof is of tin. It is a small structure of tin, and I could not remain within that structure for more than five minutes. (An Hon. Member: Not for a sadhu). And I stayed out in the sun. The station master, the porters and everybody who has the chance to be there have to suffer a lot. I enquired about this from a railway officer who was by chance travelling with me once, and I was given to understand that this line has not yet been put on a permanent basis. I do not know what that means. But if it is going to take twenty, twenty-five or thirty years for a particular line to be considered as permanent, what happens to the lives of those people who are working there for the railways? Last year there was a suggestion for amenities for travel to hill stations. I opposed that proposition. And I would only plead that you give first priority to the housing problem of those railway employees who need it most, instead of increasing other facilities.

Lastly, in regard to Parli-Vajnath-Nanded and Aurangabad Stations in the constituency from which I come, if you visit those stations you will find that there is no roof. Nanded is again a station where the temperature goes up to 116 degrees. And it is in the hot season that there is the heaviest traffic. Perhaps it is only second to Nizamabad. And there is no roof to protect from the rain and sun.

Mr. Deputy-Speaker: Mostly the hon. Member has been addressing somebody on his left.

Shri C. E. Narasimhan: Sir, He has invited you to visit that hot place!

Swami Ramananda Tirtha: I would only plead that a roof should be put over that station.

Shri Bharucha: Sir, throughout the day I have been hearing many speeches congratulating the hon. Minister in charge of Railways. I am afraid I cannot share that congratulatory mood. I am inclined to think

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that while undoubtedly some progress has been achieved in the improvement of the railways at great cost, the nation has paid through its nose for this development, and there is still a greater likelihood of the nation being called upon to pay more in order to get in return what the hon. Minister in charge of Railways has described "a more even distribution of overcrowding on trains". Sir, if you refer to the booklet entitled *Towards Better Conditions of Travel*, there it is mentioned in so many words that "the additional resources, as they become available, will be utilized in the worst affected sections, so that overcrowding may be fairly evenly distributed over all the sections." Like distribution of poverty, we are thankful to the hon. Minister that after spending Rs. 423 crores on the First Five Year Plan and hoping to spend a larger amount on the Second, all that we have been promised is that there will be equal distribution of overcrowding. Thank you very much for that!

If we examine the objective of the Railways during the Second Five Year Plan, it reveals some very disconcerting features to which the attention of this House has not so far been drawn. The hon. Minister in charge has said that when the Second Five Year Plan for the Railways was framed it was estimated that at a cost of Rs. 1,480 crores it would be possible for him to carry 30 per cent. more of passengers and also to carry a load of 181 million tons per annum. Later on, because the finances were not available according to his expectations and because the Railway Estimates were pruned down to Rs. 1,125 crores, the hon. Minister in charge has informed us that he will have to prune down the facilities and that it would not be possible for the Railways to carry at the end of the Second Five Year Plan more than 15 per cent. of additional passenger traffic and only 162 million tons freight—that is, only 42 million tons more than the present carrying capacity.

These figures are pregnant with certain significance which I would like the House to remember. Out of these, 42 million tons of carrying capacity which we are going to get in the course of the Five Year Plan period, 25 million tons are reserved for steel and coal, 6 million tons for other coal, and 4 million tons for cement, with the result that only 7 million tons of additional carrying capacity is left to the nation at the end of the Second Five Year Plan. This is a very important point, because, may I point out to the House that so far as our target of food production alone is concerned, we are hoping to produce 80 million tons, that is to say 20 million tons more than at the end of the First Five Year Plan? If we succeed in producing the additional 20 million tons, and if the hon. Minister in charge of Railways says that the additional capacity at the end of the Second Plan that he can spare is only 7 million tons, may I ask this House, and particularly the Treasury Benches, who is going to carry the 13 million tons of additional foodgrains which we want to produce? It is quite possible that a large portion of this 13 million tons may not require to be transported. One can understand that. It is not merely additional foodgrains that is being produced. Also we have got to remember that cloth is going to be produced, fertilisers are there, we shall have an additional 3 million tons of petroleum, heavy chemicals and so many other things. If we take into consideration the total additional production of consumer goods and other things as also the import of heavy machinery which will have to be transported from the ports to the places where they are required, I ask, with the 7 million tons of additional conveying capacity that the hon. Minister has promised us, how is it possible for the Plan to succeed at all. It is no exaggeration to say that the Railway Ministry is laying the basis for the collapse of the Second Five Year Plan. Somebody said that there are some people who want to sabotage the Second Plan. May I tell them that the most power-

ful and effective saboteur of the Second Plan will be the Railways. I would like to know from the hon. Minister in charge how is it proposed to transport this additional production of foodgrains, cloth, coal, cement, fertilisers, heavy chemicals and so many other things. I am aware of the fact that we have a supplementary conveying capacity in road transport. But, that is woefully limited and the charges comparatively may be higher. Unless we have a very considerable expansion of railways, I am afraid the Second Plan will find a bottle-neck in the Railways.

Let it be remembered also that the estimated 15 per cent additional carrying capacity for passengers is minimised or reduced when they take into consideration the fact that before the Second Five Year Plan ends there will be an additional 20 million added to our population. That fact has not been taken into consideration. Not only that. We have been plainly told by the Railway Minister that there is difficulty in procuring the steel requirements and that as against a demand of 1 million tons, he is going to get only 5.5 lakh tons. With regard to sleepers, as against an order of 4.5 million tons, in the nine months he has got only 1½ lakh tons. I do not know how the Railway Minister is going to accomplish even the limited and insufficient programme that he has chalked out for the Second Five Year Plan.

Coming to the general financial position, we find that Rs. 1,125 crores are going to be spent and out of this, a sum of Rs. 375 crores is going to come from out of their own resources. And this sum of Rs. 375 crores, let it be understood, is going to include Rs. 220 crores of the Depreciation Fund. The Railway Minister assures us that having regard to the increased cost of steel and increased labour, the cost of even the moderate and insufficient Plan which he proposes to give to the nation at the end of the Second Five Year Plan would be increased to the tune of Rs. 200 crores and he says

that he cannot fill up this gap of Rs. 200 crores. If we, therefore, examine the financial side, it comes to this. The surcharge will produce Rs. 71 crores in the course of five years. The added surcharges may bring in an equal amount. Still, they are not sufficient to fill up the gap. Probably, the hon. Minister will come again with fresh proposals next time to place a surcharge on surcharge on surcharge. I do not know where this vicious circle will end. If we take into consideration the fact that the Railways are going to contribute Rs. 375 crores and out of this, Rs. 220 crores come from the Depreciation Fund at the end of the Five Year Plan, the Depreciation Fund will be nil. What about rolling stock? Probably, he will come again and say that there is a greater proportion of over-aged rolling stock at the end of the Second Five Year Plan than at the beginning as he has done in the case of the First Plan. The hon. Minister performed the wonderful feat of spending Rs. 423 crores in the course of the First Plan and producing at the end of it the miraculous result that the over-aged rolling stock percentage is greater than when he began to rehabilitate the railways. I do not know what he will say at the end of the Second Five Year Plan.

Coming to the Depreciation Fund, I am surprised to find that in a huge concern like the Railways, ordinary business method of fixing a Depreciation fund on some rational basis is lacking. I am not aware whether this depreciation is based, for example, on rolling stock, on the mileage basis or ton-mile basis, or a straight line basis—that is a fixed sum every year added to the Depreciation fund—or on the basis of the original cost or the replacement cost. To me, it appears that the only good principle that the Railway Ministry is following is, pay what you will in the Depreciation fund irrespective of the fact how fast you are wearing out your rolling stock. That has been the position and I may tell you that if we now find at the end of the Second Five Year Plan that

[Shri Bharucha]

the Depreciation fund is practically wiped off, and your over-aged stock still continued to exist, it means that in the past you have contributed much less to the Depreciation fund than what would be in the case of an average prudent commercial concern. Therefore, I submit that some principle should be laid down in the case of rolling stock, on what basis the Depreciation fund should be contributed. In one year we have contributed Rs. 30 crores. In the next year, there is a sudden jump to Rs. 45 crores. I am not aware that the rolling stock has increased to that extent. The fact remains that in the past the Railways have shown surpluses at the cost of the Depreciation fund.

May I point out that the correct remedy for this is not merely to come with a proposal for increasing the passenger fares and increasing the freight charges. I would submit that the hon. Minister should examine in greater detail economies in operating costs. Throughout the Budget speech, not a single sentence has been put in that some measures with regard to economy are being taken. Take, for example, fuel. We find in 1955-56, it amounted to Rs. 39 crores. Suddenly in less than 19 months, it has jumped to Rs. 51 crores. In other words, there is an increase of Rs. 12 crores under the head Fuel costs, in less than 18 to 20 months. *Your running of railways* has not expanded. How do you account for this? Even your own explanation that there is an increase in the price of coal does not fully account for this. It is conceivable that coal is being used recklessly. May I tell you that I have had the experience of being on the B.E.S.T. Committee which controls the Bombay city's road transport. We have a fleet of 800 buses. We too have fuel there. Things were so managed there that one day, it was found that for 150,000 gallons of diesel oil, there was no account. When we looked into the matter, we found that the authorities did not know who was ordering diesel oil, whether it was being delivered and how it was being delivered. May

I ask the hon. Minister to institute an enquiry and examine every item of his operating costs? Fuel is a big item. I may assure him that there must be considerable leakages. If the hon. Minister appoints a Committee, he will be surprised to find how fuel is being consumed and how it is being accounted for.

Again, we find that Repairs have suddenly jumped up from Rs. 80 crores to Rs. 94 crores in the course of less than two years. I concede that there has been some rise in prices. But, I am not aware that the rise has been so drastic. Nor am I aware that your running has increased to such an extent as to justify this high cost of repair. I do not know where the mistake is. I appeal to the hon. Minister to examine and I assure him that he will find many places where there are leakages which can be plugged by him and public money saved. I am also not aware what is the stores purchase policy of the Ministry. It has been my experience that the heads of departments over-indent invariably unless we keep a sharp eye on them. In the case of the Bombay State Road Transport Corporation the heads of departments once put up a demand for Rs. 80 lakhs of stores. The Minister turned it down, did not give them a single pie worth of stores, and still the transport kept moving. This is an instance which I cite because I am aware there are similar big loopholes in stores purchases and stores consumption. In the matter of stores consumption, as one of the B.E.S.T. Committee I have noticed that fantastic indents are placed, and when it is pointed out to them all that the General Manager says is that the indent was rather on the high side. These are the things happening in a small concern whose total turnover is only Rs. 10 crores. Yours runs into Rs. 378 crores. Therefore, there are greater chances of loopholes which require to be plugged.

Also, I would like to know what is the provision made for audit, spot

audit, verification of stocks etc. whether the contractor delivers goods still continues to exist, it means that of the specified quality and quantity. I am told that often it happens that when a lorry-load comes, three sides of the lorry are opened up, three heaps are made there and things taken out. I do not know how far this is correct. But I am sure in a huge administration like this, there must be many loopholes which require to be looked into, and if the hon. Minister turns his attention to the working costs and the various items thereunder I am sure he will not find the need for increasing the passenger fares or the freights.

Coming to passenger amenities, we are thankful for what little has been done. Travelling by first class as we are doing—the old second class palmed off as first class at first class fare—we find that several commonsense things require to be done. Often the fittings and fixtures are very stupidly arranged. There are no pegs on which to hang the clothes. The night bulb burns brightly in your eye. Can we not have shaded night lighting? That does not require expense, it requires commonsense. Switches are invariably out of order. The last time I was travelling, the fan was working day and night because the switch could not be turned off. The water taps have got either too very strong springs which require athletes to turn them on or they are leaky. The doors are jammed, the shutters are permanently fixed in the wrong places. These are commonsense things which should be looked into. If the hon. Minister travels in the ordinary first class compartment instead of his saloon, he will soon find out these things.

There are many things to which I shall perhaps refer in the course of the detailed Budget debate, but these are matters into which I appeal to the hon. Minister to look more closely, and I am sure our railways will be able to deliver the goods better in a double sense.

Mr. Deputy-Speaker: Shri Borooah wanted to leave tomorrow. If he can finish his speech in eight or ten minutes, he may do so.

Shri P. C. Borooah (Sibsagar): In taking part in the discussions on the Railway Budget I want to go back to the First Five Year Plan on one point, that is the shortfall in the income to the extent of Rs. 36 crores. In that Plan Rs. 400 crores were originally allotted and over and above that Rs. 24 crores were spent more. In spite of it, though according to the Plan the income ought to have been something like Rs. 320 crores, we got only Rs. 284 crores; thus there occurred a shortfall of Rs. 36 crores. I would wish that the Hon'ble Railway Minister will enlighten us of the reason of this shortfall in his reply.

Coming to the Second Plan we find there is an outlay of Rs. 1,125 crores, and the targets of turn over fixed are 15 per cent increase in the passenger transport and 180 million tons in goods transport. Then again the Plan has proposals for opening up of about 3,000 miles of new lines, doubling of 1,600 miles of existing lines and purchasing of 2,000 and odd locomotives and 11,000 and odd coaches and some one lakh and odd wagons. Comparing these I do not think the targets of turn over fixed are very ambitious; but to augment the finance for all these the Hon'ble Minister in charge of Railways has proposed to raise the supplementary charge on goods and parcels traffic from 6½ to 12½ per cent. But knowing the proposals of the General Budget in which the Hon'ble Finance Minister has thrown out a very wide net, we have to think very cautiously whether we should go in for the enhancement of the supplementary charge. This enhancement of the supplementary charge will be nothing but an indirect taxation, in effect. Its imposition will make the prices of the commodities go up and it will touch the pocket of the common man. I, therefore,

[Shri P. C. Borooah]

request that the Hon'ble Minister would be pleased to see his way for no imposition of this supplementary charge.

But I know we need money and must find it to finance and implement the Second Plan successfully. The other day the Hon'ble Finance Minister told us that there are three means for raising money: taxation, savings and borrowing. So far as taxation is concerned, I for myself do not see any necessity to resort to it but so far as savings are concerned, I think we can very well do it by reducing our inefficiency. We all know very well that inefficiency pervades in almost all phases of the railway administration, and if we can remove this inefficiency even partly, I think we will be able to save a good deal for managing our Second Plan.

From the figures supplied by the Railway Ministry we find that our goods trains run at the rate of only nine miles per hour. Similarly, usage of the wagons and engines also stands at a very low figure. I do not know how these compare with railways of the advanced countries like America, Russia and U.K., but even as a layman I can very confidently say that they have not accounted themselves very well. If we can manage to increase the speed of the goods trains only by ten per cent and also have a little more usage of the wagons and engines, I think we will be able with the present stock of rolling stock carry on with the Second Plan and achieve the targets. This way I think we can do away with the proposed supplementary charge without going in for the new stock. But I do not say that we need not go for new stock, to acquire which I do not think there will be any harm in going for borrowing when there is chance to get the same from other countries, whether it be America, Russia or the World Bank. I therefore suggest that let the Government go for borrowing if carrying out of the Second Plan needs it.

Regarding inefficiency, I may cite an example from my personal experience. There is a station named Borooahnagar in Upper Assam. I have myself seen that wagons loaded or unloaded at the station are kept lying there not for days, but for some weeks together. From this, you can very well realise what loss in wagon-days the administration suffered. This is only one example of wastage due to inefficiency in the Railway Administration.

18 hrs.

I now come to the question of the speed of trains. It takes five days for one to travel from Delhi to Upper Assam, a time by which, one can probably go round the world twice. This shows with what speed the trains run in that part of the country.

Sir, Assam is the easternmost State of the Indian Union, bounded by a length of 2,800 miles of frontier with the foreign territories. It is linked with India only with a stretch of 40 miles of land in width, and over it we have much talked of Assam link. But before the Assam link could be stabilised, the visit of annual floods began damaging the line and disruption caused to traffic once again. Thus, the industrialization of Assam and the development of rail communication to Assam have not made any progress.

Another thing that I would like to point out is that the North-Eastern Railway Authorities probably have formed Assam a good dumping ground for all the damaged, age-old and dilapidated engines, coaches and wagons. First class coaches with no cushions are not small in number. Some hon. Members opposite were asking for dimming of light in the compartments at night, but in our part of the country, it is almost usual to have no light in the trains.

As for overcrowding, the line which passes through North Bengal and Assam has earned a notoriety in India. Travelling on the roof-tops of the coaches is not uncommon there; it is the usual practice, so to say. When people in Assam are crying for standing space in the trains, we sitting here are talking of amenities, and the Railway Ministry is keeping busy with the number of air-conditioned trains and air-conditioned coaches.

Another instance of inefficiency is this. Assam, as you know, is the wettest place in India; and every year, almost all parts of the state go under water. Even then, the trains, particularly, in the branch lines in Upper Assam, sometimes not run at all or are run very late, on account of the engines not getting water; how there can be scarcity of water for the engines, passes our imagination and this is how efficiency in Railway administration is working in Assam.

Regarding corruption less said the better; I would like to point out that the booking windows in many stations remain closed up to the time of the departure of the train. This compels the passengers to contact the traffic people for doing their journey directly, and thus probably 75 per cent of the passenger traffic income at least from the branch line stations of Upper Assam can be calculated as loss to the railway exchequer.

Sir, this Railway Budget has caused more disappointment to the people of Assam than any other parts of the country. There has been a crying and persistent demand from the Assam Government, from the people of Assam and from the Assam Congress that the Assam Rail link should be stabilised, and strengthened, and there must be a Rail communication in and for Assam improved bridge over the Brahmaputra river. But all our demands so far has been a cry in the wilderness and nothing worth

the name in improvement and development have been provided for. The result is that the industrialization of Assam has not been able to make any head way and the railway communication to Assam has been left as a serious problem.

A friend of mine had just mentioned about the extent of the North-Eastern Railway. It starts from Mathura and goes to the easternmost boundary of the country. Gorakhpur being the headquarters stands at a point one thousand miles away from Assam. I do not know what were the principles of regrouping of railways; if efficiency was one of it, then zonalisation of North-Eastern Railway has been a complete failure. It cannot be achieved by having the headquarters at such a great distance. This is one of the reasons for unsatisfactory working of the Railways in Assam.

So, my submission is that there should be a separate railway zone for Assam and North Bengal with its headquarters in State of Assam, as early as possible and the Railway Ministry proceed to take action for establishment for the same.

Mr. Deputy-Speaker: The House has been indulgent to the hon. Member so far. But now the hon. Members are getting impatient. So, the hon. Member might conclude now.

Shri P. C. Borooah: I shall conclude now with just three submissions. Firstly, a road-cum-rail bridge should be constructed over the Brahmaputra at Pandu. Secondly, there be a separate Railway zone established for Assam and North Bengal. And lastly, the Railway Ministry see to remove the inconveniences the Assam people are suffering from:

Mr. Deputy-Speaker: Now, Shri Feroze Gandhi.

Shri Feroze Gandhi: I shall continue tomorrow.

Mr. Deputy-Speaker: Unless the hon. Member starts, how can he continue?

Shri Feroze Gandhi: Now, the time is up, and it is already past six o'clock. So, I may continue tomorrow.

Mr. Deputy-Speaker: The hon. Member may start and utter at least one sentence.

Shri Feroze Gandhi: I have heard with great attention many of the things that hon. Member have said.

Mr. Deputy-Speaker: I suppose the hon. Member also has many things to say. He may continue tomorrow.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, the 22nd May, 1957.

DAILY DIGEST

[Tuesday, 21st May, 1957]

ORAL ANSWERS TO QUESTIONS 1095—1128

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189.	Release of Political Prisoners in Kerala	1101—05
190.	Cost structure of Coal Production	1105—08
191.	India Office Library	1108—09
192.	Coal Washing Plant at Kargafi	1109—11
193.	American assistance for Higher Technological Institute	1111—12
194.	Revision of Coal prices	1112—13
196.	Janta Insurance Policy	1113—16
197.	Survey of Mineral Talc in Rajasthan	1116—17
198.	'Viswabharati'	1117
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203.	Adivasis of Jhabua	1124—25
204.	Controller of Coal Accounts	1125—26
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WRITTEN ANSWERS TO QUESTIONS 1129—62

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208.	Soldiers' Homes in Rajasthan	1130—31
209.	Geological Survey of Kerala	1131
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S.Q. No.	Subject	COLUMNS
212.	New Oil Company in Assam	1132
213.	Immigration of Pakistani Nationals	1139
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215.	Insurance Medical Examiners	1133
216.	High Court Judges	1133—34
217.	Accommodation for Indian Students in U.K.	1134—35
218.	Ballot Papers	1135
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220.	Silver Refinery	1136
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222.	Library Movement in Bihar	1137
223.	Mica Mining in Punaloor (Kerala)	1137
224.	Surplus skilled labour in Ordnance Factories	1137—38
225.	Election Offences	1138
226.	Migration from Azad Kashmir	1138—39
227.	Zonal Councils	1139
229.	Degrees of Indian Universities	1139
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U.S.Q. No.

91.	Principals of Higher Secondary Schools in Delhi	1140—41
92.	Teachers of Higher Secondary Schools in Delhi	1141—42
93.	Geological Survey of Bikaner Division	1142
94.	Delivery of Books (Public Libraries) Act	1143
95.	Capital Issues	1143—44
96.	Committee on Customs Procedure and Organisation	1144
97.	Police Manual	1144

COLUMNS

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.

98. Seniority of Class I Officers	1144-45
99. Union Government Loans	1145-46
100. Smuggling of Gold	1146
101. Indo-Japanese Steel Contracts	1146
102. Death of Dr. Haralu	1146-47
103. English in Universities	1147
104. Foreign Exchange	1147-48
105. Improvement of Air Force	1148
106. Welfare of Scheduled Castes	1148
107. National Theatre	1148-49
108. Report of the Public Service (Qualifications and Recruitment) Committee	1149
109. Central Model School for the Blind	1149
110. Comptroller and Auditor General	1150
111. Talks by Air Force Officers in Schools	1150
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119. Scarcity of Fuel	1154-55
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121. Colombo Plan	1155
122. Basic Social Education	1155-56
123. Taj Mahal	1156
124. Motor Accidents in Delhi	1156-57
125. U.K. Nationals	1157
126. Red Fort	1157
127. Corruption Cases	1157-58
128. Grants to States for Basic Education	1158
129. Opium	1158-59
130. Black-listing of Organizations	1159
131. Welfare of Scheduled Castes and Scheduled Tribes	1159-61
132. Post-War Reconstruction Fund	1161
133. Missing I.A.F. Dakota	1161-62

COLUMNS

OBITUARY REFEREE . 1162-64

Shri Govind Ballabh Pant,
Shri Jawaharlal Nehru and
the Speaker made references
to the passing away of
Shri T. Prakasam.

Thereafter Members stood in
silence for a minute as a
mark of respect.

PAPERS LAID ON THE TABLE 1164

The following papers were laid
on the Table :

(1) A copy of Order No.
3(r)-CL-VI/57, dated
the 30th March, 1957,
under sub-section (4) of
Section 89 of the Com-
panies Act, 1956.

(2) A copy of Direction No.
63A issued by the Speaker
under the Rules of Proce-
dure and Conduct of
Business in Lok Sabha.

STATEMENT REGARDING
DEMANDS FOR EXCESS
GRANTS . 1164

The Deputy Minister of Fi-
nance (Shri B.R. Bhagat)
presented a statement show-
ing Demands for excess
Grants in respect of the
Budget (General) for 1953-
54.

CALLING ATTENTION TO
MATTER OF URGENT
PUBLIC IMPORTANCE . 1164-67

Shri Khushwaqt Rai called
the attention of the Minister
of Food and Agriculture to
the situation resulting from
reduction in sugarcane
prices in Bihar and Uttar
Pradesh and its inade-
quate supply to mills.

The Deputy Minister of Food
(Shri H.V. Krishnappa) made
a statement in regard thereto.

ELECTION TO COMMITTEES 1167-68

The Minister of Defence (Shri
V. K. Krishna Menon)
moved for the election of
Members from among the
Members of Lok Sabha to
the Members of the Central
Advisory Committee of the
National Cadet Corps. The
motion was adopted.

The Minister of Health (Shri
Karmarkar) moved for the
election of members from
among the Members of
Lok Sabha to be members
of the All India Institute
of Medical Sciences. The
motion was adopted.

COLUMNS

RAILWAY BUDGET—GENERAL DISCUSSION 1168—1306
 General Discussion on the Budget (Railways) 1957-58 commenced. The discussion was not concluded.

COLUMNS

AGENDA FOR 22ND MAY, 1957
 Budget (Railways) 1957-58 .
 Government Resolution re. Thermo-nuclear Test Explosions