

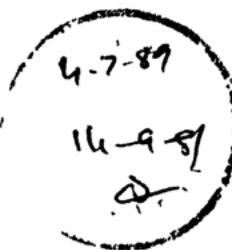
Tuesday, 4th March 1958

LOK SABHA DEBATES

SECOND SERIES

VOLUME XII, 1958.

(24th February to 10th March, 1958)



FOURTH SESSION, 1958

(Vol. XII contains Nos. 11 to 20)

LOK SABHA SECRETARIAT
NEW DELHI

CONTENTS

[Second Series, Volume XII—24th February to 10th March, 1958.]

COLUMNS

No. 11—24th February, 1958.

Death of Maulana Azad, Shri B. Das and Shri V. M. Obaidullah	2091—2106
Daily Digests	2107—2108

No. 12—Tuesday, 25th February, 1958.

Oral Answers to Questions—

Starred Questions Nos. 449 to 452, 454, 456 to 459, 461 to 465 and 467	2109—44
--	---------

Written Answers to Questions—

Starred Questions Nos. 406 to 448, 453, 455, 460, 466, 468 to 491	2144—82
Unstarred Questions Nos. 482 to 596	2182—2255

Death of Shri S. K. Banerjea	2255
--	------

Motions for Adjournment—

1. Explosion of ammunition at Pathankot railway siding ; and	2255—57
2. Death of and injury to army personnel during firing training at Anhalta	2257—59

Papers laid on the Table	2259—63
------------------------------------	---------

Messages from Rajya Sabha	2263—64
-------------------------------------	---------

Ancient Monuments and Archaeological sites and Remains Bill—Laid on the Table as passed by Rajya Sabha	2264
--	------

Petitions re : Representation of the People Act and Indian Post Office Rules	2264
--	------

Demands for Supplementary Grants (Railways, 1957-58)	2264
--	------

Probation of Offenders Bill—Report of Joint Committee presented	2264
---	------

Calling Attention to Matter of Urgent Public Importance—	
--	--

Reservation of seats for Scheduled Castes	2264—66
---	---------

Correction of Answer to Starred Question No. 205	2266
--	------

Statement re : Accidents in Collieries near Asansol	226—73
---	--------

Bills Introduced—	
-------------------	--

1. Control of Shipping (Continuance) Bill	2273
---	------

2. Appropriation Bill	2273—74
---------------------------------	---------

Appropriation Bill—	
---------------------	--

Motion to Consider	2274
------------------------------	------

Central Sales Tax (Amendment) Bill—	
-------------------------------------	--

Motion to consider	2274—76
------------------------------	---------

Clauses 1 and 2	2275
---------------------------	------

Motion to pass	2275
--------------------------	------

Motion re : Suspension of First Proviso to Rule 74	2276—77
--	---------

Merchant Shipping Bill—	
-------------------------	--

Motion to refer to Joint Committee	2277—96, 2296—2367
--	--------------------

Business of the House	2296
---------------------------------	------

Statement re : Explosion at Pathankot	2267—72
---	---------

COLUMNS

Business Advisory Committee—

Nineteenth Report	2373
Daily Digest	2373—46

No. 13—Wednesday, 26th February, 1958.

Oral Answers to Questions—

Starred Questions Nos. 492 to 496, 498, 500 to 502, 504 to 508, 511 to 513 and 515 to 520	2387—2422
---	-----------

Written Answers to Questions—

Starred Questions Nos. 497, 499, 503, 509, 510, 514, 521 to 529	2423—29
Unstarred Questions Nos. 597 to 627, 628 to 655 and 657 to 667	2429—69

Motion for Adjournment—

Police firing on employees of H.L.A.	2469—76
--------------------------------------	---------

Papers laid on the Table

Papers laid on the Table	2476—77
--------------------------	---------

Committee on Private Members' Bills and Resolutions—

Fifteenth Report	2477
------------------	------

Statement re :—

Strike by students of Delhi Polytechnic	2477—78
---	---------

Business Advisory Committee—

Nineteenth Report	2478
-------------------	------

Appropriation Bill Passed

Appropriation Bill Passed	2479
---------------------------	------

Railway Budget—General Discussion

Railway Budget—General Discussion	2479—2598
-----------------------------------	-----------

Statement re : Railway Accident at Sonapur Station	2598—2600
--	-----------

Daily Digest	2601—06
--------------	---------

No. 14—Thursday, 27th February, 1958.

Oral Answers to Questions—

Starred Questions Nos. 530 to 536, 538 to 542, 544, 548, 550, 552, 553 and 556	2607—44
--	---------

Written Answers to Questions—

Starred Questions Nos. 537, 543, 545 to 547 549, 551, 554, 555 and 557 to 569	2644—55
---	---------

Unstarred Questions Nos. 668 to 704 and 766 to 711	2655—83
--	---------

Motion for Adjournment—

Fast by Shrimati Sudha Joshi in Goan Jail	2683—87
---	---------

Papers Laid on the Table	2688
--------------------------	------

Statement re : Explosions at Pathankot	2689—90
--	---------

Committee on Absence of Members from the Sittings of the House—	
---	--

Fifth Report	2690
--------------	------

Election to Committee—

Employees' State Insurance Corporation	2690—91
--	---------

Railway Budget—General Discussion	2691—2824
-----------------------------------	-----------

Statement re : Accident at the Army Firing range at Ambala	2824—26
--	---------

Daily Digest	2826—32
--------------	---------

No. 15—Friday, 28th February, 1958.

Oral Answers to Questions—

Starred Questions Nos. 570 to 581, 583 to 585 and 587 to 589	2833—69
--	---------

Written Answers to Questions—

Starred Questions Nos. 582 and 586	2869—81
------------------------------------	---------

Unstarred Questions Nos. 712 to 766	2881—2912
-------------------------------------	-----------

	COLUMNS
Paper laid on the Table	2912
Leave of Absence	2912-13
Business of the House	2913
Railway Budget—General Discussion	2914 65
Committee on Private Members' Bills and Resolutions—	
Fifteenth Report	2965
Resolution re: Commission to inquire into indiscipline among students—Concluded	2966—3007
Presentation of General Budget	3007-33
Finance Bill—Introduced	3033-34
Gift-Tax Bill—Introduced	3034
Estate Duty (Amendment) Bill—Introduced	3034
Daily Digest	3035—40

No. 16—Monday, 3rd March, 1958.

Oral Answers to Questions—

Starred Questions Nos. 611, 612, 614, 616 to 630, 632 to 634	3041—76
Written Answers to Questions—	
Starred Questions Nos. 615, 631, 635 to 655	3076—89
Unstarred Questions Nos. 767 to 820	3089—3118
Death of Shri Durga Charan Banerjee	3119
Papers laid on the Table	3119
Messages from Rajya Sabha	3120-21
Calling Attention to Matter of Urgent Public Importance—	
Talks held with Dr. Graham	3122-23
Correction of Answer to Supplementary to Starred Question No. 219	3122—24
Rice Milling Industry (Regulation) Bill—Introduced	3124
Railway Budget—General Discussion	3124—3209
Demands for Supplementary Grants (Railways), 1957-58	3209—40
Daily Digest	3241—46

No. 17—Tuesday, 4th March, 1958.

Oral Answers to Questions—

Starred Questions Nos. 656 to 660 and 662 to 669	3247—78
Written Answers to Questions—	
Starred Questions Nos. 661 and 670 to 703	3278—97
Unstarred Questions Nos. 821 to 893	3298—3336
Point of Information	3336
Papers laid on the Table	3336-37
Election to Committee	3337-38
Demands for Supplementary Grants—Railways, 1957-58	3338—93
Demands for Grants—Railways, 1958-59	3393—3504
Daily Digest	3505—10

No. 18—Friday, 7th March, 1958.

Oral Answers to Questions—

Starred Questions Nos. 705, 707 to 709, 712, 714, 715, 717, 718, 721, 723, 725, 728 to 731, 734 to 738	3511—47
---	---------

	Contents
Written Answers to Questions—	
Starred Questions Nos. 704, 706, 710, 711, 713, 716, 719, 720, 722, 724, 726, 727, 732, 733, 739 to 753	3547—62
Unstarred Questions Nos. 894 to 998	3563—3632
Appropriation (Railways) Bill, 1958—Introduced	3623
Demands for Grants—Railways	3623—87
Bills Introduced—	
(1) The Code of Criminal Procedure (Amendment) Bill 1958 (Amendment of sections 342 and 562) by Shri Raghbir Sahai	3687
(2) The Code of Civil Procedure (Amendment) Bill, 1958 (Omission of section 87-B) by Shri M. L. Dwivedi	3687—88
(3) The Management of Light Railways (Taking over by the State) Bill, 1958, by Shri Jhulan Sinha	3746
(4) The Salaries and Allowances of Members of Parliament (Amendment) Bill, 1958 (Amendment of section 6) by Shri N. Keshava	3747—48
Indian Penal Code (Amendment) Bill Insertion of New Section 124-B)—	
Motion to Consider	3688—3701
Indian Penal Code (Amendment) Bill (Amendment of section 304-A)—	
Motion to consider	3701—10
Indian Arms (Amendment) Bill (Amendment of Section 4)—	
Motion to consider—Negated	3711—32
Code of Criminal Procedure (Amendment) Bill (Amendment of sections 561-A and 517)—	
Motion to consider—Negated	3733—42
Indian Penal Code (Amendment) Bill (Omission of section 497)—	
Motion to consider	3743—46
Daily Digest	3749—54
No. 19—Saturday, 8th March 1958.	
Oral Answers to Questions—	
Starred Questions Nos. 754 to 757, 759, 761 to 764, 766, 767, 771, 772, 774 to 776, 778 to 783 and 7867—88	3755—91
Written Answers to Questions—	
Starred Questions Nos. 758, 760, 765, 768 to 770, 773, 777, 784 and 785	3791—96
Unstarred Questions Nos. 999 to 1065	3796—3836
Papers laid on the Table	3837—38
Calling Attention to Matter of Urgent Public Importance—	
Raid by Pakistani nationals	3839—41
Business of the House	3841
Appropriation (Railways) Bill—Passed	3842
Demands for Grants on Account	3842—69
Demands for Grants—Railways—	
Demand No. 1	3869—13
Demands Nos. 2 to 18 and 20	3913—4002
Daily Digest	4003—08
No. 20—Monday, 10th March, 1958.	
Oral Answers to Questions—	
Starred Questions Nos. 790 to 793, 795, 797, 801, 803, 804, 806, 810 to 813 and 815	4009—45
Short Notice Question No. 4	4046—47
Written Answers to Questions—	
Starred Questions Nos. 789, 794, 796, 798 to 800, 802, 805, 807 to 809, 814, 816 to 836	4047—66
Unstarred Questions Nos. 1066 to 1083 and 1085 to 1126	4066—4102

COLUMNS

Papers laid on the Table	4102
Appropriation (Vote on Account) Bill—Introduced	4102-03
Demand for Grants—Railways	4103—54
Control of Shipping (Continuance) Bill—	
Motion to Consider	4154—88
Clauses 2 and 1	4182-83
Motion to Pass	4183
Indian Post Office (Amendment) Bill as Passed by Rajya Sabha—	
Motion to consider (as passed by Rajya Sabha)	4188—4238
Clauses 1 to 4	4238
Motion to Pass	4238
Business Advisory Committee—	
Twentieth Report	4238
Daily Digest	4239—41

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 DEBATE

3247

3248

LOK SABHA

Tuesday, 4th March, 1958

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Indo-Pakistan Film Trade

*656. ⁺ Shri R. C. Majhi:
Shri M. L. Dwivedi:

Will the Minister of Commerce and Industry be pleased to state:

(a) the number of films exported to and imported from Pakistan since the Indo-Pakistan Trade Agreement of 1955;

(b) whether Pakistan has imported all her quota of Indian films for exhibition; and

(c) if not, the steps taken to ensure that the terms of Agreement for the export and import of films between the two countries are fully implemented?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):
(a) In pursuance of the 1955 Agreement 17 films have been exported to East Pakistan and 2 to West Pakistan; and 20 films including 10 feature films have been imported from Pakistan into India.

(b) No, Sir.

(c) At the Conference to review the working of the Indo-Pakistan Trade Agreement held at Karachi in December, 1957, the attention of the Pakistan authorities was drawn to the fact

that the import of all the Indian films into Pakistan in terms of the 1955 Agreement had not yet taken place.

Shri R. C. Majhi: May I know the total amount spent in importing films from Pakistan?

Shri Satish Chandra: The cost of the feature films imported into India from Pakistan was Rs 1,95,195. I have not got the figures for the exports. But as I said, 19 films had been exported. The cost is not with me.

श्री म० ल० द्विवेदी । मन्त्री महोदय ने उत्तर दिया है कि अभी पाकिस्तान की फिल्में हिन्दुस्तान में आईं और हिन्दुस्तान की फिल्में पाकिस्तान गईं तो मैं जानना चाहता हूँ कि एक समझौते के मुताबिक उस पीरियड से पेशर क्या हिन्दुस्तान की फिल्में पाकिस्तान नहीं भेजता था और यदि हा तो पाकिस्तान से उन दौरान में कितनी फिल्में आईं थीं ?

श्री सतीशचन्द्र : १९५५ के एथोरेंट के बाद का वह मवाल है और उसकी फिल्में मैंने अभी दीं । अगर उसके पहले की इतिला आनन्देबुल मेम्बर चाहते हैं तो वह एक अलग क्वेश्चन हो जाता है ।

श्री रघुनाथ सिंह : इस बात को देखते हुए कि प्रफागानिस्तान में हिन्दुस्तानी फिल्मों की बहुत ज्यादा भाग है तो वह फिल्मों का विकास हो और ज्यादा एग्जिक्युशन हो उसके लिये क्या कोई कदम आप उठा रहे हैं ?

The Minister of Commerce (Shri Kanungo): This refers to Afghanistan.

Mr. Speaker: The question relates to Pakistan.

Sardar Iqbal Singh: May I know the number of films at present lying with the customs department of Pakistan?

Shri Satish Chandra: No film to my knowledge is lying with the customs department of Pakistan. As I said, 17 films have been sent to East Pakistan and only two to West Pakistan in terms of the 1955 agreement.

बी भरत बांग्ला : पाकिस्तान से जो फ़िल्में हमारे देश में आती हैं उनकी अपेक्षा हमारे देश से जो फ़िल्में वहां पर आती हैं क्या वे प्रधान उच्च अधीनी की ओर उत्तम होती हैं?

बी भरत बांग्ला : आने वाली ज्यादातर फ़ीचर फ़िल्में हैं। समझौते के मुताबिक् यह है कि जो फ़िल्में प्रियाचमी पाकिस्तान से आती हैं और यहां से जो आती है उनमें यह ध्यान रखा जाता है कि दोनों में फ़ारेन एक्सचेज का भार न पड़े और इतीलिए क़रीब-क़रीब एक दाम की फ़िल्में एक्सचेज की जानी चाहिये।

Shri Thirumala Rao: May I know whether for the films imported from Pakistan we pay in Indian rupees or in Pakistani rupees?

Shri Satish Chandra: As I said the balance of payment in the two is nil; the imports and exports nearly equalise each other.

Shri Thirumala Rao: Can we pay in our rupees and collect from them in their rupees?

Mr. Speaker: The hon. Member feels that the two rupees are not of the same value.

Shri Satish Chandra: When we purchase Pakistani films, we pay in Pakistani rupees. When they pay in India, they pay in Indian rupees.

Shri Biren Roy: May I ask one question, Sir?

Mr. Speaker: No, Sir; I am sorry. I have allowed 8 supplementaries on this small question. After all, it is Rs. 1 lakh. What is that amount? Next question.

Cement

Shri S. C. Samanta:
+
*57. **Shri Bhakt Darshan:**
Shri Subodh Hansda:
Shri Ram Krishan:

Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of cement imported during 1957-58 so far and the countries from which imported;

(b) the price paid therefor;

(c) the quantity of indigenous cement produced during the same period;

(d) the pooled price that prevailed during the period; and

(e) the date when indigenous production will be sufficient for meeting the entire demand of the country at the present rate of expansion of production capacity?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) 247,928 tons upto 31st January 1958; the imports being from Pakistan, Yugoslavia, Rumania, U.S.S.R., Japan and North Viet-Nam;

(b) Rs. 271.07 lakhs;

(c) 48,17,751 tons;

(d) Rs. 102.50 per ton from 1st April 1957 to 15th May 1957 and Rs. 117.50 per ton from 16th May, 1957 onwards.

(e) If all schemes licensed for implementation by 1960-61 were to materialise according to original estimates, the internal demand could be covered. Owing, however, to foreign exchange difficulties, some of the schemes may not materialise, and it is therefore, difficult to say when exactly self-sufficiency will be achieved. But the position will be considerably eased as the production increases.

Shri S. C. Samanta: May I know the number of companies that have applied during the Second Five Year Plan for permission to start indigenous factories, especially in Semukhinal?

Shri Satish Chandra: I cannot give the figures for each State. There were 24 factories in 1954. Now there are 29 factories. If all the schemes that have been approved of materialise, the total number of factories in 1960-61 will be 55.

Shri S. C. Samanta: May I know whether any attempt in any other part of India has been made to manufacture pozzolone, which is a semi-substitute for cement?

Shri Satish Chandra: The schemes had been under the consideration of the development wing and some questions relating to that matter have been answered by my colleague, the Industries Minister.

श्री भवत दर्शन : अभी यह बताया गया कि हमारे देश में सीमेंट का उत्पादन देश की आवश्यकताओं के लिए काफ़ी नहीं है, मैं जानता चाहता हूँ कि इन्होंने ही भी सीमेंट के वितरण के उपर से प्रतिबन्ध क्यों हटा दिया गया है और क्या इससे जनता के बीच कठिनाइयां पैदा होने की सम्भावना नहीं हैं ?

श्री सीरीशनन्द : प्रोडक्शन काफ़ी नहीं है। पिछले सालों में बहुत मांग थी। अगर मैं उसका औरा दूँ तो सन् १९५५ में ७.४ मिलियन टन की मांग थी जो १९५६ में ११.६ और सन् १९५७ में १३.७ मिलियन टन हो गई, अगर हम सब जरूरतों को पूरा करें, लेकिन अभी हाल में जो एकोनामिक मेजर्स गवर्नमेंट ने लिये और उसमें बहुत सी हमारते वर्गों ने का काम बन्द किया गया और उसकी वजह से इस बक्त स्टाक पोजीशन अच्छी है।

Shri Tyagi: Whereas the pool price of cement was fixed on the assumption that quite a large quantity of cement will come from foreign countries which would cost higher and since that quantity could not come, may I know if the Ministry has taken any sanction of Parliament for earning profits which are as good as excise duty?

Shri Satish Chandra: The price was fixed on the assumption that 7 lakhs tons of cement will be imported and indigenous production will be 5 million tons. Now, out of these 7 lakh tons, 4,23,000 tons were imported up to 31st January, 1958, and another 42,000 tons are in transit. So, the margin is not very substantial. Of course, there has been a short-fall of about 2 lakhs tons in imports. But the prices had been fixed earlier on that basis.

Mr. Speaker: The hon. Member wants to know under what authority the excess was charged.

Shri Satish Chandra: The State Trading Corporation is a limited company. The prices that were fixed were applicable to indigenous cement only. As far as the sale of foreign cement was concerned, it was imported and it is being subsidised by the State Trading Corporation.

Shri Damani: May I know whether the production of cement in recent months is going down and, if so, what are the reasons for the reduction?

The Minister of Commerce (Shri Kanungo): It is not going down.

Shri Damani: May I know whether there are complaints from the factories that the deliveries are very irregular?

The Minister of Commerce and Industry (Shri Morarji Desai): I do not know what deliveries are irregular.

Mr. Speaker: The deliveries at the other end,—about the large stocks.

Shri Morarji Desai: They were selling away, for less than seven days' stock was remaining with them. If a little large stock has been there, it is not much and if complaints are there, they are not well-founded.

Shrimati Tarkeshwari Sinha: The hon. Minister replied that there has been no shortfall in the consumption. May I know what was the estimated target of 1957-58, and what has been the actual production of cement, and what is the shortfall therein?

Shri Kanungo: There is no short-fall in the anticipated target of 6 million tons for which licences had been issued.

Shri V. P. Nayar: The hon. Deputy Minister said that by 1960-61, India may produce her requirements of cement in full on account of certain licences having been issued recently. I want to know what percentage of licence was utilised for installing for further capacity or, if new factories have been given licences, such as the ACC group of companies, what is their present control over the cement industry?

Mr. Speaker: How does it arise?

Shri V. P. Nayar: Out of the answer given.

Shri Morarji Desai: Notice may be given.

Shri Mahanty: May I know what is the percentage of the increase on cement price in comparison to the year 1956, and whether there is going to be any appreciable fall in the cement price in view of the increased production and restricted imports?

Shri Satish Chandra: The only increase that has taken place during the period is Rs. 15 per ton which was due to the additional excise duty imposed on cement.

Second Five Year Plan

+

Shri Gajendra Prasad Sinha:
Shri Goray:
Shri Surendranath Dwivedy:
Shri Hem Barua:
Shri D. C. Sharma:
Shri Shobha Ram:
Shri B. S. Murthy:
Shri S. M. Banerjee:
Shri Prabhat Kar:
Shri Muhammed Elias:
Shri Sarju Pandey:

Will the Minister of Planning be pleased to lay a statement showing:

(a) the size of the Second Five Year Plan as finally adopted;

(b) the changes made in financial target since the Plan was first published;

(c) the major projects that have been dropped as a result of the re-phasing of the Plan;

(d) the amount that has already been spent thereon; and

(e) the part of investment on these projects that will go waste due to their abandonment?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) to (e). The Planning Commission is engaged in preparing a comprehensive Memorandum on appraisal and prospects of the Second Five Year Plan which is expected to be presented to Parliament during the current session. On the basis of available data attempt will be made in the Memorandum to provide information, amongst others, on the items mentioned in the question.

Shri Gajendra Prasad Sinha: Yesterday, the Finance Minister, in reply to a question, gave details of the core of the Plan. May I know what are the projects outside the core of the Plan for which foreign exchange is available, or efforts are being made to get foreign exchange?

Shri L. N. Mishra: It is difficult to give the names of the projects.

Mr. Speaker: All the projects of the Five Year Plan? **Shrimati Tarkeshwari Sinha.**

Shrimati Tarkeshwari Sinha: A panel of economists sought to revise the Second Five Year Plan and give recommendations as to what will be the actual targets. May I know what are the main recommendations of the panel of economists and what conclusions they have arrived at? I want to know whether they have said that the production is going to be increased or whether the original target or the original resources or the original estimates of the Plan will be maintained.

The Minister of Labour and Employment and Planning (Shri Nanda): The broad conclusion was that, with the resources, which may become available, we should maintain the existing target of outlay and not change it, in financial terms. That was endorsed by them, the panel of economists.

Shri Hem Barua: In view of the panel of economists remaining silent on whether the investment plan exceeded the estimated resources, may I know if the Government are going to enlighten this House on this particular point?

Shri Nanda. No, Sir. We are going to submit to the House a memorandum which will set out all the facts that can be presented with regard to all these aspects.

Shri Heda: In view of the interest in the implementation of the Second Five Year Plan, may I know whether this memorandum that is proposed to be prepared now would be prepared periodically and laid on the Table of the House?

Shri Nanda: In the course of this month, it is hoped that it will be ready, and will be laid on the Table of the House.

Shri Ramanathan Chettiar: In view of the answer given in reply to a supplementary question yesterday by the Deputy Minister of Finance, stating that Rs 967 crores will be the foreign exchange component for the rest of the plan period and in view of the fact that the Deputy Minister of Planning answered—

Mr. Speaker: All that is taken note of by them. What does the hon Member want?

Shri Ramanathan Chettiar: I want to know how the variation of Rs 267 crores arises.

Shri Nanda: These are two different figures. The figure given by us was what was needed now for the purpose of implementation.

Internal Resources of Second Five Year Plan

***659.** *Shri S. M. Banerjee: Shrimati Tarkeshwari Saha:*

Will the Minister of Planning be pleased to state whether any assessment has been made regarding the internal resources for the Second Five Year Plan for 1958-59 and, if so, lay a statement showing

(a) the amount to be raised by each State and the Centre in 1958-59,

(b) how does it compare with the expectations of the Planning Commission, and

(c) whether it is a fact that the States have been lagging much behind the target in raising their internal resources?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L N Mishra): (a) and (b) State Governments are expected to find about Rs 181 crores for financing their plans during 1958-59. This estimate falls short by about Rs 7 crores of the amount initially calculated by the Planning Commission for financing of State plans during 1958-59. A statement indicating the total resources to be found by each State in accordance with the recent discussions with the Planning Commission is laid on the Table of the House [See Appendix IV, annexure No 17].

Estimates of resources for the Central Government have already been presented in the budget statement for 1958-59 which was laid before Parliament by the Prime Minister on the 28th February 1958.

(c) It is proposed to review the progress made by States in raising resources in a Memorandum on the appraisal and prospects of the Second Five Year Plan which is under preparation and is to be presented to Parliament during the current session.

Shri S. M. Banerjee: May I know what steps are being taken to mobilise the depreciation and reserves of the various companies which was announced last year?

The Minister of Labour and Employment and Planning (Shri Nanda): I do not think it has anything to do with this question.

Shrimati Tarkeshwari Sinha: May I know whether the Government can give us any idea of what was the expected return from small savings raised by the Centre and the States and what has been the actual returns on small savings?

The Deputy Minister of Planning (Shri S. N. Mishra): That figure upto the month of January has been mentioned in the speech of the Finance Minister on the budget, but the normal expectation is that there should be, on small savings a collection of the order of Rs. 100 crores a year.

Shrimati Tarkeshwari Sinha: What has been the shortfall?

Mr. Speaker: The hon. Member will kindly refer to the budget.

Shri S. M. Banerjee: May I know what positive steps have been taken to save leakage of income-tax and in recovering the income-tax arrears?

Shri Nanda: That does not necessarily arise out of this, but I can say certain efforts are being continuously made in that direction.

Shrimati Tarkeshwari Sinha: Can the Government give us an idea of the target if any target has been fixed for raising the resources by additional taxation?

Mr. Speaker: There is no more taxation for the year.

Shrimati Tarkeshwari Sinha: I refer to the target after the report of the Taxation Enquiry Committee. May we have an idea of the target being fixed?

Mr. Speaker: The hon. Member will try to avoid merely repeating the academic questions on the floor of the

House. It is enough for the hon. Members getting facts. This year, there is no more taxation.

Shrimati Tarkeshwari Sinha: I am asking about the target.

Mr. Speaker: There is no target. Of course, let it not be understood that I am answering for the hon. Minister here. What I want to say is, general discussion on policy should be avoided during the Question Hour, such as a big statement about the second Plan, details, and all that. For instance, in how many States the amount has been allotted and so on,—such questions are asked—and each hon. Member coming from the States takes it up. There is no taxation this year. The hon. Member asks how many recommendations they are going to implement for all the years together. Is that relevant here?

Shrimati Tarkeshwari Sinha: Because the plan of the States is being finalised by the Planning Commission. The States have given an idea of the resources they are going to raise during the next five years. We want to know what is the target fixed for the States in the matter of small savings and other things. It is very relevant.

Mr. Speaker: I will certainly give her an opportunity to speak on the general budget.

Shrimati Tarkeshwari Sinha: That is true. But the question relates to the Plan being finalised. The different plans of the States are being finalised by the Planning Commission. The whole structure of the Second Five Year Plan of the States is before the Planning Commission. I think we have every right to know what are the States expecting and what are the resources they have at their disposal. I cannot understand how it is not relevant here.

Shri Punnoose: Is there any principle governing the amount that has to be found by the State and the amount allotted in the Plan by the Planning Commission?

The Deputy Minister of Planning (Shri S. N. Mishra): Yes, there are principles. Probably, the hon. Member is referring to the Central assistance. In this connection I can mention particularly three points: one is the nature of the schemes put forward; secondly, the capacity of the States to raise resources, and thirdly the capacity of the States to incur expenditure.

Budget Provisions for 1958-59

*660.	Shrimati Tarkeshwari Sinha:
	Shri D. C. Sharma:
	Shri Panigrahi:
	Shri Damani:
	Shri Mohamed Imam:
	Shri B. S. Murthy:
	Shri S. M. Banerjee:
	Shri Ajit Singh Sarhadi:
	Shri Punnoose:
	Shri Vasudevan Nair:
	Shri N. R. Munisamy:
	Shri Siddananjappa:
	Shri Ram Krishan:
	Sardar Iqbal Singh:
	Shri Shobha Ram:
	Shri Raghunath Singh:
	Shri Kalika Singh:
	Shri Vajpayee:
	Shri Hem Raj:
	Shri Daljit Singh:
	Shri Harish Chandra Mathur:
	Shri Sanganna:

Will the Minister of Planning be pleased to state whether Planning Commission has discussed with all the States the plan provisions and programme for 1958-59 and, if so, lay a statement showing:

(a) the total amount provided for each State and how it compares with the expenditure for previous two years;

(b) whether there has been any reduction in the outlay originally proposed by the States;

(c) if so, the amount reduced from the outlay of each State; and

(d) the principles governing the reduction?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) to (c). A statement is laid on the Table of the House. [See Appendix IV, annexure No. 18]

(d) Another statement is laid on the Table of the House. [See Appendix IV, annexure No. 18]

Shrimati Tarkeshwari Sinha: From the statement it appears that some of the States which raised their resources below expectation have been given more allotment by the Planning Commission while, on the other hand, some of the States, which raised more resources, have been given less allotment by the Planning Commission. May I know what the underlying reason or idea behind it is?

The Deputy Minister of Planning (Shri S. N. Mishra): I do not think this is a fair presumption to make. If the hon. Member has got any particular State in mind, we would invite a question.

Shrimati Tarkeshwari Sinha: From the statement it appears that Bihar, Bombay and U.P., which have raised proportionately bigger amounts have got large cuts from the Planning Commission. May I know the reason for that?

Shri S. N. Mishra: In respect of the States mentioned, I do not think there has been such a large cut. If you compare it with the original Plan outlays that were submitted by the State Governments, of course, the cut would appear to be somewhat larger. It is not on that basis however that the Planning Commission, in consultation with the States, determine the figures. There are other considerations.

Shri Panigrahi: May I know whether the targets agreed to by the Planning Commission for different States include the targets assigned for each State to be raised from their internal resources?

The Minister of Labour and Employment and Planning (Shri Nanda): This is the aggregate figure—the amount which they raise plus the Central assistance.

श्री रघुनाथ सिंह : उत्तर प्रदेश के प्लान में जो ११ करोड़ २४ लाख रुपय की कमी की गई है, उसके कौन से विशेष कारण हैं, क्या मैं जान सकता हूँ ?

श्री श्याम लं० मिश्र : यह जो एक धारणा है कि प्लानिंग कमीशन न मूनिलेटसी यानी अपनी तरफ से ही यह कटौती कर दी है, ऐसी बात नहीं होती है। राज्य सरकार और कमीशन दोनों के परामर्श से ही यह कटौती की जाती है। इसके लिये एक और भी आधार होता है। जैसा कि मैंने कहा है, हो सकता है कि उत्तर प्रदेश राज्य सरकार न उतन साधन जुटाने की बात न बतलाई हो, जितन कि उसको जुटाने चाहिये थे अगर उसे इससे बड़ी योजना बनानी थी।

श्री रघुनाथ सिंह : आपने साधारण बात बतला दी है। मैं लास तौर पर उत्तर प्रदेश के बारे में पूछना चाहता हूँ कि क्या कारण है कि इतनी कमी की गई है ?

श्री श्याम लं० मिश्र : आन्तरिक साधन की कमी ही उसका मुख्य कारण होगा। यदि माननीय सदस्य सारे कारण जानना चाहते हैं, तो उनको अलग से सवाल देना होगा।

श्री रघुनाथ सिंह : मध्य प्रदेश के प्लान में जो कटौती की गई है, उसका असर लास तौर से ट्राइब्युल बलफयर डिपार्टमेंट पर पड़ा है : इसके साथ ही साथ स्टट गवनमेंट ने ३६ या ३८ करोड़ रुपया उसके लिये प्रस्तावित किया था। इसके अलावा चम्बल और कोरबा के लिए भी इलेक्ट्रिक पावर हाउस बनाने के लिये अलग से रकम मांगी थी। कोरबा से केवल भिलाई प्लाट को ही बिजली मिलेगी और इतना होने पर भी उसकी राशि में कमी कर दी गई है। मैं जानना

चाहता हूँ कि क्या इस पर पुष्टिविचार किया जाएगा ?

श्री श्याम लं० मिश्र : आप इस बात की महसूस करेंगे कि इतनी माइनर डिटेल्ज में जाना, इतने छोटे-छोटे विवरणों में जाना, इस समय मुश्किल होगा और अगर माननीय सदस्य इसके बारे में जानकारी चाहते हैं, तो अलग से सूचना दें।

Shri B. S. Murthy: This is the third year of the Second Plan, and we find from the statement that there is a reduction of Rs. 116.07 crores in the provisions agreed to by the Planning Commission. So, may I know whether the production will not undergo diminution as far as targets are concerned? If so, what steps are taken to see that the reduction will not result in actuals falling short of targets?

Shri Nanda: In the choice of schemes, in accepting or rejecting certain proposals from the States, the consideration in the forefront is that schemes which are expected to yield production should be preferred. That is, more-productive schemes have greater chances of acceptance, and they are accepted.

Mr. Speaker: I will not allow any more supplementaries. If I allow supplementaries to each member, there will be 500 supplementaries.

Supply of Iron Ore to Japan

Shri Heda:
 Shri Jagannatha Rao:
 Shri Bishwanath Roy:
 Shri Vajpayee:
 Shri Baghunath Singh:
 Shri Assar:
 Shri Ram Krishan:
 Shri Surendranath Dwivedi:
 Shri T. Subramanyam:
 Shrimati Tarkeshwari Sinha:
 Shri P. K. Deo:

*662.

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question

No. 583 on the 27th November, 1957 and state:

(a) whether the Japanese Main Team on the long term supplies of Indian ore and finalising a programme for developing Indian ports and Railway facilities, have since visited India and finalised their discussions;

(b) if so, the nature thereof; and

(c) the present stage of the projected programme?

Shri Kanungo: (a) and (c). A team of Japanese Experts has visited the Indian Ports and the mining areas feeding them and has submitted its report which is presently under consideration.

(b) Negotiations are in progress with the Japanese for joint development of one or two projects with Financial assistance from the U.S. Presidents Asian Economic Development Fund.

Shri Heda: May I know the targets, if any, for export of iron ore to Japan?

Shri Kannungo: It is not a question of targets; it is a question of export of ores. We are working on the basis that we will be able to export 7 million tons ultimately.

Shri Heda: May I know by what time we will be able to get an idea of the recommendations that the Japanese team made about the improvement of minor and medium-size ports?

Shri Kanungo: They will not go into all the ports in India. They will only recommend the development of such ports and mines which will augment the supply of ore to Japan. They have considered only three ports: Paradip, Rourkela-Vizag and another port.

Shri T. Subramanyam: Is it a fact that the Japanese team toured some areas of Mysore State and recommended the improvement of Karwar as a harbour to increase iron ore exports to Japan?

Shri Kanungo: It is not the Japanese team which is considering that question. The State Trading Corporation has been considering improvements in Karwar.

Shri Thirumala Rao: In view of the fact that a summary of the report has already appeared in the press, will Government consider the desirability of placing the report on the Table of the House?

Shri Kanungo: One Madras paper published a report, which is supposed to be a summary of the report. But it is not entirely correct. Apart from it, negotiations are going on. If any question is asked about any particular matter regarding railway facilities etc., it will be answered.

Shri Bishwanath Roy: May I know the percentage of increase in the production of iron ore according to suggestions made by that team?

Shri Kanungo: Their suggestions are under consideration; the results will follow.

Shri Basappa: Has the Japanese team made any proposal for a railway line from Hubli to Karwar?

Shri Kanungo: The railway lines will be laid by the Indian Government and not by the Japanese team.

Shrimati Tarkeshwari Sinha: Apart from the U.S. President's Asian Economic Development Fund contribution, what will be the Japanese contribution to the whole scheme in the shape of technical know-how and in the shape of Japanese loan?

Shri Kanungo: We are discussing the details. The discussion will start almost today, and we are not yet in a position to know what the offer of the Japanese will be.

Shri Tangamani: May I know whether there is any truth in the press report that appeared that the Japanese team has got a plan, which they discussed with the Madras port authorities, for the development of the Madras harbour for the export of iron ore?

Shri Kannan: I am not aware of the press reports which the hon. Member mentions. But we are not considering Madras harbour because it is fully packed.

Shri B. S. Murthy: Arising out of the answer given by the hon. Minister, how far is it true that the Japanese team has also considered the laying of a railway line under the auspices of the Indian Railways, no doubt, but financed by Japan, to get iron ore to Vizagapatam?

Shri Kanunge: That is what I said. We are negotiating the augmentation of transport facilities. It will depend on the decision upon which particular mining area will supply the augmented supplies.

Watermans Pens and Inks

*663. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Watermans pens and inks are now made in India;

(b) if so, by which company;

(c) the foreign exchange involved in importing raw material since the inception of the factory; and

(d) the nature and extent of foreign participation in capital, if any?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):
(a) Yes, Sir.

(b) M/s. Rightaids (Orient) Ltd.,
Bangalore.

Raw mate-
rials for ink Rs. 1,800/- Since
1954.

Rs. 5.54,300/-

(d) There is no foreign capital in the concern.

Shri V. P. Nayar: May I know whether this company has a managing agency and if so, the name?

Shri Satish Chandra: It has a managing director.'

Mr. Speaker: Is there a managing agent?

Shri Satish Chandra: It is managed by a managing director. It has no managing agent. It is a small private limited company with a capital of about Rs. 500,000.

Shri Joachim Alva: We have good Indian-brand fountain pens and also inks. Now we have also chocolates and other materials. How is it that the Government has permitted foreign brands to be started in India though it may be under an ostensible name of an Indian concern?

Shri Satish Chandra: This company has a manufacturing programme for high quality fountain pens; this is a question relating fountain pens; not chocolates.

Shri V. P. Nayar: May I know whether it is a fact that this firm is a subsidiary of the firm by name T. T. Krishnamachari & Co.?

Mr. Speaker: How does that arise here? Order, order. Next question. Hon. Members are very anxious to have some name or other here.

Shri V. P. Nayar: I am not mentioning any name. I am mentioning only the name of a firm?

Mr. Speaker: What does it matter whether it is X or Y. Lawyers do not give up their profession. How can businessmen give up their profession merely because they become Members of Parliament. Next question.

Export Advisory Council

+
*664 { Shri Heda:
Shri Ram Krishan:
Shri N. R. Munisamy:

Will the Minister of Commerce and Industry be pleased to state:

(a) what are the suggestions made by the Export Advisory Council which met on the 9th February, 1958; and

(b) the measures taken by Government to implement them?

The Minister of Commerce (Shri Kanungo): (a) Two statement showing:

(i) a summary of the more important suggestions made at the meeting of the Council; and

(ii) a list of suggestions received from the members for consideration of the Council, are laid on the Table of the House [See Appendix IV, annexure No. 19].

(b) All the suggestions received from the members and those made during the discussions at the meeting are receiving consideration, where necessary, in consultation with the Ministries concerned, and will be taken into account in formulating the export policy.

Shri Heda: Suggestion No. 18 refers to the creation of a common market in Asia. May I know whether this good suggestion has been taken up and if so, what progress has been made?

Shri Kanungo: That is one of the suggestions. I think it is a very wide suggestion.

Mr. Speaker: We receive as many as 8000 or 9000 questions per session. The question is, what are the suggestions made by the Export Advisory Committee. In all such cases, even if they are admitted inadvertently, the hon. Minister may say, I have placed a copy in the Library. Hon. Members

may study it and then make pointed reference. If there are 80 items, what is the meaning of raising a question about the 18th and asking, what is the explanation? Can we spend the whole time on this?

Shri Kanungo: Thank you very much, Sir.

Mr. Speaker: The suggestions of the Export Advisory Committee cannot be discussed on the floor of the House in the Question hour.

Shri Punnoose: We have to bring to the notice of the hon. Minister several important matters.

Mr. Speaker: I am aware that hon. Members do always refer to important matters. Too many important matters cannot be allowed on the same question.

The Minister of Commerce and Industry (Shri Morarji Desai): Hon. Members' suggestions will always be welcome if they send me those suggestions.

Mr. Speaker: What I am saying is, whenever there is a report of a conference or proceedings—there are so many—a copy may be placed in the Library and hon. Members might address themselves to one question at a time.

Shri Tangamani: One of the suggestions, I find, is, that oilseeds and vegetable oils are good earners of foreign exchange. May I know, in view of the various representations made by oil seeds and vegetable oil merchants of the south, whether the question of free export of oil and oilseeds will be considered?

Shri Morarji Desai: The question has been considered. There is no scope for export at present.

Shri Hem Barua: In view of the fact that shipping freight paid by Indian as compared to the freight paid by other countries is higher, may I know what positive step Government have so far taken to bring it on a par?

Shri Kanungo: We discuss the matter off and on with the Liners Conference. Of course, the ultimate solution would be to have more ships.

Shri Punnoose: It has been stated that one of the suggestions is that export of coir yarn to Holland and Germany should be promoted. It has been stated on several occasions in this House that this export of yarn is preventing the development of our coir industry. May I know whether the Government are aware of it?

Shri Kanungo: The assumption of the hon. Member is not wholly correct. As a matter of fact, our large export earning is from coir yarn.

Shri N. R. Munisamy: The hon. Minister stated that Rs. 23 crores is the foreign exchange with regard to hides and skins. I find in item 36, because of cancellation of the O.G.L. we are not able to export tanned hides and skins. What steps are proposed to be taken for cancellation of the O.G.L.?

Shri Kanungo: The O.G.L. refers to imports and not exports.

Shrimati Ila Palchoudhury: Since tea faces competition abroad, what steps do Government propose to take to relieve the taxes on tea in India?

Mr. Speaker: It is a general discussion of the Budget. So many articles are imported and exported. There are Import and Export Advisory Committees. In view of the Budget discussion, hon. Members will reserve all these questions to that occasion.

Shri Heda: The Export Promotion Committee had been recommending the allowing of drawbacks on cesses, excises, sales tax and local taxes, etc. May I know if the Government have taken any consolidated step in this regard?

Shri Kanungo: We have permitted certain drawbacks in the case of certain items. If a specific question is put, I will give the information I have not got all the details here.

Shri V. P. Nayar: The hon. Minister said that there is no scope for the export of groundnut oil. May I know whether it is not a fact that India, being the largest producer of groundnut oil, has considerable scope for the export of groundnut oil especially to Europe?

Shri Morarji Desai: When I said that there was no scope, I meant that we have not got sufficient oil export just now.

Shri V. P. Nayar: How do we know what the....

Shri Morarji Desai: When I said that than the hon. Member because I have the figures. The figures of consumption are there. This country is also the greatest consumer of this oil. We cannot do it at the cost of the poor people. The hon. Member does not consume this oil and therefore, he is not interested. The whole country is interested. Therefore, I cannot help this.

Shri V. P. Nayar: How can we know what he meant?

Mr. Speaker: That is all that can be said. It is not sufficient for internal consumption or it is barely sufficient. There is no surplus.

Shri N. R. Munisamy: My question has been misunderstood. I only said, in exporting tanned hides and skins, the raw materials are not allowed to be imported here from Pakistan under the O.G.L. What steps are proposed to be taken to cancel the O.G.L.?

Mr. Speaker: To provide raw materials, what steps are taken?

Shri Morarji Desai: Licences are given for the import of raw materials wherever they are necessary. We consider that question. For that, O.G.L. is not necessary.

Censorship Certificates

*665. **Shri Raghunath Singh:** Will the Minister of Information and Broadcasting be pleased to state:

(a) whether it is a fact that Government have announced that censor-

ship certificates will be valid for ten years instead of five, and

(b) if so, what is the reason for taking such a step?

The Minister of Information and Broadcasting (Dr. Keskar): (a) Yes, Sir

(b) The relevant rule of the Cinematograph (Censorship) Rules 1951 has been amended considering that a sufficient measure of uniformity and consistency in the standards of examination of films by the Central Board of Film Censors has been attained and to avoid unnecessary hardship to the industry

Shri Raghunath Singh: Will the rule apply to foreign films also?

Dr. Keskar: It applies to all films that have been examined and given a certificate

Second Five Year Plan

*666. **Shri E. Madhusudan Rao:** Will the Minister of Planning be pleased to state

(a) the portion of the Second Five Year Plan in its application to Andhra Pradesh which can be considered to have come within the description "core of the plan", and

(b) the details thereof?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) and (b) The following projects in Andhra Pradesh under coal, railways and port development fall within the core of the plan

(1) Development of Singareni collieries

(2) The Programme of the Railways under the Second Five Year Plan of which the following works are situated wholly or partly in Andhra Pradesh includes—

(a) doubling of Vizianagaram-Waltair, Waltair-Rajamundhry and Bezwada-Gudur and Arkonam-Renigunda lines,

(b) dieselisation of Kazipet-Secunderabad, Balharshah-Kazipet and Bezwada-Madras section, and

(c) conversion from metre-gauge into broad-gauge of Bhimavaram-gudivada and Bezwada-Guntur Sections

(3) Development programme of the Vizakhapatnam port

Shri M. R. S. Rao: क्या माननीय मंत्री जी बताने की क्रापा करेंगे कि मध्यराजा कार्बो-पेट लाइन जा वि नैकपट फाइबर ईयर प्लैन में ली गई थी उसे पहले क्यों नहीं ली गई?

Shri S. N. O. Mishra: म तो नहीं बतला सकता कि पहले क्या नहीं ली गई। माननीय सदस्य यह रेलवे निरिटी से पूछें। प्रब्लेम कोर आफ दि लैन मे आ जायगी।

Shri T. B. Vittal Rao: Since Singareni Collieries are within the core of the Plan, may I know what financial assistance has been given for the development of these mines during the first two years of the Plan period?

Shri L. N. Mishra: I shall require notice I have not got the figure with me

Shri B. S. Murthy: May I know the total distance to be doubled from Rajamundhry to Vizianagaram, the money allotted and the money so far spent?

Shri L. N. Mishra: For the exact amount, I shall require notice I have not got it

Shri Heda: In view of the fact that the consumption of power in Andhra Pradesh, particularly in the Telengana region is very low, may I know why

any of the power projects in Andhra Pradesh has not been included in the core of the Plan?

Shri L. N. Mishra: Power projects in Andhra Pradesh are included in the core of the Plan.

The Deputy Minister of Planning (Shri S. N. Mishra): I may add that those power projects which are in an advanced stage of construction, although not included in the core of the Plan, have been given core priority.

Shri B. S. Murthy: May I know whether the Sileru power project has been included in the core of the Plan?

Shri L. N. Mishra: Among the power projects included are Machkund, Tungabhadra and Ramagundam projects.

Shri T. B. Vittal Rao: May I know the total amount that has been allocated for Singareni Collieries for the Plan period?

Shri L. N. Mishra: I shall require notice. I have got no break-up here.

Mr. Speaker: Shri Madhusudan Rao.
(At this stage Shri Madhusudan Rao fainted)

Mr. Speaker: The hon. Member is not well. The House will now adjourn for about 10 or 15 minutes.

The Lok Sabha then adjourned.

The Lok Sabha reassembled at Fifty-Four Minutes Past Eleven of the Clock.

[MR. SPEAKER in the Chair].

Mr. Speaker: Shri Madhusudan Rao had toothache a few days ago. He got his tooth removed two days ago, and ever since that he has been running some temperature. He had also some slight blood pressure. With all that weakness, he had come here. He is now all right.

Shri Baghunath Singh: Thank God that he is all right.

Mr. Speaker: We shall now proceed to the next question.

Salt Industry

***Shri Radha Raman:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Government of India have set up a nine-man Committee to enquire into the working of Salt Industry and to recommend measures for its development;

(b) if so, the names of its members;

(c) the detailed terms of reference and the time by which it is expected to commence its work; and

(d) the time by which it is expected to complete its work?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) Yes, Sir.

(b) to (d). A statement giving the information required is laid on the Table of the Sabha. The Committee has commenced its work. [See Appendix IV, annexure No 20.]

Shri Radha Raman: May I know whether any representation has been received by Government from the salt manufacturers that the existing system of distribution of salt is defective in the sense that it favours the big salt distributors as against the small distributors?

Shri Satish Chandra: There is no such representation about distribution of salt. There are representations about other matters.

Shri Radha Raman: May I know whether this committee, which the Deputy Minister says, has commenced its work, proposes to record evidence from persons engaged in the manufacture and distribution of salt, particularly the manufacturers of salt engaged in organising co-operative societies and invite suggestions from them?

Shri Satish Chandra: That is so. The committee will go round on tour and visit important salt manufacturing areas and take evidence from large-

as well as small producers of salt. There are representatives of both on the committee itself, and they will also go into the question of encouraging the co-operative societies in salt manufacture.

Shri Ramamathan Chettiar: May I know how long this committee will take to finish its work.

Shri Satish Chandra: Six months' time has been given to the committee.

Shri Khimji: May I know whether the terms of reference of this committee cover marketing of salt in India?

Shri Satish Chandra: I have laid a statement on the Table of this House in reply to this question, giving the terms of reference of the committee.

Shri Thirumala Rao: Are consumers also represented on this committee?

Shri Satish Chandra: Consumers are represented through a Member of this House.

Shri Tangamani: I find from the statement that this committee consists of ten members, which includes one Member from this House and one Member from the local Assembly. May I know on what basis the selection of the members is made?

Shri Satish Chandra: The main salt-producing areas are Bombay, Madras, Andhra Pradesh and Rajasthan. A representative of the larger manufacturers of salt was taken from one area; a representative of the smaller manufacturers was taken from the second area, and consumers were represented through a Member of Parliament from the third area.

Shri Damani: May I know what special attention is being given to the development of the salt industry in Rajasthan where there is great scope for development and improvement?

Shri Satish Chandra: The hon. Member may send his suggestions to this committee, and they will look into it.

Uneconomic Industrial Units:

Shri Harish Chandra Mathur: Will the Minister of Labour and Employment be pleased to state:

(a) whether Government have taken stock of the uneconomic industrial units and the labour employed by them; and

(b) what steps are being taken to save labour from retrenchment by the threatened closing down of these units, particularly in the Textile Sector?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) Information is available regarding Textile Mills which have closed down completely or partially.

(b) Government have ordered investigation concerning a few mills under the Industries (Development and Regulation) Act. The National Industrial Development Corporation and the Industrial Finance Corporation provide loan finance to Industry. The workmen affected by closures are also entitled to retrenchment compensation under the Industrial Disputes Act.

Shri Harish Chandra Mathur: May I know whether, apart from the mills which have closed down, Government have taken stock of the uneconomic units existing in the country and working under difficulty?

The Minister of Labour and Employment and Planning (Shri Nanda): That larger question is also before us, and a working group in the Labour Ministry is at present engaged in studying the whole of this problem. Information is being collected, and some recommendations will follow from that.

Shri Harish Chandra Mathur: Has the Minister got any idea of the entire labour engaged in such enterprises?

Shri Nanda: Yes. For example, we have given the numbers who were employed in these textile units which are now closed, in the statement. In the other units also, we know what the numbers are.

Shri S. M. Banerjee: Is the Minister aware that about six thousand substitute and four thousand regular workers of the textile mill in Kanpur are facing unemployment and retrenchment, and if so, what steps have been taken to solve this problem which has been hanging fire?

Shri Nanda: The industrial units from time to time experience difficulties, and there are normal channels for the relief of those difficulties, such as loans etc. from various sources.

Shri Ganendra Prasad Sinha: Is there any proposal to stop this retrenchment till the final decision of Government?

Shri Nanda: There is no question about that because these mills are closed. And there is provision for compensation on retrenchment.

वर्ष का वायदे का सौदा

*६६ श्री राधेलाल श्यास : क्या व इन्द्रज तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मेट्रो इंडिया काटन एसोसियेशन लिमिटेड को मध्य भारत में हून्दीर तथा उज्जैन में रुई के वायदे के मौदे करने की अनुमति इस शर्त पर दी गई थी कि एक वर्ष की अवधि के बाद यह निश्चित किया जायेगा कि उन दोनों जगहों में से किस जगह पर ई के वायदे के सौदे जारी रखे जाये और उम्मा मुक्त कार्यालय कहा द्वा :

(ल) यदि ठा, तो एक वर्ष की अवधि जीन जाने के बाद इस बिल्य में निर्णय क्यों नहीं किया गया और त्यायी मुक्त कार्यालय के बारे में आदेश क्यों नहीं जारी किया गया; और

(ग) उपरोक्त दोनों नक्शों में तथा का सौदा कितना होता है भी; एह वर्ष न

प्रत्येक वर्ष में एसोसियेशन को कितनी आमदानी हुई या सर्व करना पड़ा ?

बालिल नंदी (श्री कालूलालो) : (क) हून्दीर और उज्जैन के प्रलग प्रलग रिंग जारी रखने या न रखने के प्रश्न की जांच एक साल की अवधि के बाद होनी थी न कि इस प्रश्न की विषय में इंडिया काटन एसोसियेशन लिंग का मुक्त कार्यालय कहां हो।

(ख) एक वर्ष की अवधि के अन्दर ही एसोसियेशन का काम काब अमलोपजनक होने के कारण सरकार वो २६ नवम्बर १९५७ से ४ महीनों के लिए डायरेक्टरों का नया बोर्ड नियुक्त करना पड़ा। दोनों रियों को जारी रखने या न रखने के प्रश्न की जांच, इस बारे में बोर्ड द्वारा की जाने वाली मिपारियों को व्यापार रख कर, की जाएगी।

(ग) एक विवरण ममा की मेज पर रखा जाता है : [वेलियं परिशिष्ट ४, अनुवान संख्या २]

12 hrs.

Some Hon. Members rose—

Mr Speaker: Question Hour is over. It is true that we have lost 11 minutes. I can allow one or two minutes more. But what is the meaning of going on for 11 minutes with questions. All the answers will be printed.

WRITTEN ANSWERS TO QUESTIONS

Wage Map of India

*६६१. { Dr. Ram Subhag Singh:
Shri Sanganna:

Will the Minister of Labour and Employment be pleased to state:

(a) whether Government propose to bring out a "Wage Map" of India giving information about fixation of wages; and

(b) if so, by what time the map will be drawn up?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) Yes.

(b) It is too early to say when the Map will be ready. The drawing up of the Map depends on collection of data through the Wage Census and other Surveys which are scheduled to begin soon.

Imported Consumer Goods

***670. Shri Wodeyar:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 24 on the 11th November, 1957 and state:

(a) whether the position with regard to the abnormal rise in prices of the imported consumer goods has been reviewed;

(b) if so, the result thereof;

(c) whether it is a fact that the stockists of the imported consumer goods are making huge profits on these goods in view of the existing import restrictions thereon; and

(d) if the reply to part (c) be in the affirmative, the steps proposed in the matter?

The Minister of Commerce (Shri Kanungo): (a) and (b). Government keeps the prices of imported consumer goods under constant watch. Prices of many of these articles are higher than they were when a liberal import policy was followed, but there has been no sharp rise in recent months.

(c) Margins of profit are no doubt higher, on account of import restrictions.

(d) Such steps will be taken as necessary only if prices of essential consumer goods register an unreasonable rise.

Pakistani Fishermen in Indian Waters

***671. Shri Surendranath Dwivedy:** Will the Prime Minister be pleased to state:

(a) whether the Government of India have received any report from

the Government of Orissa alleging that Pakistani fishermen are catching fish in Indian waters near Orissa coasts thus violating international law; and

(b) if so, the action taken in the matter?

Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) The State Government have not sent any such report to the Government of India. It is, however, understood that a reference to this was made by the Development Minister, Government of Orissa at the meeting of the Eastern Zonal Council on 23rd January, 1958.

(b) Government are awaiting full details from the Government of Orissa before taking any action.

Border Incident

***672. { Pandit D. N. Tiwary:**
Dr. Ram Subhag Singh:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that Pakistani armed police kidnapped one constable and a civilian from Karim ganj by crossing into the Indian territory at Sylhet (East Pakistan) in the third week of January; and

(b) whether the two kidnapped persons have been recovered?

Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b). Yes, Sir. On the 12th January, 1958, four Pakistani Military personnel trespassed into Indian territory in the Karimganj/Lata border of Assam and dragged an Indian Constable and a civilian into Pakistan. The civilian was pinioned and severely assaulted by Pakistani Military personnel but he subsequently managed to escape. The Constable is reported to have been taken to the Pakistan border-post at Sarapar and he has not so far been released.

The Government of Assam have lodged a protest with the Government of East Pakistan. The Government of India have also directed the Indian High Commission at Karachi to lodge a protest with the Government of Pakistan.

Small scale Industries

*673. **Shri Shobha Ram:** Will the Minister of Commerce and Industry be pleased to lay a statement showing the names of centres where the Pilot Project Schemes of the State Bank of India for advancing loans to Small Scale Industries, has been introduced so far?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): A statement is laid on the Table of House. {See Appendix IV, annexure No. 22.]

Indian Nurses in Bahrein

*674. **Shri Vasudevan Nair:**
 Shri Punnoose:

Will the Prime Minister be pleased to state:

(a) whether Government have received representations from Indian nurses (both male and female) serving in the Bahrein Government Hospital, Bahrein Island, regarding their grievances;

(b) if so, what are their grievances; and

(c) the action taken thereon?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) yes.

(b) Their grievances may be broadly classified as hereunder:—

(1) that the Indian nurses are not being allowed certain passage and leave facilities and are not being given the monetary benefits for overtime work to which they are entitled according to their

contract with the Government of Bahrein;

(2) that the non-Indian nurses (particularly Lebanese) doing the same kind of work are given higher initial salaries and are offered better service conditions.

(c) *Regarding (1)—*

The Government of Bahrein have been made aware of the growing discontent amongst the Indian nurses on this account and they have been requested through diplomatic and other Channels to ensure that all legitimate concessions and amenities which are due to the Indian nurses are made available to them without any exception and reservation whatsoever.

Regarding (2)—

The Government of Bahrein are conscious of the existence of the anomalies in the service conditions of the Indian and non-Indian nurses. They have agreed to do away with these anomalies by bettering the service conditions of the Indian nurses through a revised contract. A fresh draft agreement has accordingly been prepared and is pending with the Government of Bahrein for their approval. In the new draft agreement the service conditions of the Indian nurses have been brought almost on a par with those of the non-Indian nurses. Every endeavour is being made by us to secure the approval of the Government of Bahrein to the new agreement form and to bring it into operation without unreasonable delay.

Border Incident near Uri

*675 **Shri S. V. Ramaswami:**
 Shri E. M. Rao:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that on the 24th January, 1958, Pakistan armed police violated the ceasefire line in the Uri Sector and carried away a State Constable into Pakistan territory;

- (b) whether a protest has been lodged with the U.N. Observers;
- (c) whether the matter has been investigated into; and
- (d) if so, the result thereof?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon):

- (a) Yes, Sir.
- (b) A complaint was lodged with U.N. Observers.
- (c) and (d). The results of the U.N. Observer's investigations are awaited.

Vigilance Staff in Ministry of Rehabilitation

***676. Shri Vajpayee:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state the number of corruption cases detected by the vigilance staff against the personnel of the Rehabilitation Department in New Delhi and Delhi area during the year 1956-57?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): 15 involving 17 Government servants.

National Sample Survey

***677. Shri H. N. Mukerjee:** Will the Prime Minister be pleased to state:

(a) the steps, if any, taken to shorten the time interval between collection and publication of results by the National Sample Survey; and

(b) whether it is a fact that draft National Sample Survey reports are sent to the relevant Ministries for approval prior to publication?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): (a) The steps taken so far to shorten the time interval between collection and publication of the National Sample Survey data are (i) greater use of the electronic equipment for tabulation work; (ii) expeditious preparation of the reports on various subjects covered in the different rounds

of the National Sample Survey; (iii) quicker arrangement for printing the reports; and (iv) the tabulation of the National Sample Survey data being given priority over other items of work

(b) The drafts of the National Sample Survey Reports are forwarded to the Ministries/Departments concerned for obtaining their comments/views, if any, before clearance is given

Tungabhadra Project

***678. Shri T. Subramanyam:** Will the Minister of Planning be pleased to state:

(a) whether the zonal advisor Shri S V Ramamurthy toured the Tungabhadra Project Ayacut area, in February, 1958; and

(b) whether a report has been received from him regarding the development of the Ayacut area?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra):

(a) Yes, Sir

(b) A report has been received and is under consideration.

Class IV Government Employees Quarters

***679. Shri Easwara Iyer:** Will the Minister of Works, Housing and Supply be pleased to refer to the reply given to Unstarred Question No. 1432 on the 10th December, 1957 and state the progress made towards providing electric and water supply facilities in the Class IV Government Employees quarters at Panchkuin Road in New Delhi?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): Instead of providing 44 additional hydrants for common use as contemplated earlier, a fresh proposal is under consideration to provide a separate and exclusive water-tap for

each quarter for improving the amenity. The electrification of these quarters will be carried out after the existing roofs of the quarters are relaid, proposals for which are under consideration.

Cement Factories

*680. **Shri Tangamani:** Will the Minister of Commerce and Industry be pleased to state:

(a) the number of cement factories which will be set up in Madras State during the Second Plan period;

(b) how many will be set up during 1958, 1959, 1960 and 1961, year-wise and their location;

(c) whether the capacity of the three existing units will be increased; and

(d) what will be the total production capacity of these factories in Madras State at the end of the Plan?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Licences have been issued for setting up two new factories in Madras State during the Second Plan period.

(b) One factory is expected to be set up this year at Thiruvattiyur and the other at Ramanathapuram during 1960.

(c) Expansion of capacity of two existing units is contemplated.

(d) Total capacity of these factories estimated at the end of 2nd Plan is 1,369,500 tons per annum.

Permanent Exhibition in Delhi

*681. **Shri Panigrahi:**
Shri Ram Krishan:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have decided to set up a permanent exhibition in Delhi near Purana Quila; and

(b) if so, whether the permanent exhibition will be in the nature of an agricultural or industrial one?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) Yes, Sir.

(b) Industrial.

Indian Tea Delegation

*682. **Shri Hem Raj:**
Shri Padam Dev:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 974 on the 10th December, 1957 and state:

(a) whether Government have received the report of the Tea Delegation to Afghanistan; and

(b) if so, whether a copy of the same will be laid on the Table?

The Minister of Commerce (Shri Kanungo): (a) and (b). The Report has been received very recently and is under examination.

Cement Factory in Assam

*683. **Shri Liladhar Kotoki:**
Shri Basumatari:

Will the Minister of Commerce and Industry be pleased to state:

(a) what progress has been made in setting up the first cement factory in Assam; and

(b) if so, where it is proposed to be located?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) and (b). A scheme has been approved for setting up a cement factory with an annual capacity of 132,000 tons at Umtynagar in the Khasi and Jaintia Hills. The sanctioned capacity will be established in two stages each covering 66,000 tons. For the first stage, the licensee has acquired land and placed orders for

substantial part of the plant and machinery. The second stage will be proceeded with some time later.

Beedi Factories in Vidharbha (Bombay)

*684. **Shri Balkrishna Wagnik:** Will the Minister of Labour and Employment be pleased to state:

(a) whether Government are aware that the beedi manufacturers of Vidharbha (Bombay) have started shifting the factories from Vidharbha to the neighbouring States due to increase in the minimum wages in that region and thus rendering unemployed a few thousand workers; and

(b) if so, the action Government propose to take in order to save the beedi workers from unemployment?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra):
 (a) The Government of Bombay is the appropriate Government under the Minimum Wages Act for fixing minimum wages for workers in beedi industry. According to a report received from that Government, no beedi factory has shifted from Vidharbha Region

(b) It is proposed to convene very shortly an inter-State Committee to consider the question of removing disparities in the rates of minimum wages in beedi industry fixed by certain State Governments, including the Government of Bombay.

Coir Industry in West Bengal

*685. **Shri Ghosal:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the West Bengal Government have submitted any plan for the development of coir industry; and

(b) if so, what is the amount grant-

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):
 (a) Yes, Sir. The scheme submitted by the State Government included a Model factory with a Research Section. As the Coir Board itself propose to set up a Branch Research Institute with a Model Factory at Calcutta, the State Government have been requested to revise the scheme, which is awaited.

(b) Does not arise.

Border Incident in Jammu

*686. **Shrimati Ila Palchoudhuri:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that Pakistani civilians armed with spears etc. infiltrated into Indian territory on Friday, February 14, 1958, near the village of Tokho Chakh near Jammu;

(b) if so, the details of the incident; and

(c) what effective steps have been taken to prevent such infiltrations in future?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon):
 (a) Yes, Sir.

(b) On the 14th February 1958, an Indian sepoy on leave was grazing his cattle near Takhu Chakh in Indian territory. At about 1500 hours, some Pakistani civilians, armed with lathis and spears, trespassed into Indian territory and tried to drive away his cattle. He raised an alarm and soon one of our patrols reached the spot. One of the Pakistani raiders was arrested but the others escaped.

(c) Police pickets are established along the border which is also regularly patrolled.

Abolition of District Boards

*687. **Shri Kalika Singh:** Will the Minister of Planning be pleased to state:

(a) whether the Planning Commission is in agreement with the view

of the study team for Community Development and National Extension Service stated in Vol. I Part I section 2 sub-Section 5 at page 6 of their report relating to abolition of District Boards and formation of single representative and vigorous democratic institution to take charge of all aspects of development work in the rural areas; and

(b) if so, the action taken in the matter?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) and (b). Copies of notes containing

(i) the preliminary conclusions of an informal meeting of the Planning Commission which considered the subject; and

(ii) the decision of the Standing Committee of the N.D.C. taken on the subject are placed on the Table of the House. [See Appendix IV, annexure No. 23.]

Hindustan Antibiotics (Private) Limited

*688. *Shri Gajendra Prasad Sinha:*
Shri D. C. Sharma:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether the expansion programme of the Hindustan Antibiotics Private Ltd. has been completed; and

(b) if so, what is the present rated production capacity of the Plant?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) The scheme is in progress.

(b) The present rated capacity is 25 million mega units of sterile penicillin per annum.

Coconut Oil and Copra Prices

*689. *Shri Heda:* Will the Minister of Commerce and Industry be pleased to state:

(a) the reasons for rise in the prices of coconut oil and copra in recent months;

(b) what were the highest prices in the months of October; November, and December, 1957; and

(c) its effect on soap and vanaspati industries?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Prices of coconut oil and copra have risen in this country due to their rise in the main producing areas in the world, i.e., South-East Asian countries.

(b) A statement giving the required information is laid on the Table of the House. [See Appendix IV, annexure No. 24.]

(c) There has been no effect on vanaspati industry as very little coconut oil is used in it. Some small scale soap manufacturers had, however, complained to Government about the scarcity and consequent rise in prices and Government have liberalised the import policy to some extent.

Manufacture of Cosmetics

*690. *Shri V. P. Nayar:* Will the Minister of Commerce and Industry be pleased to state:

(a) whether Ponds Products like Ponds Cream, face powder and other cosmetics are now manufactured in India;

(b) the total investment for which permission has been granted to the Licensee;

(c) the location of the factory and the name of the company owning it; and

(d) the total sales turn over of Ponds Products during the year 1955, 1956 and 1957?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) At present only Face powder and Talcum powder are manufactured in this country.

(b) No permission has been granted by the Government for foreign

investment or for issue of Indian capital. Detailed information regarding investment to date is being collected.

(c) Messrs Rightaids (Orient) Private Ltd., Old Madras Road, Duravani Nagar, Bangalore.

(d) Information is being collected.

Seminar on Labour-Management Co-operation

*691. { Shri S. M. Banerjee:
Shri Ram Krishan:
Shri Tangamani:

Will the Minister of Labour and Employment be pleased to state:

(a) the number of representatives who participated in the Seminar on Labour-Management Co-operation which was held recently in Delhi;

(b) the suggestions and recommendations made at the Seminar; and

(c) the action Government propose to take to implement the same?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra):
(a) 101 persons participated in the Seminar

(b) A statement is laid on the Table of the Sabha. [See Appendix IV, annexure No. 25.]

(c) The Scheme is to be implemented on a voluntary basis by the participating units. The State Governments and the participating units have been informed of the conclusions and recommendations of the Seminar and they have been requested to keep the Ministry informed of progress in the matter

Jari Industry

*692. { Dr. Ram Subbag Singh:
Shri A. K. Gopalan:
Shri Kodiyan:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Committee appointed to inquire into the conditions

of Jari Industry has submitted its report; and

(b) if so, what are the main recommendations contained in that report?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b). A working Group was set up in December 1957 to enquire into the conditions of the Industry. The report of the Group is awaited.

Import of Films

*693. { Shri Raghunath Singh:
Dr. Ram Subbag Singh:
Shri Gajendra Prasad
Sinha:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government have relaxed the rules for the import of films from the U.S.A.; and

(b) if so, the estimated Foreign Exchange to be spent on the American Films in the course of 1958-59?

The Minister of Commerce (Shri Kanungo): (a) Yes, Sir.

(b) According to the agreement, remittance is permitted for a value not exceeding 12½ of the net remittable earnings of the films. It cannot be estimated at this stage with any degree of accuracy what the net remittable earnings will be during 1958-59.

Accidents at Indian Ports

*694. Shri E. M. Rao: Will the Minister of Labour and Employment be pleased to state:

(a) whether Government are aware that there is a steep increase in the reportable accidents at Indian ports since 1955; and

(b) if so, the steps Government propose to take to reduce the frequency of accidents while handling

cargo and ensure safety to the workers?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) Yes.

(b) The following steps are being taken in this connection:

- (1) A Scheme for training of dock workers has been framed and circulated to the Port Authorities and Dock Labour Boards.
- (2) The production of a full length film on "Safety in Dock Work" is in hand.
- (3) Safety Committees are being set up in the Ports to create safety consciousness amongst employers and workers.
- (4) Technical bulletins and safety posters for educating both the employers and workers in safety practice in dock work are being issued by the Organisation of Chief Adviser of Factories.

Explosion of Gas Cylinder in Hyderabad

Pandit D. N. Tiwary:
***695. { Shrimati Mafida Ahmed:**
Shri Assar:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that explosion of a gas cylinder occurred at the All India Industrial Exhibition at Hyderabad on the 22nd January, 1958;

(b) if so, the number of persons killed and injured;

(c) whether any enquiry has been held; and

(d) if so, the result thereof?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) Yes, Sir.

(b) 8 persons were killed and 13 injured.

(c) & (d). An enquiry was conducted by an officer of the Department of Explosives as also by the Commissioner of Police, Hyderabad. The preliminary report submitted by the Inspector of Explosives shows that the explosion was caused by the bursting of an improvised and unsafe cylinder in which Hydrogen Gas was being generated by a toy vendor for filling toy balloons. Generation of Hydrogen in an improvised and unsafe container is an offence punishable under the Indian Penal Code.

Small-Scale Industries

***696. Shri Shohha Ram:** Will the Minister of Commerce and Industry be pleased to state whether Government are seeking to obtain technical know-how and complete plants and equipments from abroad for the small-scale industries?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): Yes, Sir. A statement is laid on the Table of the House. [See Appendix IV, annexure No. 26.]

Wool Waste

***697. { Shri Vasudevan Nair:**
Shri Punnoose:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that no import duty is levied on wool waste imported into the country; and

(b) if so, the reasons for allowing this concession to this item?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) Yes, Sir.

(b) To assist the indigenous manufacturers of blankets and rugs.

National Sample Survey

*698. **Shri H. N. Mukerjee:** Will the Prime Minister be pleased to state:

(a) whether there is any stable programme of work for the National Sample Survey;

(b) whether it is a fact that the survey is split organisationally, the data being collected by a Government Department under the Cabinet Secretariat and processed by a private body, the Indian Statistical Institute; and

(c) if so, the reasons therefor?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): (a) The National Sample Survey has a regular programme of collection of data for planning and other purposes. This is however not rigid. The data is collected in respect of various sectors of the National Economy, emphasis being laid on different aspects to meet the requirements of the different Ministries. Government Departments etc., from time to time.

(b) Yes, Sir. The Indian Statistical Institute is an autonomous organisation which is helped by, and is connected in some ways with Government. It is also associated with the Planning Commission's work.

(c) The tabulation work relating to data thrown up by the National Sample Survey is of a highly technical nature and the Indian Statistical Institute has specialised experience in this work over a number of years. The project Section of the Institute is working on the lines of a National Statistical and Computational Laboratory for technical and large scale applied work in the processing of statistical data.

Export of Cycles

*699. **Shri Harish Chandra Mathur:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government of China and some other countries propose to buy a large number of cycles from India; and

(b) if so, what are the requirements of these countries and whether negotiations have been finalised?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b). No Sir; the Chinese Government had only shown some interest in the purchase of Indian bicycles during an Indian exhibition organised in China last year.

Import Licences

*700. **Shri V. P. Nayar:** Will the Minister of Commerce and Industry be pleased to state whether Government are maintaining a Company-wise/Firm-wise register of Import Licences granted by them from time to time with a view to find out the total value for which licences are granted in respect of each Company Firm?

The Minister of Commerce (Shri Kanungo): No, Sir.

Resolutions Passed by A.I.T.U.C.

*701. **Shri S. M. Banerjee:**
 Shri Tangamani:

Will the Minister of Labour and Employment be pleased to state:

(a) whether resolutions passed in the annual conference of the A.I.T.U.C. held in December, 1957 at Ernakulam have been received and considered by Government; and

(b) if so, the suggestions, if any, that have been accepted?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning Shri L. N. Mishra: (a) A.I.T.U.C. were requested on 14-1-58 to send copies of resolutions

passed in their last annual conference, but these have not yet been received.

(b) Does not arise.

Import of Foreign Publications

*702. Shri E. M. Rao: Will the Minister of Commerce and Industry be pleased to state:

(a) the total amount spent on the import of foreign publications during the year 1957;

(b) what is the percentage of foreign exchange consumed in that regard; and

(c) what incentives Government propose to give to raise the standard of Indian publications in view of the recent decision of the Government to ban the import of foreign publications?

The Minister of Commerce (Shri Kanungo): (a) The total value of imports of Foreign Publications during January-August, 1957 was Rs. 116.72 lakhs. The figures for subsequent months of the year are not yet available.

(b) The percentage of the value of imports of Foreign Publications to the total value of imports of India during January-August 1957 was about 18.

(c) Does not arise, as no decision has been taken to ban import of Foreign Publications.

International Trade Fair, Leipzig

*703. Shri Raghunath Singh:
Shri Bishwanath Roy:

Will the Minister of Commerce and Industry be pleased to state whether it is a fact that India is participating in the International Trade Fair at Leipzig which is to be held from the 2nd March to 11th March, 1958?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): Yes Sir.

अमरराष्ट्रीय अम संगठन की अन्वेषीय परिवहन समिति

दूरू. श्री म० ल० हिंदेवी : क्या अम और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) हैम्बर्ग (जर्मनी) में अन्वराष्ट्रीय अम संगठन की अन्वेषीय परिवहन समिति का जो छठा अधिवेशन हुआ था उसमें क्या निर्णय किये गये और उसका भारत पर क्या प्रभाव पड़ा ; और

(ल) इन निष्कर्षों को भारत में किस प्रकार कार्यान्वयित किया गया है ?

अम और रोजगार तथा योजना मंत्री के सभा-सचिव (श्री ल० ल० मिश्र) :

(क) अधिवेशन में पास हुा प्रस्ताव जिन पर भद्रस्य राज्यों द्वारा कारंवाई की जानी है, निम्नलिखित विषयों के बारे में है —

(१) बन्दरगाहों में कार्य संगठन और कार्य समादर मुद्धारने के तरीक।

(२) सड़क परिवहन में अम निरोक्षण।

(३) गोदी कामगारों के रोजगार को नियमित बनाना; और

(४) नियोजित इाइवरो को उनके राज्यार के बारे में दीवानी कानून मध्यन्वी दायों के विश्वदृ मंत्रकाण देना।

(ल) विनियम आवश्यक और सम्भव कारंवाई के लिये सम्बन्धित केन्द्रीय मंत्रालयों और राज्य सरकारों को भेजे गये हैं। समिति की सिफारिशों को धीरे धोरे ही अमल में लाया जा सकता है।

काम के बटों में कभी कभी काम के बारे में अन्वराष्ट्रीय अम संगठन की समिति

दूरू. श्री म० ल० हिंदेवी : क्या अम और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) जेनेवा में २७ अगस्त से १ सितम्बर, १९५६ तक काम के बटों में कभी

के बारे में अन्तर्राष्ट्रीय श्रम संगठन की समिति की जो बैठक हुई थी उसमें क्या-क्या विचार और निर्णय हुए हैं ; और

(ल) इन निर्णयों को भारत में सागू करने के लिये क्या कदम उठाये गये हैं ?

श्रम और रोजगार तथा योजना भंडी के सम्बन्धित (बी ल० ला० लिख) : (क) समिति में (जनेवा, २७-२८ अगस्त, ५६) जो विचार-विमर्श हुआ उसमें कोई निरिचित परिणाम नहीं निकला । इस सम्बले पर आगे क्या कार्रवाई की जाये, इस बारे में भी कोई समझौता नहीं हुआ । कई प्रतिनिधियों की राय थी कि इस विषय पर और विचार करने की जरूरत है ।

(द) प्रश्न नहीं उठता ।

अन्तर्राष्ट्रीय श्रम संगठन का प्रविधिक समूद्रीय सम्मेलन

८२३. श्री ल० ला० द्विवेदी क्या श्रम और रोजगार मत्री यह बताने की कृपा करेंगे कि

(क) लन्दन में १६ सितम्बर से २ अक्टूबर १९५६ तक हुए अन्तर्राष्ट्रीय श्रम संगठन के प्रविधिक समूद्रीय सम्मेलन में क्या निर्णय किये गये और उनका भारत पर क्या प्रभाव पड़ा,

(ल) इस सम्मेलन में भाग लेने के लिये भेजे गये प्रतिनिधियों पर भारत सरकार ने क्या संवर्च किया, और

(ग) भारत में इन निर्णयों को सागू करने के लिये क्या किया जा रहा है ?

श्रम और रोजगार तथा योजना भंडी के सम्बन्धित (बी ल० ला० लिख) : (क) प्रविधिक समूद्रीय सम्मेलन ने सिफारिशों की कि :

(१) बेतन, जहाजी कार्य-समय और

जहाजों में यथोचित नाविक-नियोजन सम्बन्धी १६४६ कनवेनशन के मतोधन विषयक प्रस्तावों के मसविदों को अन्तर्राष्ट्रीय श्रम सम्मेलन के समूद्रीय अधिवेशन में रखने के बारे में विचार करने के लिये एक अंतर्राष्ट्रीय समिति बनाई जाय ।

(२) अन्तर्राष्ट्रीय श्रम कार्यालय आवश्यक रिपोर्टों और विधि-नियों आदि की इवारत तैयार करे जिन पर अन्तर्राष्ट्रीय श्रम सम्मेलन के समूद्रीय अधिवेशन में विचार और निर्णय किया जाय ।

(ब) १६,१७३ ह्यमें ।

(ग) सम्मेलन ५ निर्णय पर सम्बन्धित सदस्य-राज्यों द्वारा कार्ड कार्रवाई करने की जरूरत नहीं थी ।

अन्तर्राष्ट्रीय श्रम संगठन क प्रावेशिक प्रशिक्षण पाठ्य-क्रम

८२४ श्री ल० ला० द्विवेदी क्या श्रम और रोजगार मत्री यह बताने की कृपा करेंगे कि

(क) मंसूर में १२ नवम्बर से ११ दिसम्बर, १६५६ तक अन्तर्राष्ट्रीय श्रम संगठन का सहकारिता के सम्बन्ध में जो प्रावेशिक प्रशिक्षण पाठ्यक्रम हुआ था उसमें किन विषयों के बारे में प्रशिक्षण दिया गया था ,

(ख) उसमें किन किन देशों के कितने कितने प्रशिक्षणार्थी आये थे ,

(ग) इस प्रशिक्षण कार्यक्रम पर भारत सरकार ने कुल कितना व्यय किया, और

(घ) इसमें प्रशिक्षण प्राप्त करने वाले भारतीयों को किन कामों पर लगाया गया है और उनके बेतनों में कितनी वृद्धि की गयी है ?

श्रम और रोजगार तथा योजना भंडी के सम्बन्धित (बी ल० ला० लिख) (क), दस्तकारी, घरेलू और सभु उद्योगों का संगठन

करके एशियाई देशों में रोजगार बढ़ाने के लिये सहयोग द्वारा क्या किया जा सकता है, यह प्रश्नाक्षण पाठ्य-क्रम का विषय था।

(क) देश का नाम भाग लेने वालों की संख्या

१. बर्मा	.	२
२. चीन (फारमोसा)	.	३
३. इन्डोनेशिया	.	२
४. जापान	.	१
५. पाकिस्तान	.	४
६. मलाया	.	१
७. थाईलैण्ड	.	१
८. भारत	.	१०

(ग) २८,४६१ परे ०३ नये पैमे।

(घ) प्राप्त जानकारी मंलग्न विवरण में दे दी गई है। (लेतिहर परिशिष्ट ४, अनुबन्ध संख्या २७)

लेतिहर मजदूर

८२५. श्री म० ला० द्विवेदी : क्या अम और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) द्वितीय अखिल भारतीय लेतिहर मजदूर जाच के लिये कुछ प्रविधिक औरो को तैयार करने के हेतु वर्ष १९५६ के प्रारम्भ में अम मंत्रालय, केन्द्रीय सार्वजनिक संगठन इत्यादि का जो कार्यकारी दल बनाया गया था उसने क्या काम किया है;

(ख) यह जाच कितने गावों में होगी ; और

(ग) सामुदायिक परियोजना क्षेत्र के अन्तर्गत कितने गांव आयेंगे ?

अम और रोजगार तथा योजना मंत्री के सभा-सचिव (श्री ल० ना० मिश्र) :

(क) से (ग). दूसरी अखिल भारतीय लेती हर मजदूर जाच के लिये स्ट्रेटिकाइड रेडम सर्पिलग के सिद्धान्त के अनुसार ३६६६ गांव

बने गये हे, जिनमें जाच की गई। लेतिहर मजदूर परिवारों की औसत सदस्य संख्या, परिवार-जनावट, घनोपार्जन-क्षमता रोजगार, बेकारी अद्वृतोजगार, आमदनी, खर्च और कर्जदारी सम्बन्धी जानकारी कार्यकारी दल द्वारा तैयार की गई ग्रन्थावली के जरिए एकत्र की गई थी। यह जाच अगस्त १९५६ के अखिल में शुरू की गई थी और १२ महीने में समाप्त हुई। राष्ट्रीय नमूना जाच निदेशालय ने, जिन्हें कि क्षेत्रीय कार्य सीपा गया था, काम समाप्त कर दिया है। प्राप्त जानकारी की अब भारतीय आंकड़ा संस्था द्वारा तालिकायें बनाई जा रही हैं। जिन ३६६६ गावों के बारे में जाच की गई उनमें से १५६ सामूहिक परियोजना ब्लौको में, २८८ सामूहिक विकास ब्लौको में और ८५६ राष्ट्रीय विस्तार सेवा ब्लौको में स्थित हैं।

लेतिहर मजदूर

८२६. श्री म० ला० द्विवेदी : क्या अम और रोजगार मंत्री यह बताने की कृपा करेंगे कि क्या प्रथम पंचवर्षीय योजनाकाल में लेतिहर मजदूरों की घनोपार्जन क्षमता में कोई बढ़ि हुई है ?

अम और रोजगार तथा योजना मंत्री के सभा-सचिव (श्री ल० ना० मिश्र) : अगस्त १९५६ और सितम्बर १९५७ के दरमियान लेतिहर मजदूरों के परिवारों के बारे में दूसरी अखिल भारतीय जाच की गई थी। इस जाच में परिवार-सदस्य संख्या, घनोपार्जन-क्षमता, बेतन, आमदनी-खर्च, और कर्जदारी के सम्बन्ध में जो जानकारी प्राप्त हुई थी उसकी भारतीय आंकड़ा संस्था द्वारा तालिकायें बनाई जा रही हैं। १९५०-५१ और १९५६-५७ में लेतिहर मजदूर परिवार की औसत घनोपार्जन-क्षमता की विवरण क्या थी, यह तालिकाओं के बनाने पर ही मालूम हो सकता है।

सरकारी उपकरणों की कार्रवाई

पूछ. श्री म० ला० द्विवेदी: क्या अब और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकारी क्षेत्र के उपकरणों में कर्मचारियों को क्या क्या कल्याण सुविधायें उपलब्ध हैं; और

(ख) इस सम्बन्ध में एकत्र की गयी जानकारी पर क्या कार्रवाही की गयी है ?

अब और रोजगार तथा योजना मंत्री के सभा-सचिव (श्री ल० ना० मिश्र) : (क) और (ख) कानून के अधीन जिन कल्याण सुविधाओं की व्यवस्था है, वे सरकारी क्षेत्र के उपकरणों में प्राप्त हैं। कुछ एक ग्रन्थ सुविधायें; जैसे आवास, चिकित्सा, शिक्षा, मनोरजन और सांस्कृतिक जो कि कानून में नहीं दी गई हैं, भी कुछ उपकरणों में प्राप्त हैं। सरकारी उपकरणों में कल्याण कार्य सम्बन्धी ठोस स्तरों को निर्धारित करने और उनके अनुमान कल्याण सुविधायें देने के मावाल पर हो विभागीय समितियां जो कि इस काम के लिये बनाई गई हैं, विचार कर रही हैं।

प्रश्नोक्त होटल

पूछ. श्री म० ला० द्विवेदी: क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जामनगर के महामहिम जाम साहेब और श्री हरवंस लाल चड्डा का प्रश्नोक्त होटल के प्रबन्ध से भ्रव भी किसी रूप में कोई सम्बन्ध है; और

(ख) यदि हा, तो क्या ?

निर्माण, आवास और संभरण मंत्री (श्री क० ल० रेडी) : (क) और (ख) श्री हरवंस लाल चड्डा ने अपने तमाम हिस्मे महामहिम जामनगर के जाम साहेब को बेच दिये हैं

और अब वह किसी भी रूप में अशोक होटल के प्रबन्ध में सम्बन्ध नहीं रखते हैं। महामहिम जाम साहेब ने कम्पनी के निदेशक बोर्ड में अपना एक निदेशक नियुक्त किया है।

Cottage Industries in Tripura

पूछ. श्री बंगली थाकुर: Will the Minister of Commerce and Industry be pleased to state:

(a) what are the small-scale or village or Cottage Industries established in Tripura during the last three years;

(b) the number of the persons engaged in those industries; and

(c) the amount allocated for these industries during the same period?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) A list is attached. [See Appendix IV annexure No. 28.]

(b) Information is not available.

(c) Information is being collected and will be laid on the Table of the House in due course.

India Electric Works Limited, Calcutta

पूछ. श्री हाईदर: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have received any report relating to the working of the India Electric Works Limited, Calcutta (West Bengal); and

(b) if so, whether Government contemplate any inquiry under Section 15 of the Industries (Development and Regulation) Act, 1951?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Two representations were received by Government during 1956 and 1957 from the India Electric Works Employees' Association and the India Electric Works (India Fan) Workers' Union respectively.

(b) The representations generally contained allegations regarding unsatisfactory and inefficient management of the firm. The allegations were examined by the Government and it was considered that the facts revealed did not warrant action under the Industries (Development & Regulation) Act, 1951. The petitioners were informed accordingly. In these circumstances, Government do not contemplate any inquiry under Section 15 of the Industries (Development & Regulation) Act, 1951.

India Electric Works Limited,
Calcutta

831. Shri Halder: Will the Minister of Labour and Employment be pleased to state:

(a) the steps taken to safeguard the Provident Fund money of the employees of the India Electric Works Limited, Calcutta;

(b) whether Government are considering any proposal to invoke Section 3 of the Employees Provident Fund Act, 1952 to cover those employees of this concern who are not covered at present under the Employees Provident Fund Scheme; and

(c) if so, by what time these persons will be covered?

The Parliamentary Secretary to the Minister of Labour and Employment (Shri L. N. Mishra): (a) Recovery proceedings for realising the provident fund dues amounting to about Rs. 11 lakhs as arrears of land revenue, are in progress. Prosecution has also been launched against the Company for non-payment of these dues.

(b) Government have decided to keep the matter in abeyance till the recovery proceedings stated against (a) have been completed and the amount realised from the Company.

(c) Does not arise.

Films

832. Shri Ram Krishan: Will the Minister of Information and Broadcasting be pleased to state:

(a) the total number of films produced in India during 1957-58; and

(b) the total number of films given 'U' certificate during the same period?

The Minister of Information and Broadcasting (Dr. Keskar): (a) There is no control on the production of films in India. It is, therefore, not possible to furnish precise information about the number of films produced in a particular year. However, in the calendar year 1957, the total number of films produced in India and certified for public exhibition by the Central Board of Film Censors under the Cinematograph Act, 1952 was:

35 mm

Feature, films	.. 292
Shorts over 2,000 ft. in length	.. 41

Shorts 2000 ft and below in length	.. 516
------------------------------------	--------

16 mm

Shorts above 800 ft. in length.	7
Shorts 800 ft and below in length	.. 24

Total	880
-------	-----

10 feature films and one trailer were refused certificates of public exhibition by the Board.

(b) 873.

Sewing Machines

833. Shri Ram Krishan: Will the Minister of Commerce and Industry be pleased to state:

(a) whether India has become self-sufficient in manufacturing of sewing machines;

(b) if not, the total number of sewing machines imported during 1957-58 so far; and

(c) the names of the countries from which they have been imported?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Existing units manufacturing domestic sewing machines have sufficient capacity to take care of the entire requirements of the country. As regards industrial sewing machines, the country is not yet fully self-sufficient but it is hoped that capacity already licensed will soon be established and be sufficient to meet the country's requirements.

(b) 10,094 sewing machines of all types have been imported during the period April-August, 1957.

(c) Imports have been mainly from the U.K., Japan and West Germany.

Resin and Turpentine Industries in Punjab

834. Shri Hem Raj: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Central Government have had discussions with the Punjab Government regarding the development of the Resin and Turpentine Industries in Punjab; and

(b) if so, at what stage is the matter?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Yes, Sir.

(b) The matter is under the consideration of the Government of Punjab.

Second Five Year Plan

835. Shri Omkar Lal: Will the Minister of Planning be pleased to state:

(a) the number of projects costing Rs. 50,000 or more completed so far under the first two years of Second Five Year Plan, State-wise; and

(b) the total amount spent on each?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) and (b). Information is not available

with us. In view of the very large number of schemes being executed under the Second Five Year Plan which cost Rs. 50,000/- or more, the time and labour involved in collecting information throughout the country in every field of development will not be commensurate with the value of the information to be secured.

Nylon Factory at Kotah (Rajasthan)

836. Shri Onkar Lal: Will the Minister of Commerce and Industry be pleased to state:

(a) whether there is a proposal to establish a Nylon factory in Kotah in Rajasthan,

(b) if so, when;

(c) the cost of establishing this factory;

(d) the estimated production of nylon per year in this factory; and

(e) the time by which the production will start?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Yes, Sir

(b) The proposal is under technical scrutiny.

(c) Capital equipment worth Rs. 72 lakhs will be imported. The cost of the other items is not known.

(d) 0.48 million pounds per annum.

(e) It is claimed by the sponsors that the factory will start production within 18 months from the date the project is licensed.

Loans for Displaced Persons in Tripura

837. Shri Dassaratha Deb: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the number of displaced persons in Tripura who have applied for second set of loan for the purchase of bullocks; and

(b) whether Government propose to advance such loans for the economic

rehabilitation of the displaced persons?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) About 1,000 in the current financial year upto 15th February, 1958.

(b) Normally no second loans are allowed to persons to whom rehabilitation assistance has already been given.

Industries in U.P.

838. Shri Kalika Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of new undertakings or units of industries which have been granted licenses under the Industries (Development and Regulation) Act, 1951 during the years 1956-57 and 1957-58 so far; and

(b) how many of the licensed undertakings have been located in U.P. State?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) 692 license under the Industries (Development & Regulation) Act were issued during the year 1956-57, 427 licences under the same Act were issued in 1957-58 (upto 15th February, 1958).

(b) 66 licences during 1956-57 and 28 licences in 1957-58 (upto 15th February, 1958) were issued for units in the Uttar Pradesh

Industrial Estates

839. Shri Anirudh Sinha: Will the Minister of Commerce and Industry be pleased to state the number and location of the Industrial Estates sanctioned by the Union Government State-wise upto the 31st January, 1958.

The Minister of Commerce and Industry (Shri Morarji Desai): A statement is attached. [See Appendix IV, annexure No. 29].

Handloom Industry in Rajasthan

840. Shri Onkar Lal: Will the Minister of Commerce and Industry be pleased to state:

(a) the amount spent in Rajasthan State for the development of handloom industry during the year 1957-58 so far; and

(b) the items on which the expenditure has been incurred?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Rs. 1,39,132.88 upto the 31st December, 1957.

(b) This information is being collected and will be laid on the Table of the House.

Industrial Units in Rajasthan

841. Shri Onkar Lal: Will the Minister of Commerce and Industry be pleased to state:

(a) whether some new industrial units are to be started in Rajasthan during 1958-59; and

(b) if so, what are those units and where those units are to be started?

Shri Morarji Desai: (a) and (b). A statement giving the information is attached. [See Appendix IV, annexure No. 30]

Housing for Displaced Persons in Rajasthan

842. Shri Onkar Lal: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the total number of the houses constructed for the displaced persons during 1955-56, 1956-57 in Rajasthan State, district-wise;

(b) the total amount of expenditure incurred on the construction of these houses during these years; and

(c) the total income derived from these houses in the form of rent or sale proceeds during the same period?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Ambar Charkha Scheme in Rajasthan

843. Shri Onkar Lal: Will the Minister of Commerce and Industry be pleased to state:

(a) the amount given to Rajasthan State as grants and loans for the implementation of Ambar Charkha scheme from the date of its introduction;

(b) the amount spent so far; and

(c) the result achieved?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) The amounts disbursed in the State of Rajasthan up to the 31st January, 1958, were as follows:—

Grants .. Rs. 17,60,887

Loans .. Rs. 34,05,100

(b) The information is not available.

(c) The results achieved up to the 31st January, 1958, were as follows:—

i)	No. of parishramalayas for spinners (including Branches) set up	222
ii)	No. of vidyalayas set up at For Instructors	4
	b) For carpenters	3
iii)	Personnel trained	
	a) Spinners	12,891
	b) Carpenters	346
	c) Instructors	544
iv)	No. of charkhas manufactured	18,744
v)	No. of charkhas distributed	11,081
vi)	Production of yarn	0.19 million lbs.
vii)	Production of cloth	0.87 million sq. yds.
viii)	No. of saranjam karalayas set up.	12

Silk Producing Centres in Rajasthan

844. Shri Onkar Lal: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of silk producing centres in Rajasthan;

(b) the names of the places where they are located;

(c) the quantity of silk produced so far;

(d) the quantity of cloth produced therefrom in a year; and

(e) the detailed accounts of income and expenditure of the centres owned by Government?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) None.

(b) to (e). Do not arise.

Registered Companies in Rajasthan

845. Shri Onkar Lal: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of registered companies in Rajasthan;

(b) whether some of them have gone into liquidation; and

(c) if so, whether they have paid the income-tax dues?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) 676 (upto 26-2-58).

(b) 75 (upto 26-2-58)

(c) The information is not readily available.

Second Five Year Plan of Rajasthan

846. Shri Onkar Lal: Will the Minister of Planning be pleased to state:

(a) the total sum of money allotted under Second Five Year Plan for Rajasthan in 1957-58;

(b) the total amount spent; and

(c) the reasons for shortfall, if any, in expenditure?

The Parliamentary Secretary to Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) and (b). The budgeted outlay under the Rajasthan Plan for 1957-58 was Rs. 21 crores; the preliminary revised estimate of expenditure reported to the Planning Commission is Rs. 17.94 crores;

(c) The shortfall is mainly due to shortage of technical personnel, steel and delay in procurement of plant and equipment.

Cardamom and Ginger Oils

847. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) whether India is exporting Cardamom Oil, Cardamom Tinctures, Ginger essence and Ginger oil; and

(b) if so, the value of annual exports of each of these since 1953-54?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). With the exception of ginger oil, the figures of exports of other items are not being separately specified in the Indian Trade Classification. Ginger oil has been separately classified only since January 1957. There have been no exports of ginger oil during the period January-October 1957 for which period only information is so far available.

Dyestuffs Industry

848. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to lay on the Table a statement showing the present position of dyes and dyestuffs manufacturing industry and state:

(a) the estimated value of imported raw materials for the industry; and

(b) the value of imports of each of the groups of dyes in the years 1954-55, 1955-56 and 1956-57?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). A statement giving the required information is attached. [See Appendix IV, annexure No. 31].

Activated Fullers' Earth and Bentonite

849. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to lay a statement on the Table showing the details of the indigenous industry engaged in the production of activated Fullers' Earth and bentonite and state:

(a) the installed capacity and the latest figure of annual production;

(b) the price of indigenous bentonite as compared to the imported bentonite; and

(c) the estimated demand of absorptive, catalytic, cleansing and decolorising clays at the end of Second Five Year Plan and the steps taken to attain self sufficiency?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) The installed capacity for Activated Fullers' Earth is 5,000 tons per year, Production in 1957 was 1,715 tons.

(b) The price of indigenous product fluctuates from Rs. 500/- to 650/- per ton, while that of imported material from Rs. 600/- to Rs. 780/- per ton.

(c) The demand is estimated at 3,000—4,000 tons per year. It is expected that the firms engaged in the manufacture of this chemical will be able to meet the entire demand as soon as they improve their quality and utilise their installed capacity to the maximum extent.

Creosote

850. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) the present position with regard to the manufacture of creosote in India at present; and

(b) the consumption of creosote for use in treating timber?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Creosote is obtained during the distillation of Crude Coal Tar which in turn is a bye-product of coke-ovens operated with the primary object to producing coke and/or coal gas. Two varieties of Creosote are produced in the country and the production of each during the past three years was as under:

Production

Year	Heavy Creosote	Light Creosote
1955	2,830 tons	2,000 tons
1956	3,330 tons	3,000 tons
1957	3,530 tons	2,650 tons

(b) The present consumption is about 8,000 tons per year.

Coffee Houses

851. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of Coffee Houses under the Coffee Board which had been closed down upto the 15th February, 1957;

(b) the number of such Coffee Houses handed over to the co-operatives of erstwhile employees; and

(c) the number of employees retrenched by such closure as on the 15th February, 1957?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (c). Presumably the honourable Member wants information regarding the number of Coffee Houses closed and employees retrenched upto 15-2-1958. 14 Coffee Houses and 9 Coffee Powder Depots were closed and 321 employees retrenched upto that date.

(b) Nil.

Match Production

852. Shri V. P. Nayar:
Shri Tangamani:

Will the Minister of Commerce and Industry be pleased to state:

(a) the production of matches in 1956-57 as compared to 1955-56;

(b) the share of the factories controlled by the W.I.M.C.O. and the Assam Match Company in these years; and

(c) the production in the B, C and D class Factories during the above period?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) to (c). A statement is attached. [See Appendix IV, annexure No. 32.]

Import of Milk Products

853. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state the total value of milk products imported in 1956-57?

The Minister of Commerce and Industry (Shri Morarji Desai): Rs. 10·7 crores approximately.

Chemicals

854. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) what is the present per capita consumption of sulphuric acid, soda ash, chlorine and ammonium sulphate in India; and

(b) how do these compare with the per capita consumption for each item in the U.S.A., the U.K. and Japan?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). Such statistics are not readily available either for our country or other countries.

Manufacture of Polythene

855. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) the present position of indigenous manufacture of polythene; and

(b) the share of the Imperial Chemical Industries India (Private) Limited?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) At present there is no indigenous production of Polythene but Government approved in 1956, two schemes with a total installed capacity of 11.4 million lbs. per year. These factories are expected to commence production in 1959.

(b) Out of the total issued capital of Rs. 248 lakhs for the Polythene Plant of Alkali and Chemical Corporation of India Ltd., Rishra, West Bengal, Messrs Imperial Chemical Industries (U.K.) have given sterling loan to the extent of Rs. 180 lakhs to Imperial Chemical Industries (India) to take up the shares offered to them in the new concern.

Dyes and Dyestuffs

856. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state the total demand of Dyes and Dyestuffs for the Textile Industries and how much of this is supplied by the Imperial Chemical Industries India (Private) Limited?

The Minister of Commerce and Industry (Shri Morarji Desai): The total annual estimated demand of various important dyes Textile Industry is approximately 107 lakh lbs. Separate figures of supplies made by the Imperial Chemicals Industries to meet this demand are not available.

Chemicals

857. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) how far the production of (i) sulphuric acid, (ii) caustic soda, (iii)

soda ash, (iv) chlorine, (v) super phosphates; and (vi) ammonium sulphate have kept pace with the targets laid down in the Second Five Year Plan; and

(b) whether the Government of India expect fulfilment of targets set for 1960-61 in all these items?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Rising trends in production indicate that so far, the pace is satisfactory *vis-a-vis* the targets.

(b) It is too early to state any thing at this stage as progress of various schemes of development is dependent on securing necessary foreign exchange credits.

Import of Caustic Soda

858. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of caustic soda actually imported in the years 1955-56 and 1956-57;

(b) the quantity for which the licences were issued to the first five firms topping the list of importers and the names of each such importer; and

(c) the main industries now using caustic soda?

The Minister of Commerce and Industry (Morarji Desai): (a)

1955-56 .. 59,713 tons.

1956-57 .. 94,915, tons.

(b) A statement is attached. [See Appendix IV, annexure No. 33]

(c) Rayon, Soap, Textiles, Paper, Petroleum, Dyestuff and Vegetable oil.

Soda Ash

859. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) India's estimated requirement of heavy variety Soda Ash in 1957-58 and also in 1960-61;

(b) the quantity of this soda ash produced so far or likely to be produced in the next two years; and

(c) the names of the countries from which the imports have been made in the current licensing period and the prices to be paid to each country?

The Minister of Commerce and Industry (Shri Morarji Desai): (a)

1957-58	..	50,000 tons.
1960-61	..	60,000 tons.

(b) Production may commence in 1959-60. It is difficult to assess the quantum of production at this stage.

(c) A statement is attached. [See Appendix IV, annexure No. 34]

Heavy Soda Ash

860. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) the present position of the indigenous production of heavy soda ash, if any; and

(b) the number of licences issued to set up production units and the names of parties to whom such licences have been issued?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) There is no production of heavy soda ash at present.

(b) 4 licences have been issued for setting up units for production of Soda Ash and all have been advised to set apart a portion of their capacity to manufacture heavy soda ash. Their names are as follows:—

1. Tata Chemicals Ltd., Mithapur.
2. Jiyajee Rao Cotton Mills, (Sau-rashtra Chemicals) Porbandar.
3. New Central Jute Mills (Sahu Chemicals), Sahupuri, Mughalsarai.
4. H.M.D.H. Bhiwandiwalla & Co., Bombay.

Training-cum-Production Centres for Woollen Cloth

861. Shri Daljit Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of training-cum-production centres for the manufacture of woollen cloth in Punjab;

(b) the number of Centres and the number of men and women working in them at present; and

(c) the details of the income and expenditures of these centres?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) to (c). Information is being collected from the State Government and will be laid on the Table of the House as early as possible.

उत्तर प्रदेश में अम्बर चक्र कार्यक्रम

862. श्री सर्जु पाण्डे : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश में अम्बर चक्र की योजना का कार्यान्वयन करने के लिये अब तक ग्राज्य सरकार को कितनी धनराशि दी गयी है;

(ख) इम योजना पर अब तक कुल किलना व्यय किया गया है; और

(ग) इस सम्बन्ध में क्या परिणाम निकले हैं ?

वाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) : (क) १९५७-५८ में अब तक २,६५,५०० ०।

(ख) जानकारी प्राप्त की जा रही है और मध्य की मेज पर रख दी जाएगी।

(ग) कलवारों को ट्रेनिंग देने के लिए सहायता दी गयी है। ३१ जनवरी १९५८ को १२६३ कलवार ट्रेनिंग पा रहे थे और इस तारीख तक ७,३०२ पौण्ड मूल तैयार किया गया।

उत्तर प्रदेश में हथकरघा उद्योग

वृ० ६३३. श्री सरदू पाण्डे : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) हथकरघा उद्योग के विकास के लिये १९५७-५८ में अब तक कितनी अन्तर्गत उत्तर प्रदेश का दी गई ; और

(ल) यह अन-राशि जिन वस्तुओं पर लावं की गई, उनका व्यौरा क्या है ?

वाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) : (क) श्री (ल). एक विवरण सभा-पट्टा पर २ आता है। [वेतने परिसिल ४, अनुदान संख्या ३५]

उत्तर प्रदेश में लकड़ी की ओरों के लिए
प्रशिक्षण तथा उत्पादन केन्द्र

वृ० ६४४ श्री सरदू पाण्डे : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश में इस समय लकड़ी की वस्तुएँ बनाने के लिये किनने प्रशिक्षण केन्द्र बन रहे हैं ;

(ल) इन केन्द्रों में कितने लोग प्रशिक्षण पा रहे हैं ; और

(ग) उन केन्द्रों के ग्राम तथा व्यय का व्यौरा क्या है ?

वाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) : (क) से (ग). जानकारी इकट्ठी की जा रही है और यथा-समय सभा की बेज पर रख दी जाएगी।

उत्तर प्रदेश में हथकरघा बन्द्र उत्पादन केन्द्र

वृ० ६५५. श्री सरदू पाण्डे क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश में हथकरघे का कपड़ा ठेपार करने वाले कितने थेन्ड्र ;

(ल) लेक केन्द्र में ति वर्द कितना कपड़ा तयार होता है ;

(ग) इन केन्द्रों में स समय कितनी अन्तिम प्रशिक्षण प्रत कर रख है ; और

(घ) उन पर ति वर्द कितना अवैता है ?

वाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) : (क) उत्तर प्रदेश में हथकरघा बन्द्रकरो की १०७२ सहकारी समितियाँ हैं जिनके अधीन १,०५,४१८ हथकरघे ।

(ल) उत्तर प्रदेश में अनवरी से नवम्बर १९५७ तक सहकारी समितियों द्वारा हथकरघे का ५१०.५ लाख गज कपड़ा तयार किया गया ।

(ग) तथा (घ) कोई जानकारी उपलब्ध न है ।

काम दिलाऊ दफ्तर

वृ० ६६६ श्री मोहन स्वरूप : क्या अब और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) काम दिलाऊ दफ्तरों द्वारा वर्द १९५७-५८ में (राज्यवार) कितने अन्तिमों को काम दिलाया गया ;

(ल) इनमें से कितनों को राज्य की सेवाओं में, केन्द्र में, अर्द्ध सरकारी और गैर-सरकारी कमां में काम दिलाया गया, और

(ग) केन्द्रीय सरकार ने इन काम दिलाऊ दफ्तरों पर १९५६-५७ में कितना लावं किया और कितनी राशि अनुदान के रूप में दी ?

अब और रोजगार तथा योजना मंत्री के सभा विचार (श्री ल० ल० लिला) : (क) और (ल) विवरण साथ लगा दिया गया है। [वेतने परिसिल ४, अनुदान संख्या ३६]

(ग) नियोजन कार्यालयों का सर्वे कोर्ट; और राज्य सरकारें कमशा: ६०:४० के अनुसार में उठाती हैं। १९५६-५७ के द्वितीय सरकार का सर्वे लगभग २६.५५ लाख पर्ये था।

राजस्वान ने विस्तारित व्यवस्था

दृष्टि. श्रा० राम सुभग तिहू: क्या पुनर्वास तथा अल्पतंश्यक कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वी पाकिस्तान के कितने विस्तारित व्यवस्था राजस्वान के कोटा जिले में बसाये गये हैं; और

(ल) प्रत्येक परिवार को पुनर्वास के लिये और खेती आरम्भ करने के लिये कितनी भूमि और कितनी नगद राशि वी गई है ?

पुनर्वास तथा अल्पतंश्यक कार्य मंत्री (श्री अंबर चन्द अस्सा). (क) २०-२-५८ तक ६० काश्तकार शरणार्थी परिवार पुनर्वास के लिये कोटा में भेजे गये थे।

(ल) एक विवरण सभा की मेज पर रख दिया गया है। [इसिये परिशिष्ट ४, अनुबन्ध संख्या ३७]

Iron Ore

३६८. Shri D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of iron ore so far purchased from India by Japan and the U.S.S.R. in 1957-58; and

(b) the terms on which it has been purchased?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) There is no contract for supply of iron ore to the U.S.S.R. The quality of iron ore supplied to Japan upto 31st December, 1967, against the 1.8 million tons contracted to be supplied by

the State Trading Corporation of India (P) Ltd. during July 1957 to June 1958 is 5,20,742 tons.

(b) It would not be in the business interest of the S.T.C. to disclose particulars of contracts.

Use of Polythylene in Building Construction

३६९. Shri Heda: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether Government have approved the use of polythylene in the construction of buildings;

(b) if so, in what form and how it is used; and

(c) the results achieved so far?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) to (c). Experiments are being carried out on the use of polythylene and it is too early to say anything definite on the results achieved.

Industries in Punjab

३७०. { Shri D. C. Sharma:
Sardar Iqbal Singh:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 970 on the 28th August, 1957 and state:

(a) the names of places where the industries are going to be established in the Punjab State during the Second Five Year Plan; and

(b) the nature of industries proposed to be set up there?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). A statement giving the information is attached. [See Appendix IV, annexure No. 38.]

Indian in France

३७१. Shri D. C. Sharma: Will the Prime Minister be pleased to state the number of Indian nationals residing at present in France profession-wise?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): There are at present 265 Indian nationals registered with the Indian Embassy, Paris residing in France. Students 88; Indian Government Servants 85; House wives 48; Artists 12; Businessmen 8; Indian nationals employed in UNESCO 6; Engineers 3; Journalists 2; Medical Practitioners 2; Business Executives 2; Religious Missionaries 3; Domestic servants 6.

ब्रिटिशिक सहकारी समितियाँ

प्र० ७२. श्री पद्म देव : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की तृष्णा करेंगे कि सरकार तारा वर्ष १९५६-५८ में ब्रिटिशिक सहकारी समितियों को कुल कितनी राशि रक्षण के रूप में दी गई?

वाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसल) : क्रियावरण सभा पट्टन पर इसके बारे में

	1956	Quantity (in cwts)	Value (Rs.)
Cashew Kernels	6,39,570	15,11,01,075	
Pepper	2,47,069	3,45,33,685	

दिया गया है। [वेस्ट वर्सिटी एवं सर्कारी संस्था १६]

Export of Pepper and Cashew Nut

प्र० ७३. श्री E. Madhusudan Rao: Will the Minister of Commerce and Industry be pleased to state:

(a) the total quantity of 'pepper' and 'cashew nut' exported to foreign countries during 1956 and 1957 separately; and

(b) the total Foreign Exchange earned from different countries on these exports?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). What is exported from India and commonly known as Cashew Nuts is really Cashew Kernels. On this basis, the quantity of 'Cashew Kernels' and 'Pepper' exported from India during 1956 and 1957 and the foreign exchange earnings therefrom were as follows:

	1957 (January-September only)	Quantity (in cwts)	Value (Rs.)
Cashew Kernels	5,06,816	11,07,43,862	
Pepper	2,64,256	3,04,21,886	

Unemployed Graduates

प्र० ७४. श्री Raghunath Singh: Will the Minister of Labour and Employment be pleased to state the number of unemployed graduates remaining on the live Register of various Employment Exchanges in India at present?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): 32,287 as on 31st December, 1957.

सेन्ट्रल इण्डिया काटन एसोसिएशन लिमिटेड

प्र० ७५. श्री राष्ट्रसाल व्यास : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) सेन्ट्रल इण्डिया काटन एसोसिएशन लिमिटेड के अन्तर्गत उज्जैन और इन्दौर

में ई के सौर के लिये अलग-अलग जो रिंग स्थगित किये गये हैं क्या उनके लिये कार्ड निर्दिष्ट सदस्य मन्त्र्या अनिवार्य कर दी गई है;

(ख) यदि हां, तो इन रिंग को चालू रखने के लिये कितने सदस्यों की आवश्यकता होती है और इस समय उज्जैन और इन्दौर के रिंग में कितने सदस्य हैं;

(ग) दोनों रिंग के कितने सदस्यों ने अलग-अलग अपना सदस्यता शुल्क दे दिया है और वार्षिक बन्दा जमा कर दिया है; और

(घ) कितने सदस्यों ने उक्त राशियाँ अभी तक नहीं दी हैं अथवा सदस्यता से त्याग-पत्र दे दिया है?

आवास्यक संस्था उद्योग मंत्री (श्री मोरार-
जी देसाई) : (क) जी हा।

(क) आवास्यक सदस्य संस्था :
प्रत्येक में ५०.

इस समय सदस्य संस्था:

उज्जैन	६८
इन्दौर	५२

(ग) आर (र). दो विवरण ग्रन्थ-पटल
पर रखे जाने हैं। [देखिये परिचय ४,
आनुवन्ध संस्था ४०]

Tea

876. Shri Muhammed Elias: Will the Minister of Commerce and Industry be pleased to state:

(a) which country/countries have import duty above 100 per cent on tea;

(b) what is the total quantity of their annual imports;

(c) what is the total gross earnings of the European controlled tea broking houses in Calcutta in 1956-57; and

(d) the total gross earnings of the Indian controlled tea broking houses in Calcutta during the same period?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) As far as Government are aware, no country has at present an import duty on tea of above 100 per cent of its c.i.f. value.

(b) Does not arise.

(c) and (d). Precise information is not available.

Displaced Persons and Meos in Matsya Division

877. Shri Shobha Ram: Will the Minister of Rehabilitation and Minority Affairs be pleased to state as to when the displaced persons and Meos in the Matsya Division are going to be bestowed with Khatedari rights over the agricultural lands allotted to them?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): The displaced persons who have been allotted evacuee agricultural lands which have since been acquired by the Central Government, will not be granted khatedari rights in those lands. They can, if they have not contravened any of the conditions of allotment, acquire ownership of the lands by adjusting the price against their land claims or by paying the price in annual instalments as provided in the Displaced Persons (Compensation and Rehabilitation) Rules, 1955.

The Meos who have been given lands in Rajasthan after being dispossessed on account of migration to Pakistan and their subsequent return have been restored their original lands or have been given alternative lands under Section 16 of the Administration of Evacuee Property Act. They have been conferred the same rights as they had enjoyed on their own lands prior to migration, i.e. proprietary, Khatedari and tenancy etc. Necessary instructions to give effect to this policy have been issued to the State Government.

Chembur Colony

878. Shri Assar: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether Government are aware that there are no internal electric connections in the newly built multi-storeyed buildings and in the reconditioned barracks for displaced persons in the Chembur Colony in Bombay; and

(b) if so, the reasons therefor?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) and (b). There has been some delay in the provision of internal electric connections in the government-built properties in Chembur Colony, as settlement of the terms on which the Bombay Suburban Electric Corporation was to undertake this work took some time. The terms have now been settled and it is expected that the work will be taken in hand soon.

लघु उद्योगों का विकास

पृष्ठ०. श्री अनिलदा तिहू : क्या वित्तीय तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि लघु उद्योगों के विकास और विस्तार की एक योजना को कार्यान्वयन करने के लिये कई अमेरिकन स्रोतों से सहायता के प्रस्ताव प्राप्त हुए हैं; और

(ख) यदि हां, तो किन-किन ध्रोतों से किस प्रकार की सहायता के प्रस्ताव प्राप्त हुए हैं?

वित्तीय तथा उद्योग मंत्री (श्री मोरारजी देसाई): (क) और (ख). एक विवरण सभा-पटल पर रखा जाता है [इसमें चर्टिंग अ०, लघुबन्ध संघा, ४१]

सरकारी क्वार्टरों का विषय जाना

पृष्ठ०. श्री क० भ० नालवीय: क्या वित्तीय आवास तथा संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकारी कर्मचारियों को सरकारी क्वार्टर देते समय उन व्यक्तियों को भी दिल्ली-निवासी कर्मचारियों के समकक्ष माना जाता है जो कि शिमला चले जाते हैं या वहां से स्थानन्तरित होकर दिल्ली आते हैं; और

(ख) यदि हां, तो १९४७ के बाद भी जब कि शिमला ग्रीष्मकालीन राजधानी नहीं रहा है यह व्यवस्था बनाये रखने का क्या कारण है?

वित्तीय, आवास तथा संभरण मंत्री (श्री क० भ० रेड्डी): (क) जी, हां।

(ख) इस नियम को चालू रखने के लिये कई एक विचार रखे गये जैसे (१) केन्द्रीय सरकार के कुछ कार्यालय पूर्ण रूप से या उनका कुछ हिस्सा शिमला में है और दिल्ली में

कार्यालयों तथा शिमला में कार्यालयों के बीच तबदीलियां आय हैं (२) कुछ कार्यालय जो कि पहले दिल्ली में थे शिमला में भेज दिये गये और यह उन कार्यालयों के कर्मचारियों के लिये कठिनाई की बात होती यदि उनकी दिल्ली में की गई नौकरी शिमला में मकान लेने के लिये गिनी न जाती। (३) बहुत से वे भक्सर जो, जब गर्भी में शिमला राजधानी होती थी, शिमला चले जाया करते थे, अभी नौकरी में हैं और उनके अधिकारों को सुरक्षित रखना आवश्यक है। क्या बदली हुई परिस्थिति में भी यह विचार अब भी उपयुक्त होंगे इस बात पर विचार करने के लिये सरकार का सुझाव है।

Groundnut and Edible Oil Exports

881. Shri Subbiah Ambalam: Will the Minister of Commerce and Industry be pleased to state:

(a) the value and the quantity of groundnut oil and other edible oils exported during each year from 1950 to 1957;

(b) the total production of such oils, in India during the same period (year-wise); and

(c) the comparative market price for the same at home and abroad for the same period (year-wise)?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) to (c). A statement giving the required information is laid on the Table of the House. [See Appendix IV, annexure No. 42.]

Small Scale Industries in Punjab

882. Sardar Iqbal Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Small Scale Industries in Punjab have secured orders from the National Small Scale Industries Corporation during 1957-58 so far; and

(b) if so, the names of those Small Scale Industries?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). A statement is laid on the table of the House. [See Appendix IV, annexure No. 43].

Export of Handloom Cloth

883. Sardar Iqbal Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) the steps proposed to be taken this year to regulate the export of handloom cloth; and

(b) whether it is a fact that the quantity of handloom cloth to be exported this year is expected to be more than what it had been in 1957?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) The setting up of an Export Promotion Wing and a Handloom Export Organisation for handlooms is under consideration.

(b) Yes, Sir.

Rayon Factories

884. Sardar Iqbal Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of Rayon producing factories in the country at present; and

(b) their annual production?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Four.

(b) 1957—24.65 million lbs.

राष्ट्रीय पुलिनिर्माण

मंत्री, श्री प० ला० भारपाल: क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत के नवनिर्माण के लिये जनता को प्रोत्साहित करने के हेतु कोई नाटक मण्डलियों भी हैं;

(ख) यदि हाँ, तो कितना,

(ग) इन नाटक मण्डलियों ने १९५५, १९५६ और १९५७ में नवम्बर तक कितने नाटक खेले और कहाँ—कहाँ खेले; और

(घ) ये नाटक किस प्रकार के थे; और

(ङ) उक्त अवधि में इन पर कुल कितना व्यय किया गया?

सूचना और प्रसारण मंत्री (शा० केसकर).

(क) और (ख). इस मन्त्रालय के तीत और नाटक विभाग योजना के प्रचार के लिये देश भर की २६० मण्डलियों के नाम दर्ज किये हैं।

(ग) देश भर में विभिन्न स्थानों पर खेले गये नाटकों की संख्या इस प्रकार है:—

१९५५	८४६
१९५६	१,१२५
१९५७ (नवम्बर, १९५७ तक)	८०० (लगभग)

नाटक खेलने के स्थानों की फेहरिस्त बहुत लम्बी होगी और उपयोगी नहीं सिद्ध होगी।

(घ) यह नाटक अधिकारा विकास कार्य और रचनात्मक विषयों पर आधारित है।

(ङ) लगभग ६,४०,००० रुपये (भक्तवर, १९५४ से नवम्बर १९५७ तक)।

Sale of Beedis

886. Shri Kalika Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) what is the total sale value of beedis in India and its percentage to the total sale value of cigars and cigarettes;

(b) the figures of the total sale of beedis for the years 1955-56, 1956-57 and 1957-58 so far; and

(c) whether any, and if so, what steps are being taken to improve the quality of beedis?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) to (c). The information is being collected from State Governments and will be laid on the Table of the House

Cement Factories

887. **Shri Hem Raj:**
Shri Padam Dev:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 27 on the 11th February, 1958 and state:

(a) the cement factories which are to be set up in the Second Five Year Plan state-wise and their location,

(b) which of them will be set up in the public sector and which of them will be in the private one, and

(c) the main criteria taken into consideration for their location?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) A statement is laid on the Table of the House. [See Appendix IV, annexure No 44]

(b) All these factories will be in the private sector with the exception of the expansion schemes of Mysore Iron and Steel Works, Bhadravati and Government Cement factory, Churk, which are in the public sector.

(c) The main considerations for determining the location of cement factories are:

1. Availability of:

- (i) raw materials like limestone, Gypsum etc;
- (ii) electric power and water; and
- (iii) rail transport facilities.

2 Supply and demand position in the region.

Government Factories in Punjab

888. **Shri Daljit Singh:** Will the Minister of Labour and Employment be pleased to state the total number of factories and labourers in Punjab

which come directly under the Government of India?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): The latest figures are in respect of 1956 when there were 25 factories in the Punjab which came directly under the Government of India. Twenty three of these employed 8331 workers per day. Information in respect of the other two factories is not readily available

Employment Exchanges

889. **Shri Daljit Singh:** Will the Minister of Labour and Employment be pleased to state the total number of persons of all grades on the live registers of Employment Exchanges in the country on the 31st December, 1957?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): 9,22,099

N.E.F.A.

890. **Shri Hem Barua:** Will the Prime Minister be pleased to state the cultural programmes so far planned and executed in North Eastern Frontier Agency for its different tribes?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): A statement is placed on the Table of the House. [See Appendix IV, annexure No 45].

विस्थापित व्यक्तियों के लिये कम्बल

८८१. श्री सरजू पांडे : क्या पुनर्वास तथा अल्पसंख्यक कार्य मन्त्री यह बताने की कृपा करेगे कि ।

(क) १९५७-५८ में विस्थापित व्यक्तियों के लिये कम्बल खरीदने पर कितनी बन राशि जर्ब की गई;

(ख) कम्बल खरीदने का ठेका किस दृष्टि पर दिया गया था; और

(ग) उक्त अवधि में कितने कम्बल खरीदे गये?

मुनर्सि तथा अस्पसेक्युर कार्य मंत्री
(श्री मेहर चन्द खाना): (क) से (ग). १९५७-५८ में डायरेक्ट जनरल आफ सप्लाइज एन्ड डिस्पोजल्ज को ६५,३५० कम्बल खरीदने के अंडर दिये गये थे। डायरेक्ट जनरल आफ सप्लाइज एन्ड डिस्पोजल्ज ने यह सामान साधारण व्यवस्था के मुताबिक खरीदा था। इन कम्बलों की कीमत लगभग ११ ७२ लाख पये है।

Tea Industry in Punjab

892. { Shri Hem Raj:
Shri Daljit Singh:
Shri Patam Dev:

Will the Minister of Commerce and Industry be pleased to state the amounts allotted so far to the Punjab State for the development of Tea Plantations and Tea Preparation and Tea Industry?

The Minister of Commerce and Industry (Shri Morarji Desai): A sum of Rs 2 lakhs has been provided in the revised Estimates of the Tea Board for 1957-58 for the development of the tea industry in the Punjab State. No account has however been spent so far for the purpose.

Dandakaranya Scheme

893. Shri B. Das Gupta: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the total estimated amount allotted or proposed to be allotted for deforestation of Dandakaranya; and

(b) the total approximate value of the forest asset that will be destroyed for making the area suitable for habitation?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) The estimated area of Dandakaranya is 80,000 sq. miles. The areas suitable for the rehabilitation of displaced persons in this vast tract have yet to be determined after a

detailed survey. It is therefore not possible at this stage to furnish the information required by the Hon. Member. The amount allotted for the Dandakaranya Scheme for the year 1958-59 is Rs. 3 crores.

(b) Only areas not covered by valuable forests and which could be suitable for cultivation are to be cleared for the rehabilitation of displaced persons.

POINT OF INFORMATION

श्री यादव (वारावकी): अध्यक्ष महोदय मेने एक काम रोको प्रस्ताव थी पी० जे० राव, प्रेस एटैची इन दी प्राफिस आफ दी कमिशनर फोर इटिया, को मेजो डैम के एक निकट के होटल मे निकाने जाने के मम्बन्ध में उठाया है श्रीर जो फि आज के समाचारपत्रों मे छारी सबर पर आवारित है ...

Mr. Speaker: Order, order. If I disallow any particular question or Resolution or do not give consent to any of those notices that have been given to me, the hon Member can make a representation. I will certainly see if there is anything that can be done. I have appointed a special Superintendent in the Notice Office. He can go and tell him. He can look into it. Then, it has to be put up to me. Thereafter, I will bring it up, if necessary, before the House. It is no good interrupting the ordinary work of the House as put down in the agenda. I will hear him. Let him come to me at 15.30 hours.

PAPERS LAID ON THE TABLE NOTIFICATION re: AMENDMENTS TO CINEMATOGRAPH (CENSORSHIP) RULES

The Deputy Minister of Labour (Shri Abid Ali): On behalf of the Minister of Information and Broadcasting (Dr. Keskar), I beg to lay on the Table, under sub-section (3) of

[Shri Abid Ali]

Section 8 of the Cinematograph Act, 1952, a copy of Notification No. G.S.R. 17 dated the 15th February, 1958, making certain further amendments to the Cinematograph (Censorship) Rules, 1951. [Placed in Library. See No. LT-569/58].

NOTIFICATIONS re: AMENDMENTS TO
COFFEE RULES

The Minister of Commerce (Shri Kanungo): I beg to lay on the Table, under sub-section (3) of Section 48 of the Coffee Act, 1942, a copy of each of the following Notifications making certain further amendments to the Coffee Rules, 1955:—

(1) S.O. No. 11, dated the 15th February, 1958.

(2) S.O. No. 83, dated the 22nd February, 1958.

[Placed in Library. See No LT-570/58].

ELECTION TO COMMITTEE

COIR BOARD

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): On behalf of Shri Manubhai Shah, I beg to move:

"That in pursuance of clause (e) of sub-rule (1) of Rule 4 of the Coir Industry Rules, 1954, as amended by S.R.O. No. 3983, dated the 12th December, 1957, 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 Coir Board".

Mr. Speaker: The question is:

"That in pursuance of clause (e) of sub-rule (1) of Rule 4 of the Coir Industry Rules, 1954, as amended by S.R.O. No. 3983, dated the 12th December, 1957, 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 Coir Board".

The motion was adopted.

DEMANDS FOR SUPPLEMENTARY
GRANTS—RAILWAYS—contd.

Mr. Speaker: The House will now resume further discussion of the Supplementary Demands for Grants in respect of railways, 1957-58. Out of 3 hours agreed to by the House for the discussion and voting on the Demands, 1 hour and 3 minutes have already been availed of and 1 hour and 57 minutes now remain. All the Demands and cut motions Nos 2, 4, 6, 7, and 11 moved yesterday are before the House.

Shri Naushir Bharucha may now continue. Before he starts, may I know how long the hon. Minister will take to reply?

The Deputy Minister of Railways (Shri Shahnawaz Khan): About half an hour.

Mr. Speaker: We will take the remaining time as 2 hours. So at 13.30 hours he will reply.

Shri Naushir Bharucha (East Khandesh): Mr Speaker, Sir, yesterday I mentioned that the total Supplementary Demands for Grants amounted to Rs. 45 crores, and in a Budget of Rs. 384 crores, that provision amounted to as much as 12 per cent. Therefore, it does not speak well of those who formulated the estimates.

I desire to touch very briefly on several points. The first is on page 1 of the Demands. Excessive expenditure on telephones and postage comes to Rs. 2.88 lakhs. It is very surprising that the Railway Board,

which is after all one section of the entire Railway Administration, so erroneously estimates its expenditure on telephones and postage. Only on telephones and postage, it goes off the mark by nearly Rs. 3 lakhs. I should certainly like to know what is it that the Railway Board did not foresee? That its department and clerks would not talk so much? Even if we divide it evenly between postage and telephones, Rs. 1½ lakhs means a million and a half calls. I should certainly like to know how is it that the Railway Board found that it was necessary to put through over a million and a half calls in the space of one year only and it forgot to take that fact into consideration. Surely at a time when everybody is pressing for economy, when hon. Members in this House cannot get an extra copy of their speech because there is economy, when hon. Members cannot get the services of an additional peon and have got to lift loads of budget literature themselves, I ask, how is it that the Railway Board comes and tells us that Rs. 3 lakhs additional sum is wanted for expenditure on telephones and postage. This is a type of Demand which is almost an insult to the intelligence of this House.

The second point is on page 6— inadequate provision for staff for review of all bridges on railways.

12.07 hrs

[MR. DEPUTY-SPEAKER in the Chair]

In view of the fact that several accidents have taken place as a result of defects in bridges, it is very necessary that some more provision should be made for inspection of bridges. Imagine Rs. 3 lakhs being spent on telephone calls and postage, but for inspection of all bridges on all railways only Rs. 4 lakhs! How is it possible for the Railway Administration within the sum of Rs. 4 lakhs to inspect all the bridges?

I want to make a suggestion in this connection. Several bridges had been

constructed years ago, bridges such as at Basain and Broach over the Narbada. These bridges are mainly steel structures. In those days when these bridges were constructed, the advanced technique of finding flaws in steel structure was unknown. Today it is possible to have—it is a very common thing—electrical equipment which detects flaws in steel structure. May I make this suggestion to the hon. Minister that it is not only enough to have for one year Rs. 4 lakhs of rupees, but we must have a special bridge inspection unit on a permanent basis equipped with electrical appliances for detection of flaws in girders and pylons particularly. I would suggest that they should make a special survey of the basin bridges whose pylons are submerged in salt water, and where the current is heavy. Actually, one of the pylons collapsed as a result of a loose barge striking against the pylon. Therefore, it is necessary that the inspection of bridges should not proceed on old lines and old methods but scientists must also help bridge-inspectors in their task.

The next point is about the failure to take effective safety measures despite heavy expenditure on such measures. We are told on page 8 that there is an increase of Rs. 2·7 crores under 'Maintenance of way and works', comprising of additional safety measures during 1957-58 such as appointment of patrolmen, repairs to bridges, additional ballast as a safety measure etc. It is an irony of fate that 1957-58 has produced the biggest crop of accidents probably in many years of railway history. I do not blame the hon. Minister for it but there is, again, one point in respect of which I want to say something. He said that the human element was occasionally responsible or often responsible for accidents. My hon. friend, Shri Feroze Gandhi, said that whenever a railway rule was violated, then only accident took place. It is not so. Electrical signals on the Bombay suburban lines

[Shri Naushir Bharucha]

repeatedly fail, and I am told by a Union of Railwaymen, who are well versed in this matter, that these failures are as much as 300 times a month. I am surprised how at all our suburban trains run.

Therefore, if he wants more money on tele-communications and signals maintenance, this House will not grudge it. But I would ask him to see whether the things cannot be placed on a more scientific basis. I think in this age of scientific advancement, it should not be impossible to devise some method whereby the failure of signals is automatically telemetered to a certain control room from where action can immediately be taken to remedy the defect. This device is possible if scientists apply their minds to it; this device can be perfected.

Then, coming to 'Ordinary Working Expenses—Operating Staff', I desire to bring to the notice of the hon. Minister the grievances of employees, particularly, the commercial clerks on the Western Railway, who have brought to my notice the fact that the Railway Administration inflicts upon them penalties forbidden by the Payment of Wages Act. The Payment of Wages Act Authority has drawn the attention of Government to the fact that punishments such as demotions, withholding of increments etc. are not permissible under the Payment of Wages Act. But, yet, the Railway continues to inflict these punishments. I should like the hon. Minister to look into this fact also.

With regard to failure to economise on fuel, I have already drawn attention to it yesterday and I will not speak anything more on that.

Then, coming to page 16, Rs. 6½ lakhs are demanded for compensation arising out of railway accidents. I do not think the House will grudge granting even a much bigger sum to the hon. Minister. But, in this con-

nection, I would desire the hon. Minister to apply his mind to this fact that certain definite measures by way of administrative practice should be adopted wherever accidents occur for the relief of the victims. It is true that the hon. Minister or the Railway Administration may not be in a position to prevent accidents; but, certainly, they are in a position to minimise the pangs of sorrow and the injury to the victims of such accidents. I would suggest that by way of administrative policy, the hon. Minister should pay attention to the following suggestions:

That in any major accident, who-soever's fault it is, that is immaterial—the poor passenger has paid his fare through the nose—whether it is the fault of the driver or the guard or the signals, it is not his concern—in any major accident, there should be immediate arrangement for the transport, free of cost, of all the passengers involved and the authorities on the spot must be empowered to do that.

Secondly, free medical treatment, not only on the spot, but in hospital including expenses of injections and surgical operations and even artificial limbs etc. should be regarded by the Railways as their responsibility.

Thirdly, and I emphasise this, I want a reasonably generous provision for compensation to the injured persons or their dependents to be given. The Minister should consider the setting up of a domestic tribunal for the purpose of determining such compensation. The Railway Administration is a powerful administration and it can say that the man injured can go to a court of law. But, I always oppose the attitude. We in power, we in authority here are not here to tell the injured people to go to a court of law, because going to a court of law is a very costly procedure. It takes time; it takes years

before compensation is paid. Therefore, the entire policy of paying compensation to the victims of disaster must be placed on humane basis. I would, therefore, request the hon. Minister to consider the question of setting up a domestic tribunal which, in a rough and ready manner will judge what is the amount of compensation to be paid and that should be paid without the man being asked to go to a court of law.

Lastly, I desire to draw the attention of the House to page 23. Additional Rs. 14.62 crores are required for the purchase of the Chola Power House, the Rourkela-Durg line doubling and an additional Rs. 3 crores for the Integral Coach Factory. These are matters, which, surely, the Railway Minister could have foreseen at the time when the Budget estimates were prepared early. The purchase of the Chola Power House did not come over the telephone all of a sudden. Why was this provision not made? I am simply drawing attention to the fact that at the time when we discuss the Budget, we should have all the proper estimate.

These are the points which strike one at the first reading of the Supplementary Demands for Grants. I hope the hon. Minister will consider the points that I have raised.

Shri Panigrahi (Puri): I refer to Demand No. 17 of the Supplementary Demands for Grants. Under Demand No. 17 more money has been asked for replacement of rolling stock, machinery etc. I would just like to draw the attention of the hon. Minister to two railway lines in Orissa; one is the Rupsa Banjriposi line and the second is the Naupada-Gunupur line.

During the last 50 or 60 years, on these two lines no addition, no development and no improvement have been effected. If they are allowed to

remain as they were just to show the contrast between the India that was old and the India that is now, then, I have nothing to say. But, if every part of India is required to share the benefits of the achievements of new India that is in the making today, I would urge upon the Minister to look into these two lines, because these two lines serve a particular area in which there are no other lines and that part is completely neglected.

I now refer to Demand No. 5. More money has been asked for equipping trains with lighting arrangements. But, there is one line from Jharsuguda to Sambalpur, where the trains run constantly at night usually without any lighting arrangements. It is a branch line.

I again refer to Demand No. 1. It is a very minor point. I just want to bring to the notice of the hon. Minister that every time we are told that the Railway Board is looking into the question of amenities for passengers. I do not know if the hon. Railway Minister has visited the Cuttack railway station. It is a city of a population of 1,20,000. In the third class waiting room in Cuttack, the principle of peaceful co-existence between animals and passengers is completely observed. The bulls, cows, stray dogs and third class passengers co-exist there in the third class waiting room and no arrangement has been made to improve that.

In the Jajpur-Keonjhar Road station, there is no facility for drinking water. In Cuttack, there is no city booking office. Many times the Railway Board has assured us that it will be opened; but, for the last so many years, no attention has been paid to this assurance.

बी पहाड़िया (सर्वांग मालोपुर रेलिंग अनुसूचित जातियाँ): उपायक महोदय, आज भूमि बहुत दिनों की कोशिश के बाद मुझे पहली बार बोलने का भीका भिला है।

[बी व्हाइप्रिया]

इसलिए रेलवे के सम्बन्ध में भी भी प्रपने कुछ विचार रखना चाहता हूँ। रेलवेज के सम्बन्ध में पुक्स से पहले बहुत सी बातें कही जा चुकी हैं लेकिन कुछ ऐसी भूलभूत बातें हैं जिनको कि विस्तुत भुला दिया गया है और मेरे उनकी और रेलवे मंत्री महोदय और उनके मंत्रालय का व्यापार दिला देना आवश्यक समझता हूँ।

सबसे पहली बात तो यह है कि राजस्थान के सूखाप्रस्त क्षेत्रों मे पहले रेलवेज की तरफ से यह व्यवस्था की जाती थी कि जहां पर यानी का अभाव है वहां पर रेलवे के इंजन में पानी चला करता था, एक बोगी इस तरह की चलती थी जिससे यात्रियों को पीने का पानी सप्लाई किया जाता था और गावों के उन स्टेशनों पर पानी नहीं है वहां पर पानी सप्लाई किया जाता था लेकिन अभी ३, ४ साल से यह व्यवस्था बंद कर दी गई है जिससे कि राजस्थान के सूखाप्रस्त क्षेत्र मे पानी का अभाव खटकन लगा है। मेरा चाहता हूँ कि उस व्यवस्था को पुनः चालू किया जाय अर्थात् उससे यात्रियों को भी सुविधा होगी और उन गावों को जहां कि ४, ४ और ५, ५ भीत से पानी आता है उनको भी पुनः पानी की सुविधा हो जायगी।

दूसरी बात मेरे यह कहना चाहता हूँ कि बीकानेर स्टेट रेलवेज में आजकल फाटकों का कोई इन्तजाम नहीं है। मेरी अभी परसी गंगानगर गया था और मुझे बतलाया गया कि दो दिन पहले ही फाटक न होने के कारण एक ऐक्सीडेट हो चुका है। रेल की पटरियों पर आने के रास्ते बने हुए हैं लेकिन फाटकों का कोई इन्तजाम नहीं है और उसकी बजाए ही योगानपर जैसी जगह में भड़ीने में एक ऐक्सीडेट हो जाना कोई बड़ी बात नहीं है। इसलिए मेरे रेलवे मंत्री महोदय का व्यापार उच्चर दिलाते हुए यह निषेद्ध करना चाहता हूँ कि सास २ जगहों पर जहां से कि रेल की पटरियों पर होकर रास्ते भूजरते हों वहां पर फाटक बनवा दिये जायें।

एक बात उपराष्ट्र नहीं दृष्टि से नहीं कही जाती ये उसे कहना उचित समझता हूँ और वह यह है कि विश्वभी रेलवेमें आम तौर पर महिलाओं का जो असर डिल्पा होता है वह खाली पाया जाता है, पूरे का पूरा डिल्पा खाली पड़ा रहता है और वह क्लास के जो यूसरे जनरल डिल्पे होते हैं उनमें काफी भीड़ रहती है और यात्रियों को जगह नहीं मिलती है। इसलिए महिलाओं के डिल्पों को यदि हटा दिया जाय तो उससे महिलाओं को कोई असुविधा नहीं होने वाली है क्योंकि महिलाएं अक्सर आम डिल्पों में ही बैठती हैं जिसमें कि पुरुष बैठते हैं।

एक दूसरी परेशानी और दिक्कत जो कि मुझे रेलवे मे पेश आती है, मालूम नहीं और माननीय सदस्यों को पेश आती है अभ्यवान नहीं लेकिन मुझे तो होती है और वह यह कि नेक करने पर भी यकीन नहीं करते हैं कि मेरी पार्लियामेट का सदस्य हूँ और मेरा सुझाव है कि उसके लिए संसद् के सभी सदस्यों को एक विशेष बैज दिया जाय जिससे कि रेल कर्मचारी पहचान जाय कि यह संसद् के सदस्य है। रेलवे के कर्मचारी पना नहीं उनमें सम्मता का अभाव है या उनकी बोलचाल की भाषा ही इस तरीके की है या साम करके मेरे साथ ही होता है जो भी हो, जब भी मेरे स्टेशन पर जाऊंगा तो तीन बार पास देखें और स्लिप देखें लेकिन भले प्रादमी योग्य नहीं करेंगे और कोई यूसरे मेम्बर साहब जब तक गवाही नहीं देंगे तब तक मुझे छोड़ते नहीं हैं। अक्सर करके होता है कि मेरी आपना सामान लेकर पहुँचता हूँ और अगर इस बीच में कोई रेलवे का कर्मचारी आकर पूछता है कि आप किस का सामान उठा कर लाये हैं तो मैं यह कह देता हूँ कि यह जगभाष-व्हाइप्रिया का सामान है को कि अभी आने वाले हैं और ऐसा कहने से ही वह भुग्ता को छोड़ कर जाता है। इसके लिए मेरा कहना है कि एक विशेष किस्म के बैज भेज्वास को दिये जाय ताकि आप जो उनको अनुबिधा होती है वह न हो सके और

इससे अक्षेत्रे रेलवे में ही सुविधा नहीं होगी बल्कि यहां हाउल में भी होगी क्योंकि मेरे साथ तो हाउल में भी वही विकल पेश आती है...

रेलवे भंडी (भी जग्जीवन राम) : यह तो अध्यक्ष महोदय कर सकते हैं।

उपाध्यक्ष महोदय : हम सोच रहे हैं कि ऐसे बैजेज दिये जायें।

भी पहाड़िया : इसके अतिरिक्त मेरे एक बात यह कहना चाहता हूँ कि गाड़ियों के डिब्बों में दूरी के लिए जो संकेतस्वरूप चिन्ह बनावे गये हैं जैसे १०० मोल वाले डिब्बे के लिए एक चिन्ह रखला गया है और ३०० मील के डिब्बे के बास्ते दूसरा चिन्ह रखला गया है लेकिन अबमर करके देखा जाता है कि आम जनता उन चिन्हों का समझ नहीं पाता है और इस कारण जो दूर जाने वाले यात्रियों के लिए अलग से डिब्बे होते हैं उनमें काफी भीड़ हो जाती है आर कम दूरी बाले मुनाफ़िर भी उन्हीं में आकर बैंड जाते हैं और इसमें दूर के यात्रियों का बड़ी दरेनाली और असुविधा का सामना करना होता है। इमरिंग में चाहता हूँ कि उन डि बो पर बजाय विह लगाने के थह लिख दिखा जाए कि थह डिब्बा डालने भीन के यात्रियों के लिए है, और ऐसा होने से यात्रियों को टोक में समझने में घासानी रहेगा। और आज जो दूर के सकर बाले यात्रियों के डिब्बे में प्रनावशक्ति भीड़ है जारा करता है, वह नहीं होगी।

इनी सिलसिले में म मन्त्री महोदय का आन रेलवे स्टेशनों पर हिन्दी के प्रयोग के विषय में दिलाना चाहूँगा। आज देखने में आता है कि रेलवे स्टेशनों पर शुद्ध हिन्दी का प्रयोग नहीं हो रहा है। उदाहरण के लिए मैं आपको बतलाना चाहता हूँ कि नई दिल्ली के रेलवे स्टेशन पर ऐसा लिखा है: “साफ सफाई सेवा से लाभ उठाइये”, इस तरह की डिवर्लिंग होती है। इस तरह के अपील-अजीब शब्द इस्तेमाल होते हैं। येरा कहता है कि रेलवे जैसे अगर हिन्दी

का प्रयोग किया जाय तो टोक तरीके से किया जाय और शुद्ध हिन्दी का प्रयोग किया जाय और अगर टोक तरीके से हिन्दी का प्रयोग नहीं किया जा सकता है तो फिर अंग्रेजी में किया जाय इसमें कोई बुराई को बात नहीं है लेकिन हिन्दी को इस तरीके से अनुद करना ठोक नहीं जंबता।

एक बात यह देखने में आई है कि बड़े-बड़े स्टेशनों पर जैसे लखनऊ और दिल्ली आदि में टिकट डिस्ट्रिब्यूटर्स और माल बाबूमी के बास्ते बैठने को जगह बहुत कम होती है और जिसने कि कारण उनका बहुत परेशानी होती है। मेरा कहना है कि अगर उनके बैठने के बारे उनके लिए दूसरे इन्डियामात्र टोक होंगे तो वह ज्यादा सुविधाजनक ढांग से काम कर सकेंगे।

उपाध्यक्ष महोदय : मानसीय सदस्य चूकि पहलो दफा बोले और बड़ी मुश्किल में उनका यह अवमर मिल सका इसलिए मैंने उनको टोक नहीं क्योंकि यह डिमकशन आम रेन्डे बजट पर न होकर मानोमेट्रो ग्रान्ट्स पर हो रहा है।

भी पहाड़िया : मैंने तो आम बहुम के समय बोलने के लिए समय मांगा था लेकिन टाईम नहीं मिला इसलिए इन्हीं को आम बहुम पर मेरी स्पीच समझ लिया जाय।

Shri Harish Chandra Mathur (Pali): The Supplementary Demands also cover the whole field; there are Supplementary Demands on almost every item.

भी पहाड़िया : कुछ शब्द में रेलवे में फैले हुए भ्रष्टाचार के सम्बन्ध में भी कह देना चाहता हूँ क्योंकि लाम कर मेरे इसके में चार बड़ा २ मंडिया हैं और वहां से अक्सर यह शिकायत आती रहती है कि बुकिंग क्लर्क्स बिना वैसा लिये बात तक नहीं करते।

[भी पहाड़िया]

हालांकि नम्बर लग जाता है लेकिन होता यह है कि जो लोग पैसा दे देते हैं उनका माल अस्ती लद जाता है और नम्बर वाले घरे रह जाते हैं। पैसा देने वालों का नम्बर अस्ती आ जाता है। इसी तरह टिकट चैकसं भी मुसाफिरों से पैसा एठने हैं और बिना टिकट चलने वाले मुसाफिरों से पैसा बसूल करके अपनी जेब में रख लेते हैं और उनको स्टेशन से बाहर निकाल देते हैं। मैं अपने क्षेत्र सवाई माधोपुर की बाबत बतलाना चाहता हूँ कि बहा पर एक बहुत बड़ी सीमेट फैक्टरी है और हालांकि मोमेट और अनाज के लिए अलग-अलग कोटा एस्लीटेड है लेकिन यह देखा जाता है कि सीमेट के कोटे के साथ-नाथ जो अनाज के लिए अलग कोटा निर्धारित होता है वह भी सीमेट के दो दिया जाता है। इस नरह के शिकायत बार-बार आई है। इसके बारे में रेलवे बोर्ड को लिया भी गया है लेकिन अभी तक कोई ध्यान नहीं दिया गया। मेरा मुश्किल है कि सीमेट के डिब्बों प्रोर अनाज के डिब्बों के जो अलग २ कटे हैं उनका ध्यान रखा जाय।

एक दूसरी बात जिमका के ग.क. मेम्बर साहब ने जिक किया और वह यह है कि जिस समय राजस्थान रेलवेज को भारत सरकार की रेलवेज के साथ इट्रेट किया गया था, उस समय गरजस्थान सरकार के कुछ गेयमें उस रेलवे में थे। उनका अभी तक कोई हिसाब नहीं किया गया है। मैं चाहता हूँ कि उनका मुश्किल देने की व्यवस्था ठीक में की जाय।

रेलो के टाइमिंस आदि के बारे में अनेक माननीय सदूच्यों ने रेलवे मंत्रालय को मुश्किल दिये हैं। मैं भी अपने क्षेत्र के बारे में कुछ मुश्किल देना चाहता हूँ। आज जो बयाना में मधुरा शट्टल गाड़ी चलती है वह जनता गाड़ी से एक छंटे बाद ही चल तो ही है इसलिए उसका समय बदला जाय और मधुरा बयाना को मधुरा में कोटा

तक ले जाय जाय और ऐसा होने से सोकल यात्रियों को काफी सुविधा हो जायगी। इन शब्दों के साथ उपाध्यक्ष महोदय, आपको, पुनः अन्यवाद देने हुए मैं अपना स्वानं प्रहर करता हूँ।

Shri B. S. Murthy (Kakinada—Reserved—Sch. Castes): I want to speak only about the Integral Coach Factory. No doubt it is one of our achievements and visitors from all the world over are making it a point to go there and see our achievements and they are giving us encomiums. But in its working there are a lot of difficulties.

One such difficulty is the teak wood required by this factory. It is being brought from abroad. I have reliable information that the Andhra Ministry of Forestry was willing to give enough teak wood for the ICF. Even the officers of the department had been to the factory. I do not know why these officers are keen about marking, the railway Board purchase the necessary teak wood from abroad instead of placing orders with Andhra or Kerala. I also went into the question and found that the officers there wanted certain types. All those types necessary are available either in Andhra or Kerala. So, I feel that the Railway Board should insist upon the neighbouring States being asked to supply if they can, the necessary type of teak wood or other wood used in the ICF.

The Harijan employees there are few and far between. In the apprentice class, there are practically no Harijans and among the class IV, there are very few.

I had occasion to discuss this matter with the officers concerned, and they gave me some excuse or the other. Sometime back there was a rule that only a gazetted officer must certify that a person was belonging to the Scheduled Castes. I brought it to the notice of the officer concerned that a

certificate from an M.L.A. or an M.P. was enough for the State Governments. Why should they insist upon having a certificate from a gazetted officer. The officer concerned was quite satisfied and was good enough to accept my suggestion, whereas the General Manager there is still insisting that the Home Ministry's orders are that only a gazetted officer can certify and, therefore, unless and until the Home Ministry gives him direction he will not accept any certificate given by an M.L.A. or an M.P. This is a matter which I want the Minister as well as the Railway Board to consider. If a gazetted officer is to be approached, the process is too tedious and too costly, because the village Munsiff gives a certificate to the Revenue Inspector, from the Revenue Inspector to the Tehsildar and from the Tehsildar to the Deputy Collector. Sometimes it is insisted that a certificate should be brought from the Collector.

Shri Jagjivan Ram: I may inform the hon. Member that certificates from an M.L.A. or M.P. are accepted.

Shri B. S. Murthy: I am very happy that the hon. Minister is giving a categorical answer to this, but I have record evidence of this.

Shri Jagjivan Ram: How old is that?

Shri B. S. Murthy: It is only two or three months old.

Shri D. R. Chavan (Karad): That may be a special case with the officer.

Shri B. S. Murthy: I have a letter in my possession written by the General Manager, Southern Railway stating that according to the instructions given by the Home Ministry....

Mr. Deputy-Speaker: Now that the view of the Minister is that such a certificate is accepted, the hon. Member may pass on that letter to the hon. Minister and he will take action on it.

Shri B. S. Murthy: I am grateful for the assurance given, but I want the hon. Minister kindly to see

whether his assurance is being put into force in the Southern Railway Zone.

Shri B. K. Gaikwad (Nasik): Why only Southern; all Railways.

Shri B. S. Murthy: Coming back to the point about recruitment of apprentices and class IV employees, the Integral Coach Factory is not doing full justice. I want that this matter is also taken into consideration with a view to see that adequate number of Scheduled Castes, Scheduled Tribes and Backward Classes boys are given entrance as apprentices, and they are also recruited as class IV and class III employees. The case sometimes is that it so happens that some of these vacancies are not filled up through the Railway Service Commission and, therefore, the Railway Service Commission is feeling helpless as far as this matter is concerned. This is a matter which has been engaging our attention for long. I hope the hon. Minister and the Railway Board will look into the matter and see that full justice is done to Scheduled Castes and Scheduled Tribes boys as far as employment is concerned.

श्री नसदुर्गांकर (उत्तमानाबाद) : मोप्रज्जिज्ज नायब सदर, रेलवे मे सफर करने के बाद मुझे जो तजुर्बात हासिल हुए हैं, उनकी निस्बत मे माननीय मंत्री की तबज्जह मन्त्रूल करना चाहता हूँ। रेलवे ने जो तरकिकयात इस साल में की है, उनकी निस्बत मे रेलवे को मुबारकबाद देता हूँ। इसकी निस्बत मुझे कुछ शिकायत नहीं है। लेकिन परती विकाराबाद लाइन पर जो निहायत अफसो-सनाक तरीका इस बक्त रायज है, उसकी तरफ मैं मंत्री महाशय की तबज्जह दिलाना चाहता हूँ। १५ जनवरी, १९५८ को मैं खुद उस रेलवे पर सफर कर रहा था। लाटूर रोड स्टेशन पर गाड़ी आने के आवे घटे पहले पहुँचने पर भी देखा कि बुर्किंग आफिस बद्द था। उसके बाद जब गाड़ी आ कर पहुँची तो

[श्री नलदुर्गकर]

तकरीबन ८० पैसन्जर उसमें बिना टिकट थे । जब मैंने गाड़ी में चैक किया तो भालूम हुआ कि यह तरीका उस लाइन पर बस लाइ से रायज है । उसकी बजह यह बतलाई जाती है कि चैक वहा प्रामद रफ्त पैसेन्जरों की कम है और एक मर्तवा गाड़ी जाती है इसलिये बुकिंग आफिस पाव मिनट पहले तक बन्द रहता है । घोड़ी देर के लिये इसे मान लिया जाय तो भी यह तरीका मेरी समझ में नहीं आता कि इतने पैसेन्जर बिना टिकट कैसे गाड़ी और चेकर के सामने से चले जा रहे थे । उनके पास न रिसीट भी और न टिकट था । मैं गरिजट के दरवाजे पर खड़ा था, और अकेला नहीं था । मेरे साथ श्री केशव राव सोनवाने, एम० एल० ए० बम्बई थे और श्री साहेब राव बम्बई असेम्बली के एम० एल० ए० थ । श्री चन्द्र शेखर बाजपेयी जिला कांग्रेस कमेटी के प्रेजिडेंट भी मेरे साथ थे ।

एक माननीय सदस्य : आपकी ही गवाही काफी है ।

उपाध्यक्ष महोदय : इधर माननीय सदस्य कह हे है कि आपकी गवाही काफी है, औरो की जरूरत नहीं ।

श्री नलदुर्गकर : मैं कह रहा हूँ कि उन्होंने भी इसे जाच किया । आखीर मैं मैंने लाटुररोड स्टेशन पर कम्प्लन्ट बुक पर इसकी शिकायत दर्ज कर दी । मुझे खुली है कि जल्दी से जल्दी सुपरिटेन्डेंट, बम्बई सेन्ट्रल रेलवे ज का जवाब आ गया । उसके बाद जब मैं ३१ तारीख को नान्डेड से आ रहा था तब मैंने जा कर चैक किया तो वही हालत बरकरार थी । मैं मत्री महाशय की तबज्जह इस अम्ब की तरफ दिलाना चाहता हूँ कि रोजाना २ से ५ हजार रुपये तक की आमदानी का नागवार नुकसान रेलवे को होता है, इसकी निस्वत किसी तरीके से इन्तजाम किया जाय । मैं चाहता हूँ कि आइन्दा जब उस रेलवे पर

मुझे सफर करने का भीका आवे तो किर वही तरीका रायज रहने की नीबत नहीं आयेगी ।

इसके साथ-साथ मैं कहता चाहता हूँ कि नान्डेड स्टेशन बहुत बड़ा स्टेशन है वहाँ पैसेन्जरों की प्रामद रफ्त भी काफी है । वहा पर शोड नहीं है और बारिश के ऐयाम में और दूसरे ऐयाम में भी लोगों को आने जाने में बड़ी तकलीफ होती है । इसके लिये बहुत दिनों से तबज्जह दिलाई जा रही है, लेकिन उसका कोई इन्तजाम नहीं हो रहा है । लिहाजा मैं आली जनाब से गुजारिश करना चाहता हूँ कि नान्डेड स्टेशन पर शोड की निस्वत इन्तजाम फरमाया जाय और वहा पर बेटिंग रूम का भी इन्तजाम किया जाय ।

मुझे औरगाबाद जाने का भी मौका आया । वहा के बेटिंग रूम की हालत बहुत खराब है । मैं ने वहा के स्टेशन मास्टर में दर्याप्ति किया तो उन्होंने बतलाया कि जब कि ओहदेदाराने बाला इसकी तरफ तबज्जह नहीं करत तो वह मजबूर है । औरगाबाद इस वक्त मराठवाडा वा एक ग्वेन्यू ट्राइ-यूनल भी कायम किया गया है । वहा पर रेवेन्यू ट्राइ-यूनल भी कायम किया गया है । इसलिये वहा पैसेन्जरों की बड़ी आमद रफ्त होने वाली है । मैं वहा के स्टेशन की इस्लाह की निस्वत भी माननीय मत्री की तबज्जह मञ्जूल करना चाहता हूँ ।

कुटुंबाड़ी स्टेशन पर नैरो गेज लाइन से जब लोग उत्तरते हैं तो उनको बड़ा कष्ट होता है । वहा पर ब्राड गेज और नैरो गेज लाइने एक जगह पर है । वहा के लिये पहले प्रामिज किया गया था, कि दोनों के लिये एक ही कामन प्लेटफार्म बना दिया जायेगा इसकी सहज जल्दत है । लेकिन अभी तक वह कामन प्लेटफार्म नहीं बनाया गया है । शायद बायदा खायाल में नहीं रहा इसकी बजह से जब सेन्ट्रल रेलवे को छोड़ कर छोटी लाइन के छब्बे में सफर करने की नीबत आती है तो यह पर से तकरीबन दो कर्नाटक तक बच्चों और

धीरतों को चलना पड़ता है बारिश के अवाने में उनकी हालत रहम के काबिल होती है। इसकी तरफ भी मैं मंत्री महाशय की तबज्जह मञ्जूल करना चाहता हूँ और उन्मीद करता हूँ कि जो दो तीन बातें मैं आपके सामने रख रहा हूँ उनकी तरफ मुतासिब तबज्जह मञ्जूल कर के उनका इन्तजाम करने की कोशिश रेलवे की तरफ से की जायगी।

Shri Harish Chandra Mathur: Mr. Deputy-Speaker, Sir, I have before me this list of Supplementary Demands which covers a very wide field, and I wonder whether you will permit to have a general view of the entire working of the Railways during the year 1957-58, which is necessary if we are to do ourselves justice and give our consent to all the Demands that have been embodied here.

The first Demand is concerning the Railway Board itself. I would like the hon. Railway Minister to recollect that last year, when we were discussing railway fares and railway management, the point was raised about the reorganisation of the Railway Board and a question was interjected about the appointment of five additional Members to the Railway Board. And the hon. Minister stated that this is a heritage which he has taken over. I hope, Sir, now that he has been in charge of the Railway Administration for quite some time, he has been able to understand and appreciate the necessity or otherwise of the appointment of these five Additional Members to the Railway Board.

So far as I feel, the Railway is in urgent need of immediate reorganisation. I am not objecting to additional appointments, but I think that in strengthening the Railway Board in a proper manner we have got to take into consideration the demands of our present needs, what these demands are, and whether the Additional Members as they stand today are in a position to meet the requirements of the administration today. I think they go a little uncared for between the Members of the Railway Board on the one hand and the General

Managers on the other. They are a bit too junior to command all the respect which they ought to from the General Managers of the Railways. If they are to be in a position to give a proper directive and to be fully respected, I think they ought to have a better status.

The original idea was to strengthen the Railway Board by increasing the number of the Members of the Railway Board. I do not know whether the hon. Minister has been able to give a proper consideration to this matter. The Railway Board, as it stands today, if I might submit with all respect, goes in a ramshackle way.

I think most of the Members of the Railway Board are due to retire or are in ill-health. If we need the experience of the Members who are on the Railway Board, I think the Railway Minister should make up his mind to give adequate extension in their services. I do not know whether it is for the benefit of the administration to grant extension in service for a small period of four months and six months. It is very demoralising on the one hand and it keeps the person concerned in a state of suspense, and the plans and other things are also not given the same consideration which a permanent incumbent will give. It also keeps the other people who are affected by this change in a demoralised state. I think much before the time for retirement comes, it should be possible for the Minister to give proper consideration to his own requirements and to decide quite a time in advance as to what step is envisaged by him. I will deal with this question at greater length when I discuss on the floor of the House the report of the Union Public Service Commission. I hope the hon. Minister is aware that the Union Public Service Commission in their Fourth and Fifth Reports—I think it was in their Fifth Report—have raised this question regarding superannuation age and extension. A very relevant and a very realistic approach was made by the Union Public Service Commission; and they stressed very

[Shri Harish Chandra Mathur]

much on this point that all extensions on superannuation which used to be referred to the Union Public Service Commission should continue to be referred to it. But the Government, in a very cavalier manner, had taken away that advisory right of the Union Public Service Commission which was enjoyed by the Commission for eight to ten years.

Passing on from the Railway Board to the working of the Railway Board—I talked just about the personnel—I wish to refer to two or three important matters of policy. It is none of my intention to refer to local interests, to this railway line or that railway line, because I know the Minister's clear-cut answer to all these, namely, that he is certainly limited by the finances. It is no use our asking for this particular railway line here or that particular railway line there. But there are certain fundamental questions which must receive his immediate attention.

I hope the Railway Minister is equally alive to the demands of the western frontier as he is alive to the demands of the eastern frontier. But apart from this demand simply on grounds of the strategic and the military view points and for bringing about co-ordination between the Railways and the demands of the Military, I think in our present developing economy so many important questions have cropped up that it is high time that we took into consideration and reviewed the question of regrouping of our zones. Because, if we do not do it now, we will find ourselves face to face with certain compelling circumstances afterwards and we will have to do things in absolute haste which will not be conducive to good administration. As a matter of fact, it is now being realised by all who take a dispassionate view of things that the grouping of the Railways was arranged in a very haphazard manner and in indecent haste. Even at that time a very strong view was expressed by persons who were quite know-

ledgeable, that the workload of these zones which were being carved out was almost unmanageable. And the force and compulsion of circumstances have already forced the hands of the Railway Minister to cut one of the zones into two new zones. Now the same situation is developing on the other side of the zones.

I wish to refer to the western zone. We cannot ignore the development of the Kandla Port. As a matter of fact, the development of the Kandla Port has suffered very considerably because of the inadequate attention paid by the Railway Administration to the situation governing that particular area. It is only because we have not been able to develop the proper transport that the hinterland is suffering and therefore the development of Kandla Port is suffering.

Apart from the development of the Kandla Port, the hon. Minister has got to take into his consideration the most vital and the most important multi-purpose projects which have a countrywide importance. It is not as if it is only the State of Rajasthan or Punjab that are interested in Bhakra-Nangal. It is not only the State of Rajasthan that is interested in the project of the Rajasthan Canal. The Rajasthan Canal, which is going to be the biggest canal if not in the world, at least in the whole of Asia, has its own effect on the economy of this country. It is the country as a whole which has got to be interested in this matter. Coal and steel are very important. I understand it and the whole plan of the Railway administration at present fidgets round coal and steel in a particular area. We know that we have got to lift coal; we know that we have got to lift steel, but I think foodstuffs are much more important than coal and steel for this country in the present context. May I know what attention has been paid by the hon. Railway Minister to lift the foodstuff which is going to be produced by the Rajasthan Canal and

the foodstuff which is going to be produced by the Bhakra Nangal Canal? May I know whether the hon. Railway Minister has taken note of the fact that Rajasthan Canal is going to bring under cultivation more than 30 lakh acres of alluvial soil?

Shri Jagjivan Ram: Third Plan.

Shri Harish Chandra Mathur: I wish him to appreciate that it is very different from other projects. We have got the Damodar Valley Project, but let us understand the difference. In the Damodar Valley Project, what happens is that the soil which is already under cultivation, the land which is already producing is being given certain extra water and the present project is being stepped up by a little percentage. The story is entirely different on the other side. Here it is an entirely uncultivated land, an entirely fresh alluvial soil which is being tackled and 30 lakh acres of land is going to be brought under cultivation by one single project, which is the Rajasthan Canal. We are going to spend about Rs. 100 crores over it and if I could trust the hon. Minister of Irrigation and Power, we are going ahead with this project with all seriousness, but I do not see anywhere in the Plan of the Railways or in the course of the Second Five-Year Plan as to what the Railway Administration is doing to lift this foodstuff from there.

It is to be noted that this area is very sparsely populated and the demand of foodstuffs in this particular area would be much smaller. It is only to cater to the entire country that we are having this project. That is why I wish to repeat that it is not the interest of Rajasthan which demands me, it is not the interest of Punjab which impels me to invite the attention of the hon. Railway Minister, because the produce under the project has got to be distributed all over the country. There are certain demands here for Rs. 2 crores and over for open line and through

constructions, but I do not see if there has even been a survey of the area where we are going to have this project. Certainly, Sir, the people of that particular area as well as the entire country are entitled to know what the Railway Board and the hon. Railway Minister feel about it.

Sir, I do not know if the hon. Railway Minister is aware of the case of ex-States Railway officers, viz., the integration of the ex-States Railway officers. It was during the hon. Railway Minister's predecessor's time that we had prolonged and protracted discussions which lasted for over four years. It is not my intention to take this House and the hon. Railway Minister into the past days' long protracted history. I would only like to mention that after a very strong criticism of the formula which was evolved by the Railway Administration in 1955 that the then Railway Minister in his wisdom thought it fit to revise this issue. I spoke at great length in 1955 on the floor of the other House bringing out pointedly to the notice of the hon. Railway Minister the shabby and stepmotherly treatment that had been given to the ex-States Railway officers. The very amiable predecessor of our present Railway Minister, for whom I have all the great respect, I think, for the first time felt irritated. I am very sorry and if he were here I would not hesitate to repeat my apologies to him, because he had given all the sympathetic consideration and help. But in spite of his annoyance and irritation he could see the force of our arguments and though it took him another year, he revised this issue and in 1956, during his Budget speech, he told us what this issue was. We were satisfied to a fairly good extent though there were certain points on which we still left aggrieved. But we felt that it would be advisable to close the chapter and we thanked the hon. Minister. All that we asked him was to implement the decision which he himself had

[Shri Harish Chandra Mathur]
taken in earnest in the quickest possible manner.

It is my regret that though it is now two years that that very modest decision to which we had acquiesced has not been implemented and it is really unfortunate that unnecessarily a little percentage of officers who have now come as your younger brothers in the bigger family are continued to be treated so shabbily. It appears to me that there is no honest attempt—I do not blame the hon. Railway Minister for it, but I wish him to take the matter in his own hand and to give his consideration—otherwise why can we not implement a single decision which had been taken in 1956 and which was announced in the Budget speech. After all, it is a handful of officers, who are concerned, but this creates—even there are a few cases—a sort of feeling that there are a sort of two sections in the Railways; here is a batch of ex-States Railway officers and there is a batch of the old Indian Government officers. I wish I was very clear and emphatic on this and I made a pointed reference to it that we want to forget all this and whatever decision has been arrived at is implemented honestly by the Railway Administration. It is only—it is unfortunate—a few officers down below, who are interested here and there, who create all sorts of troubles and are responsible for this decision not being implemented even to this day.

I will not take hon. Minister into details, but he will be surprised to know that officers who should be today working as senior scale officers are unfortunately working only as Class II officers and people who are much junior to them, who should be much junior to them, are bossing over them. The hon. Railway Minister should be able to appreciate what the feeling of that particular officer would be and what the feelings of a particular class of officers would

be. I wish the hon. Railway Minister could find a few minutes—I think if he found even half an hour's time—he will be able to settle the whole matter without any trouble. I think that the hon. Members from Mysore have already handed over to him some representations. I was proposing to do the same in respect of certain Rajasthan State employees, but we wanted to avoid it and when we asked a particular question, we were told that the particular officer might represent. It is not a particular officer, who is interested, but we are interested in seeing that the promises given by the hon. Minister on the floor of the House are implemented. That is all, nothing beyond. We are not interested in this case or in that case or in the case of a particular individual officer.

I will refer now only to one more point with your permission, Sir. It is about the accidents, because it is exercising our minds and we all feel very much concerned about it. We all listened with very great respect, care and attention to Shri Feroze Gandhi. Sir, all the time when he spoke yesterday, we were here and listened with attention to his laboured speech. I was wondering then, and I am still wondering today, whether Mr. Feroze Gandhi has emerged out with greater intimate knowledge, or he has been indoctrinated with certain ideas and facts during the course of the Commission of Enquiry regarding the accident, a major accident.

Shri D. C. Sharma (Gurdaspur):
No indoctrination!

Shri Harish Chandra Mathur: Indoctrination is such that one does not feel; otherwise it would never have been indoctrination. That is the whole trouble about it. It is only a dispassionate observer who can see the effect of it. I have made a little study of this theory of indoctrination.

It is in a very subtle way that ideas and facts are passed on and one feels that they are not his own ideas or his own facts.

I have not the least doubt about the absolute integrity of Mr. Gandhi. He is a man who has championed many a cause, and he will certainly not be the man who will be carried away this way or that. But the facts and figures given by him do not take us an inch far.

The hon. Minister was very wise when he referred to this matter about accidents in his speech, because he felt advised not to make comparisons, as comparisons are very invidious and very difficult. We do not know about accidents in Japan. We do not know what the condition of the railways in Japan is; we do not know the nature of the terrain there; it makes a very great difference, if it is a plain country and if it is a mountainous country like Japan. These are very different and I am not going into these unnecessary comparisons as the hon. Minister himself felt advised not to do.

But I wish to invite your particular attention to the Railway Accidents Enquiry Committee Report. The Railway Accidents Enquiry Committee Report has never seen the light of the day.

Shri Jagjivan Ram: It has seen the light of the day, if the hon. Member will care to read it.

Shri Harish Chandra Mathur: It is a Review Committee, Sir.

Shri Jagjivan Ram: No.

Shri T. B. Vittal Rao (Khamman): The original report, with a blue cover on it.

Shri S. M. Banerjee (Kanpur): With black letters.

Shri Harish Chandra Mathur: I am really sorry and I have to apologise to the House, though I have read the report thoroughly myself.

Shri Jagjivan Ram: Then how did the hon. Member manage to get it.

Shri Harish Chandra Mathur: will explain it to the hon. Minister, if he is interested.

I read this report and I referred copiously to this report in my speech in 1955, when it was the view-point of the Railway Administration and the Railway Minister that it was a confidential document which was not to be laid on the Table of the House. There were great shouts and cries over it and even Pandit Kunzru joined us in this matter. But in spite of it, the studied attitude of the Railway Administration at that time was that the report was confidential and would not be laid on the Table of the House. I am sorry I was out of the House for about a year and I have not seen the report recently. I had read the report when it was confidential. The Railway Minister has seen the wisdom of our argument and demand in this matter a year and a half later. There would have been no trouble about it if he had seen it much earlier.

Mr. Deputy-Speaker: Will the hon. Member be brief?

Shri Harish Chandra Mathur: I will wind up.

In this report a question has been raised about the Government Inspectorate, of which the Railway Minister has great experience, because he controlled this Department as Minister in charge of Communications. Now he is having an intimate association with this Department as Railway Minister. It was on the basis of this Report—it has a long history and for want of time I will not go into details—that I wrote strong letters to the Railway Minister; I took up this question very strongly that the Inspectorate should be independent of the railway administration.....

Shri Jagjivan Ram: That it is.

Shri Harish Chandra Mathur:.... while the view of the Railway Board was that the Inspectorate should be directly under the Railway Board. After a long exchange of correspon-

[Shri Harish Chandra Mathur]

dence and after asking quite a number of questions, I extracted a reply from his predecessor. He stated so many words that the Railway Board is definitely of the view that the Inspectorate should not function independently and they had their own reasons. He had come to a decision that the Inspectorate would be permitted to remain under the control of the Communications Ministry. With this attitude of the Railway Board about the Government Inspectorate, it cannot function as it ought to.

While they have permitted the Inspectorate to remain under the Communications Ministry, with this attitude of the Railway Board very little importance is attached to the functioning of the Inspectorate. They have already done away with their periodical inspections. I quite remember those days when on occasions a Government Inspector of Railways used to go on inspections every-body was tiptop, how everything used to be brushed up, because they knew that there was an independent authority inspecting them; all people of the administration paid special attention to it. Now through the instructions and circular letters issued by the Railway Board, the Inspectorate has been rendered almost useless. It is better—if they feel like that—that they take the Inspectorate under them. But if the Inspectorate is to function under a different Ministry, if the Inspectorate is to discharge its responsibilities and is to be of real help to the hon. Minister, they must be given a proper status and they must be given proper respect.

You will remember, even in the Mehboobnagar accident the Government Inspector of Railways who made the enquiry has made certain recommendations in which he has made a small suggestion that he should never be called Government Inspector of Railways. The words "of Railways" should be taken away because it affects their independence. I do not know how far it is correct. But that is one of the recommendations in the Mehboobnagar Enquiry. I wish the

hon. Railway Minister makes it a rule that all the recommendations made by the Inspector should be placed before him and if there is a difference of opinion between the Railway Board and the Inspectorate, it should invariably be brought to the notice of the Railway Minister and he should pay proper attention to it.

As the time is short and as other hon. Members are anxious to participate I will take some other opportunity to elaborate certain other points.

Shri Basappa (Tiptur): Mr. Deputy-Speaker, Sir, although I agree with.....

Mr. Deputy-Speaker: I thought that there were not many hon. Members anxious to speak.

Shri T. B. Vittal Rao: We had to go to a meeting called by the hon. Minister of Parliamentary Affairs.

Shri Basappa:some of the points made by the previous speaker, Shri Mathur, I do not agree with the gloomy picture which he has given of the Railway Administration.

Shri Harish Chandra Mathur: I have given the other side also.

Shri Basappa: That is very good.

We know that the Railway Minister and the Railway Administration is at a disadvantage this time, because the whole thing has been tarnished by the few major accidents that have taken place and in that context we have to judge the railway administration. The vastness of the railway administration, the big task before them and the work they are doing have all been pointed out in this very House. At the same time, my friend Mr. Feroze Gandhi, who is known for his strong criticism has to look at the picture in a proper way and therefore he has come forward with a thorough analysis of the whole thing. He has told us that although these accidents have happened, which should not have happened and we should be very

careful in future, but at the same time, we are aware of the big task before the railway administration. Since he has given this correct picture, we are also thankful to him for the same.

But when I say all this, I am aware of my friend, Mr. Mathur's criticism also, because I am one of those who come from an ex-State railway area and therefore, it is my duty to bring to your notice and to the notice of the House how some of the ex-State railway people are still feeling about it. I know the railway administration is fully aware of it and I am also confident that the hon. Minister who is already apprised of the matter will do justice to them. It is 8 years since integration has taken place. I am more competent to speak about my own State rather than about other States. When this integration was offered, Mysore came forward with a right clean hand. What I mean by that is this. I know when integration has taken place in so many areas, sometimes those officers are boosted up and sometimes assets and other things are looked into and worked to their advantage. But I must say that Mysore came forward with a clean slate with the full hope that justice will be done to them. But I am sorry to say that even after 8 years, there are a lot of grievances amongst some officers. I hope that the Railway Minister will look into those few cases and do justice if he thinks it is right.

My friend has already dealt with this point and therefore I do not want to elaborate it. Having considered all these aspects, the railway administration changed their opinion and gave a formula that hereafter the ex-State railwaymen would be promoted according to their seniority by 33-1/3 per cent and 16-2/3 per cent. It is to this that my friend was referring to. If this had been given effect to, there would not have been any trouble at all. But I think the latest orders of the Railway Board seem to go in the wrong direction. Junior people are pushed up and

more probationers are put in, so that the original formula given by the Railway Board has not been put into effect at all. Therefore, I say that this anomaly should be corrected very soon and these few instances should be set right. I wish the Railway Minister hears me also. There are a lot of grievances amongst the ex-State railwaymen. I wish he considers this little request of mine.

I am not speaking of the re-organisation of the Railway Board or the re-grouping of the railways. But this fact is certain. I think most of the grievances that have been pointed out by me and my friend will be set right if some person can represent these ex-State railwaymen on the Railway Board. I would make this earnest appeal, because there are a large number of ex-State railwaymen and at least one person can represent them on the Board. I think if the Railway Minister and the Railway Board would consider this request on our part most of the handicaps under which these men are suffering today will be set right.

I am saying all this because seniority for promotion is put an end to and a kind of selection for promotion is introduced. This grouping is so big in the South that sometimes the big officers and others who are supposed to be on these tribunals and selection boards do not care for the other men at all. I can give instance after instance if the Railway Minister wants, but the fact is certain that we have no faith in these selection boards, because I am quite aware of a number of cases where injustice has been done. They say that the selection boards are the final body set up and therefore their decisions cannot be reviewed.

[PANDIT THAKUR DAS BHARGAVA in the Chair].

13.15 hrs.

The question of seniority for promotion is not taken into account by the selection board at all. Therefore, the work of the selection boards also must

[*Shri Basappa*]

be supervised. I can give any number of instances so far as the Southern Railway is concerned. In the accounts department and engineering department, people who have put in more service and who had been working for 9 to 10 months in the senior scale, Class I Gazetted post, are all of a sudden found unfit and reverted and junior people are brought into the front. Those people had been sent for training to Baroda and other places and this fact is not taken note of by the selection board. Even in the engineering section, people who were head draftsman only for six months are promoted as assistant engineers whereas people who have put in 14 years' service as head draftsmen and not equated properly from the ex-State railways have been prejudiced to a very great extent.

Since all these things are there, I wish that the work of the selection boards should be supervised. Some changes must be made and if there are appeals from the selection boards, they must be heard by the Railway Board and justice should be done. I have also known cases of victimisation of ex-servicemen. A number of dishonest men join together and try to put down an innocent honest man and they are successful. But the General Manager cannot look into these things, because he has to look after a big regrouping of railways in the Southern Railway and he will not have time. The matter is referred to the Chief Commercial Superintendent or the Tribunal and they say there is no case of misconduct; if at all, there is only an irregularity. But you dismiss a man on account of that. Look at the mental agony which he must suffer. That General Manager sends some files and the Railway Board simply agrees, without asking what about the findings of the tribunal or the Chief Commercial Superintendent saying that it is not a case of misconduct. You dismiss a man saying that he has misappropriated annas thirteen only. If it is found out, let him be hanged;

I am not here to support men who have indulged in corrupt practices. But I am here to support an innocent and honest man. If he is charged, let not the Railway Board say that the General Manager's order is final; they must look into this case. This kind of victimisation and other things should be set right by the Railway Board.

I am not going to say anything more except some railway lines for the State from which I come. When railway lines are given to various parts of the country, our Railway Minister has expressed sympathy for those areas in which there are mineral resources. Those areas must be considered and lines put up there. Of course, he has expressed sympathy but at the same time he says there are no funds and so he cannot give any assurance. But when the sympathy is there, I think he will do something and that has encouraged me to say a few words on that. So far as iron ore is concerned, as we know—even this morning there were a number of questions on it—60 per cent of the iron ore, I am told, is in Mysore State and South India.

Shri V. P. Nayar (Quilon): That is a wrong figure.

Shri Basappa: It may be a little low. Mr. S. V. Ramamurthy, the General Manager, Mysore administration and others have all combined together and come to the conclusion that rich iron ores are there. I can give you details. Nearly 500 million tons of iron ore and other ores are there in Mysore State. I can even say that the quality of the iron ore goes up to 70 per cent and it can last for 100 years in my State. Let them dispute this fact which I am mentioning.

Therefore, there is a good case made out in South India, especially when the State Trading Corporation is looking into the matter. From these areas, iron ore and other ores will have to be taken to the West Coast. When

those things are done, I think the question of Karwar port being developed and a railway line being put must be considered. What is happening is iron ore has to be shifted for 150 miles. There is so much of wagon shortage in the country and so much cost is involved. From all these points, it is very necessary that railway lines must be put from these mineral areas to the coastline. That is all what I want to say. From the point of view of the cost involved and in order to minimise the cost, we must put up this line. To develop this port, we must put up this line. We must do so in order also to have more exchange value and also more national income to the tune of Rs. 50 crores every year. I am told that if this scheme is put through, it will open up the Malnad area in the West coast. The improvement to that area will be considerable from all these aspects. So, I feel that something must be done.

There is already a proposal that the Japanese would come and put up a railway line. I do not know the exact situation. The Railway Minister knows the exact situation well. Anyhow, when all these proposals are put up together and a plan evolved for a railway line to be put up there, the ores from the mines could be brought out and the whole area improved.

I do not want to take up more time of the House at this stage. The Railway Minister has undertaken a big task, and I wish him every success in his job.

I would also wish to make one or two minor points because big lines, I am afraid, may not come in very soon. At least from that point of view, I want to say that a small connecting line from Rayadrug to Chitaldrug is very necessary. We have got our main line to be also put up in that area, namely, Hassan to Mangalore, and also from Dandeli to Karwar besides the line from Satyamangalam to Chamarajanagar. Apart from these lines, there is to be the line from Ban-

galore to Salem about which my friend Shri C. R. Narasimhan always speaks. All these lines are to be laid.

More than that, small mercies may also be shown, as for instance, an out-agency in my constituency at Chiknayakanhalli near Banasundra station. These are small mercies, because big lines cannot be had soon. So, at least small mercies such as an out-agency may be shown. It will be useful for Chiknayakanhalli and Thuruvakkara Taluk headquarters.

Further, a flag station between Niduvanda and Hirehalli would be very useful.

Mr. Chairman: I propose to call the hon. Minister at 1.30 p.m. So, there are only about eight minutes left. I shall call only one hon. Member who might finish before 1.30, and then, I shall call the hon. Minister. Shri T. B. Vittal Rao.

Shri T. B. Vittal Rao: Mr. Chairman, I would also add to the list of grievances of the ex-State railway employees which have been pointed out by a few of my predecessors. This issue has been outstanding for a long time. Of course, the Railway Minister will say that they have decided it, but from our point of view, it has not been settled yet.

The railway employees of the ex-Nizam State Railway and who have opted for the service conditions in that railway are not promoted to higher jobs. Even if they are promoted, they are not given the appropriate emoluments. Under such conditions, if they are promoted and not given the appropriate increase in pay they feel humiliated, because they have to work under their erstwhile juniors with no increase in pay. The Railway Board has conceded that they will be promoted to the higher posts, that is, to posts carrying higher emoluments, but as it is they will not be eligible for the emoluments as such.

I have got a special submission to make to the Railway Minister. He has been in charge of the Ministry of

[Shri T. B. Vittal Rao]

Labour for nearly six years. No other Labour Minister has such a long record in the Ministry of Labour. I would therefore like him to go through the provisions of the Payment of Wages Act, especially the amended one, and see whether this procedure does not violate the existing Act or whether the fact that a person is not given the appropriate pay of the post to which he is promoted, is not a violation of the Payment of Wages Act.

There is another aspect in regard to the ex-Nizam State Railway employees. They had the benefit of the Central Pay Commission scales from the very beginning. As they were implemented by the Government of India from 1st January 1947, the staff who were working in the Nizam State Railway also got their pay-scales from 1st January 1947. "There is not much difference," it was once said, and it was also said that they wanted to have the best of both the conditions of service. It is not like that there are very few workers, some of whom have retired in that category. I think they are hardly about 1,500. I would submit to the hon. Minister to consider their cases sympathetically and see that those who are acting in higher posts are given the higher emoluments.

In the Supplementary Demands also, there is some mention about the Payment of Wages Act. Some workers of the railways had to go to the authorities mentioned in the Payment of Wages Act and then their case had to be decided. So, let us not have a similar case in respect of the ex-State railway employees also.

Then there is a casual labour. About two years ago, when I raised this question of casual labour on the railways, who number nearly two lakhs, the then Deputy Minister of Railways, Shri Alagesan, assured us that the question of their wages was under the consideration of the Railway Board. Now, some of their cases have gone to the authorities prescribed un-

der the Minimum Wages Act and they got their redress. I respectfully submit that this system of casual labour needs improvement. This is a system which came in after the Central Pay Commission's recommendations were made. For, some of the company-managed railways wanted to get over the recommendations and they started appointing this casual labour and paying them at the market rate of Rs. 1-4-0 or Rs. 1-8-0. I thought by this time the number of casual labour has been much reduced. But, on the other hand, in some places where there was no question of casual labour is now being appointed, for instance, in Bitragunta and other places. What I submit is, they should be given either the statutory wages under the Minimum Wages Act or the regular wages. I would very much like that they are treated as regular employees though temporarily employed.

I support the Demand concerning the staff and some safety measures undertaken for the review of railway bridges. Very considerable amount has been spent on this, following the assurance given in this House by the Prime Minister to the effect that there will be no question of lack of money in this regard. Some arrangements have been made wherein some extra patrolmen were appointed and they kept watch over the bridges night and day. But we were told that a high-level committee under the chairmanship of Mr. Khosla was appointed to go into this whole question of the construction of the bridges and enquire into what should be the sort of bridges that should be constructed on the railways and what should be the discharge of water, etc. I saw in the notification appointing this committee that the committee should submit its report within six months. But nearly a year has elapsed, and we do not know at what stage it is and when we can expect this report. It is very necessary that the report should come out soon.

I am glad that some provision is made for the construction of some bridges on the line between Gudur and Madras. The experience of the last floods taught us what loss we had to undergo on account of not having these bridges. Because of the last floods, the whole train services got dislocated and the trains had to be diverted and we had to suffer inconveniences.

I come to another important aspect of labour welfare. Bitragunda railway junction has got about 1300 children of railway employees studying in the railway schools. But this area comes under the jurisdiction of the compulsory education scheme. So, children studying in other schools in primary schools are not charged any school fee. But the children of the railway employees who are studying in the railway school at Bitragunda are asked to pay school fees. So, I would appeal to the Railway Minister to declare this area as free, because it comes under the compulsory area.

The running staff are the men who really man the railway engines. But they are not given weekly off regularly or properly. This is due to the fact that the strength of the rest given in the railways is inadequate. Secondly, the leave-reserves are not appointed category-wise men in the lowest category are appointed as leave-reserves. So, whenever any driver or fireman has to go on leave, these leave reserves cannot act as drivers or firemen. Therefore, weekly off is generally refused to them. So, I submit that leave reserves should be of the same category for which you are making provision.

Finally, some of the items which were referred to the Tribunal, which was appointed in 1953, are still pending. I want them to be finished as early as possible. Because, there is no tribunal in India which takes five years to give an award. This will also remove some of the discontent. I hope the Railway Ministry would advise the Tribunal to finish this work as early as possible.

Shri Jagjivan Ram: It is sitting already.

Shri Shahnawaz Khan: I am grateful to the hon. Members who have taken part in the debate. As the time at my disposal is very short, I will try to deal very briefly with as many points as possible. But if any points are not dealt with, it does not mean that they will not be taken notice of by the Railway Ministry. We shall examine all the suggestions and proposals that have been made and will give due attention to all the suggestions and proposals.

A number of hon. Members have referred to the manner in which supplementary demands have been put forward. My hon. friends, Shri D. C. Sharma and Shri Bharucha thought that the method in which the demands have been put and the way of budgeting were perfunctory, that it has been done in a haphazard manner and they were surprised that the supplementary demands should be as much as Rs. 45 crores. As the House is aware, most of these demands are due to post-budget developments, over which the Railway Board had no control. Most of these demands could not have been foreseen.

Shri Braj Raj Singh (Firozabad): Is purchase of furniture by the Railway Board a post-budget development?

Shri Shahnawaz Khan: I was trying to explain, as quickly as possible, some of the major items that go to make up this demand of Rs. 45 crores.

A sum of Rs. 5½ crores has had to be asked for because of the increase in dearness allowance. This dearness allowance was sanctioned by the Pay Commission on 1st November, 1957. Surely, that could not have been foreseen. Similarly, the statutory price of coal was raised from 1st of July by Rs. 1/8/- per ton.

Shri T. B. Vittal Rao: 1st July 1957.

Shri Shahnawaz Khan: Then, sales tax on coal has been imposed. Then there has been an increase in the freight of shipping, and a lot of coal has to be carried by ships from Calcutta and other ports to South India. We cannot have any control over the increase in freight.

Similarly, there has been an upgrading scheme of the staff. That is also a post-budget development, for which we have had to spend about a crore of rupees. Then, as a result of a few unfortunate accidents, we have had to intensify attention on safety measures for looking after track and bridges; and that, together with the increased capacity created in workshops for such works, has cost us Rs. 5 crores.

Then, there has been some very major items in the capital budget relating to workshops and rolling stock. The House is aware that in the years preceding there has been an acute shortage of steel. The Railway Ministry and, I think, the whole country were feeling worried about the availability of steel and, at one time, we were not quite sure whether we would be getting it or not. Secondly, we had to send a special mission abroad to find out whether it was possible to procure steel. That mission was successful, and they placed orders on the spot. Now, as a result of that, about Rs. 17 crores had to be spent. That, of course, could not have been foreseen at that time.

Then, we sent a mission abroad to study AC and DC forms of traction. That mission, after visiting a number of countries, have also placed orders for about 100 AC locomotives, for which we had to make an advance payment of Rs. 3 crores. Then, there has been an increased outturn of coaches from Perambur. That factory was scheduled to produce a certain number, and it is very much to their credit that they have exceeded the number that they were expected to make. They produced 53 more than

the target fixed. So, we had to make payments for that. That also came to Rs. 4.36 crores.

I am sure the House will agree with me these items, which covered a major portion of the Rs. 45 crores, could not have been foreseen at that time. May be, here and there, the telephone expenses may have increased by a few thousands or so.

An Hon. Member: A few thousands or lakhs?

Shri Shahnawaz Khan: We had to instal a large number of extra telephones, because of the limited accommodation in the Railway Board's office, we had to shift offices to other localities. So, naturally, there is a certain amount of expenditure involved I do not think that any hon. Member can, by any stretch of imagination, call this unimaginative or perfunctory or any such adjectives.

My hon. friend Shri Tangamani said that the dearness allowance which has been sanctioned by the Commission, of Rs. 5 per month was not enough. I am afraid he would not expect the Railway Ministry to make any variation from the treatment that is being meted out to all the Central Government employees. We have to keep pace with the rest.

He also referred to certain bridges and culverts in a certain line between Bellary and Rayadurg, the absence of which held up traffic. We are not aware of it. This matter we will take up with the Railway concerned and if it is necessary, we will certainly make provision for them.

He also referred to the failure of the Railway Ministry to apply principle of equal pay for equal work in the Signal and Tele-communication department. He is perhaps aware that this matter has been discussed at considerable length between the N.F.I.R. and the Railway Board and this matter is at present pending before the one man tribunal.

Shri Tangamani (Madurai): It is a special case in the Southern Railway. In the Central Railway and in the Western Railway, the persons similarly placed are paid more wages. That was my point: particularly the Assistant-fitter, communications.

Shri Shahnawaz Khan: We will examine that.

My hon. friend Shri Harish Chandra Mathur raised certain very vital and important issues: the question of railway accidents. I am sure hon. Members on this side of the House and particularly the Railway Ministry, welcome the attitude of Shri Feroze Gandhi and the great trouble that he has taken to go very deep into the working of the Railway Ministry and the Railway Administration. In this respect, I would like to state, and I hope the whole House will agree, that Shri Feroze Gandhi is beyond indoctrination. May be, by working inside and seeing the work of the Railway Ministry, one gets a better realisation of the working and the vastness of the machine. I hope, some time, we will be able to give the hon. Member an opportunity of seeing the working of the Railway Administration from close quarters

Shri T. B. Vittal Rao: No more questions, please.

Shri Shahnawaz Khan: He referred to the G.I.R.'s inspection. I believe the report of the Railway Accidents Enquiry Committee is going to be discussed in this House some time during this session. That would be a more proper occasion to take up this point. Since he had made certain suggestions which might create a misunderstanding, very briefly I would like to clear up that point. He said that periodical inspection by the G.I.R. had been discontinued. Actually, that is not a fact. The system previously was, the G.I.R. used to go out for inspection and he was accompanied by the General Manager and the Railway officers. It was only

his inspection. Even now, the General Manager goes for his inspection. He invites the G.I.R. I believe the heads of departments also accompany. When he goes out on his inspection, the G.I.R. pays particular attention to the safety aspect. Similarly, other heads of departments, when they accompany, pay attention to their own side.

Shri Harish Chandra Mathur: The G.I.R. becomes a subsidiary of the General Manager. Is not that so? That is my point

Shri Shahnawaz Khan: Also, if at any time, the G.I.R. wishes to carry out any special inspection of any section, he is given full facilities to go and carry out his inspection at any time he likes. I am sorry the hon. Member seems to be suffering from some sort of a misapprehension.

Shri T. B. Vittal Rao: The only point is that he has no time to go on his periodical inspection. Always there is some enquiry or other.

Shri Shahnawaz Khan: The question of the ex-State Railway officers was raised. That is also an important point. He said that he would like to discuss this point further with the hon. Minister. Not only this point, but any other points which have any connection with the welfare of the Railway staff or better working of the Railway administration, the hon. Minister and I as his subordinate, welcome any opportunity to discuss and clear up the issues. I would invite the hon. Member to come forward and discuss this point. We shall consider it, certainly.

The House is aware of the procedure that was followed at the Federal financial integration. A certain procedure was laid down and that procedure was followed. All the posts of the State Railways were equated to the posts in the Government Railways. Certain percentages were fixed. We have been trying to keep up to that target as

[Shri Shahnawaz Khan]

much as possible. I am sure the House will agree that mainly because an officer belongs to the State Railway, that does not entitle him to promotion. We have to take the larger interests of all Railways before we promote any officer from Class II to Class I. We have to consider whether that man is efficient enough to hold that appointment. That is an aspect which has to be looked into.

Shri Harish Chandra Mathur: Excuse me, this is confusing the issue. I have only asked the implementation of your decision: nothing beyond that.

Shri Shahnawaz Khan: I come to that. Subject to this limitation, we will implement and we have implemented the decisions that have been taken.

Very briefly I would like to state the position as it is. Altogether, sixty officers in Classes II and III are involved in this question. Of these two have retired; one has died. Forty seven were considered by the Promotion Committee presided over by a Member of the U.P.S.C—mind you, not by a Railway officer belonging to some Railway. Of these, twenty five have been considered suitable for promotion to Class I. Twenty-two have been rejected: none of our fault. The remaining ten cases are still to be considered by the Promotion committee. Orders regarding the promotion of the selected officers will issue shortly. This is the present position of the State officers.

During the discussion on the Supplementary Demands for grants, you, Sir, were good enough to speak for a while and you raised the question of the survey of the Bhivani—Rohtak line. That survey was actually carried out in 1928. In the present day rates the cost of that thirty five mile stretch would be something like Rs. 3 crores. The expected return would be one per cent. That would be very unremunerative. In our present state, I do not think we can afford it.

Then, Sir, you had raised the question of hardships and difficulties experienced by the public in going over the level-crossings at Hissar. We have been in touch with the Punjab Government, and the position is that the P. W. D., Punjab, have recommended the replacement of only one level-crossing with an overbridge. We are in consultation with the Punjab Government about the plans and estimates of the work, and I hope that this great difficulty of the people will be solved as soon as we come to an agreement with the Punjab Government, and we hope the overbridge will be constructed soon.

You had also invited the Railway Minister and me to accompany you on a trip to the Rajgarh-Loharu section. I welcome this whenever it suits you.

An Hon. Member had referred to the treatment that should be meted out to victims of accidents. I think it was Shri Bharucha. He had suggested that free transport should be provided. That is being done. He also said that free medical treatment should be provided. That is also being done

Shri Naushir Bharucha: Including hospitalisation?

Shri Shahnawaz Khan: Yes.

He spoke about artificial limbs. That is being done. The best possible limbs that are available in the country are being provided.

About compensation, the hon. Member is aware that as soon as a serious accident takes place, a Claims Commissioner is appointed, or there is an *ad hoc* Claims Commissioner, and all applications are submitted to him. He is an officer belonging to the judiciary, and it is he who lays down or fixes the amount of compensation to be paid.

Shri Naushir Bharucha: It is on the basis of the Workmen's Compensation Act.

Shri Shahnawaz Khan: Of course, the maximum amount payable by the railways is Rs. 10,000, and that is irrespective of the fact whether the accident has been caused by the negligence of the railways or not, whether the railways are to blame for the accident or not.

Shri Tangamani: How about ad hoc early payment being made to the dependants of the victims?

Shri Shahnawaz Khan: That too has been made whenever there has been a serious accident. Ad hoc payments have been made immediately. I know that in the accident at Mohri near Ambala immediate ad hoc payments were made. Admittedly the amounts were not very large, but the payments were made immediately.

Shri S. M. Banerjee: What is the definition of a major accident how many lives lost?

Shri Shahnawaz Khan: There is no definition of a major accident as such in the railways. A serious accident is an accident in which loss of life is involved, or grievous hurt, or damage to the railway property to the extent of more than Rs. 2,000. Major accidents are those accidents in which a large number of lives is involved, but there is no hard and fast definition of a major accident.

The hon. Member from Bombay, Shri Bharucha, also asked why we could not foresee the purchase of the Chola power house. Negotiations had been going on for a long time, and the agreement with the Bombay Government was reached only last month.

A large number of hon. Members referred to the unsatisfactory condition of our waiting halls, trains on the lines etc. I do not propose to reply to every single one of them, but I can assure them that all that

they have said will receive due consideration.

Shri Braj Raj Singh: Assurance does not mean fulfilment.

Shri Shahnawaz Khan: Shri Murthy referred to the availability of teak-wood. The House is aware that there is shortage of teak in the country. We have had to send some missions abroad, or some negotiations had to be carried out to purchase teak from abroad, from Burma mostly, and that has been done on fairly favourable terms. Any teak that is available within the country is always welcome and the railways would be only too happy to purchase it.

He said that certificate from an MLA or M.P. should be accepted. That is the normal practice. It is accepted. If it has not been accepted in any particular case, it would be looked into and the remedial steps taken.

He raised the question of adequate representation to the Scheduled Caste apprentices in Perambur. The policy of the Government and the Railway Ministry is well known to the hon. House, and we will continue to take steps to give adequate representation to the Scheduled Castes where it is not being given.

Also, a number of hon. Members referred to ticketless travel. I think the hon. Members from Hyderabad referred to the prevalence of ticketless travel, and also closing of booking windows half an hour before the arrival of the train. We are aware that there is considerable ticketless travel particularly on the branch lines. Special steps are being taken to combat that evil.

श्री नाशिर भारुचा. टिकटलेस ट्रेन्स की बात नहीं है। कम चार्ज कर के लोगों को ट्रेन्स करने दिया जाता है।

Shri Shahnawaz Khan: That is one of the methods. We will look into that. If there is any specific case, we shall examine it.

Shri S. M. Banerjee. One point in this connection. When I was in jail I have seen that when persons arrested for ticketless travel are released from jail, they are not paid any amount. Every convict when released is paid some amount, but these people are not paid with the result that they again travel ticketless. It is a very serious matter.

Qazi Matin (Giridih) Now they are getting tickets.

Shri Shahnawaz Khan My hon friend Shri Harish Chandra Mathur raised certain fundamental points. One of the points which I have not been able to touch so far is whether the appointment of additional members in the Railway Board had justified itself. He also thought that the status of the additional members was not such that the General Managers would pay heed to whatever they said or take their orders seriously. I would like to take this opportunity of informing the House that the additional members in the Railway Board have done extraordinarily good work, and they have more than justified their appointment.

The status of an additional member is equivalent to that of the status of a General Manager. So far, we have not come across any case where we have felt that a higher status is necessary for them to have their orders obeyed or respected. We have not found it necessary.

He also referred to the great increase in food production that is going to take place as a result of the Rajasthan Canal. We are very happy and we hope that Rajasthan will start producing large quantities of food. I can assure him that he will not find the Railway Ministry wanting in its ability to carry the goods. The Plan for food production will start materialising some time

later, in the Third Plan, and by that time I can assure my hon. friend that we will be ready.

14 hrs

Shri Harish Chandra Mathur: That is to be completed by 1961-62.

Shri Braj Raj Singh: Does the Minister hope to continue there till the Third Plan?

Shri Shahnawaz Khan: It will take some time for the food to grow.

Shri Harish Chandra Mathur: We are already surplus.

Shri Shahnawaz Khan. My hon friend from Mysore referred to the cases of victimisation that were going on. If there are any specific cases of victimisation, we shall be grateful to have them brought to our notice and we shall deal with them.

Shri Braj Raj Singh May I know what the decision of Government is on the abolition of saloons?

Shri Jagjivan Ram Some times, inspection carriages are confused with saloons. As a matter of fact, we have got very few saloons on the railways. What most of the officers use are in ordinary parlance regarded as saloons, but they are inspection carriages.

Hon. Members should not forget that many of our officers have to spend days, when works are going on the railways, in out-of-the-way places where there are no rest-houses, no dak bungalows and no hotels available, and they have to stay for days together in the carriages. These inspection carriages provide these amenities, and they carry on their office work also in those places. Therefore, whenever occasion has arisen, I have reiterated that I am not going to abolish this facility given to the railway officers.

Some Hon. Members rose—

Mr. Chairman: Order, order. This is not question hour. Let the questions be asked one by one.

Shri S. M. Banerjee: Demand No. 10 relates to expenditure on medical facilities. In reply to an unstarred question of mine about tuberculosis cases as on 1st January, 1958, I got the following figures: Class I: Nil; class II: 2; class III: 1,078; and class IV: 3,454. May I know the reason for the increase in the number of tuberculosis cases among the class III and class IV employees? Is it because of the insanitary conditions in their houses? Or are there any other specific reasons?

Shri Shahnawaz Khan: There can be many reasons for contracting tuberculosis. It may be as a result of infection. It may be as a result of malnutrition, or it may be due to insanitary or crowded conditions of living. We have not worked out any separate figures, and we do not, therefore, have any separate figures. I think that is being done by the Health Ministry.

I would like to inform the hon. Member, however, that the Railway Ministry is fully seized of this problem. We are fully conscious of the fact that tuberculosis is on the increase among the railway staff. We are taking steps to check its spread, by having chest clinics, and also by reserving beds in the various existing sanatoria and so on. We are seized of the problem, and we are taking steps.

Shri M. C. Jethwani (केठन): रोहतक भिवानी लाइन के बारे में भी माननीय डिप्टी मिनिस्टर ने कहा कि तीन करोड़ उस पर जर्ब होगा और एक परसेट की यील्ड होगी। मेरे जानना आहता हूँ कि एक परसेट यील्ड का जो अन्दाजा है, वह १६२६ के अनुमानों पर आधारित है या १६५८ के?

Shri Jagdish Bhattacharya: १६५८ के।

Shri M. C. Jethwani: तब मैं कहूँगा कि आपका अन्दाजा गलत है।

Shri P. A. Deshpande (वारावंकी): माननीय मंत्री जी ने उत्तर दें। हूँ वह बताया है कि संलग्न सिर्फ जब सरकारी कर्मचारी जात्य के लिये जाते हैं, तभी इसनमाल होती है या यहाँ दुर्बंधना होती है वहाँ पर जाते हैं तथा छहरने की व्यवस्था नहीं होती है, वह वहाँ इसनमाल होती है। मेरे जानना आहता हूँ कि क्या ये सुविधायें केवल इन्हीं हालतों में ही जाती हैं या किंहीं और सूरतों में भी दी जाती हैं जब कि लोग इन्स्पेक्शन पर जाते हैं? इसके बारे में क्या कोई एश्वोरेश मंत्री भ्रष्टोदय..

Shri P. A. Deshpande (वारावंकी): भ्रष्टोदय।

Shri Jagdish Bhattacharya: जो उत्तर दिया गया है उसको समझने का प्रयत्न शायद माननीय मदस्य ने नहीं किया है। मैंने कहा है कि संलग्न की तादाद बहुत थोड़ी है। संलग्न से भी लोग चलते हैं और चलेंगे। मेरे नहीं समझता कि इसको बिल्कुल हटा देना मुनासिब है।

Shri Jagdish Bhattacharya: जब तक आप हैं तब कि।

Shri Jagdish Bhattacharya: आपको अगर मौका मिल जाये तो आप भी इसको चाहेंगे।

Shri Jagdish Bhattacharya: बहुत जल्दी मिल जायेगा।

Mr. Chairman: In regard to the cut motions, I would like to know which cut motion should be put to the vote of the House separately.

Shri Naushir Bharucha: May I request that cut motion No. 1 may be put to voice vote?

Mr. Chairman: I believe cut motion No. 1 has not been moved. The only cut motions that have been moved are cut motions Nos. 2, 4, 6, 7 and 11.

Shri Naushir Bharucha: I have written a letter saying that I am moving all my cut motions. Probably, it may have been missed.

Mr Chairman: Cut motion No. 1 relates to extravagant expenditure on telephone and postal charges. I think it has not been moved.

Shri Naushir Bharucha: In my note, I have requested the Chair's permission to treat all my cut motions as moved.

Mr. Chairman: Has this cut motion been moved?

Shri Naushir Bharucha: I have written a note to the Chair in which I have said that I am moving all the cut motions in my name.

Mr. Chairman: All right. It may be moved.

Extravagant expenditure on telephone and postal charges

Shri Naushir Bharucha: I beg to move:

"That the Demand for a supplementary Grant of a sum not exceeding Rs 7,79,000 in respect of 'Railway Board' be reduced by Rs. 100".

Mr. Chairman: Since the hon. Member wants me to put cut motion No. 1 to vote, I shall put it now

The question is:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 7,79,000 in respect of 'Railway Board' be reduced by Rs. 100 (extravagant expenditure on telephone and postal charges)."

The motion was negatived

Mr. Chairman: I shall now put the other cut motion to vote.

The cut motions were put and negatived.

Mr. Chairman: The question is:

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of the following Demands entered in the second column thereof, namely Demands Nos. 1, 2, 4, 5, 6, 7, 8, 9, 10, 12, 13, 15, 16 and 17."

The motion was adopted.

[The motions for Demands for Supplementary Grants which were adopted by the Lok Sabha are reproduced below—Ed.]

DEMAND NO. 1—RAILWAY BOARD

"That a supplementary sum not exceeding Rs 7,79,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Railway Board'."

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

"That a supplementary sum not exceeding Rs 1,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

"That a supplementary sum not exceeding Rs. 1,03,91,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Administration'."

DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

"That a supplementary sum not exceeding Rs. 6,75,28,000 be granted

to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

"That a supplementary sum not exceeding Rs. 2,19,87,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operating Staff'."

DEMAND NO. 7—WORKING EXPENSES—OPERATION (FUEL)

"That a supplementary sum not exceeding Rs. 3,09,61,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operation (Fuel)'."

DEMAND NO. 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

"That a supplementary sum not exceeding Rs. 1,19,82,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operation other than staff and Fuel'."

DEMAND NO. 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

"That a supplementary sum not exceeding Rs. 2,12,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses Miscellaneous Expenses'.

DEMAND NO. 10—WORKING EXPENSES—LABOUR WELFARE

"That a supplementary sum not exceeding Rs. 19,58,000 be granted to the President to defray the

charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses Labour Welfare'."

DEMAND NO. 12—DIVIDEND PAYABLE TO GENERAL REVENUES

"That a supplementary sum not exceeding Rs. 45,46,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Dividend Payable to General Revenues'."

DEMAND NO. 13—OPEN LINE WORKS (REVENUE)—LABOUR WELFARE

"That a supplementary sum not exceeding Rs. 41,67,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works (Revenue)—Labour Welfare'."

DEMAND NO. 15—CONSTRUCTION OF NEW LINES

"That a supplementary sum not exceeding Rs. 2,20,43,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Construction of New Lines'".

DEMAND NO. 16—OPEN LINE WORKS—ADDITIONS

"That a supplementary sum not exceeding Rs. 10,80,37,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works Additions'".

DEMAND NO. 17—OPEN LINE WORKS—REPLACEMENTS

"That a supplementary sum not exceeding Rs. 14,62,04,000 be

granted to the President to defray the charges which will come in course of payment during the 31st day of March, 1958, in respect of 'Open Line Works—Replacements'."

***DEMANDS FOR GRANTS—RAILWAYS, 1958-59**

Mr. Chairman: Now, we shall take up the Demands for Grants relating to the Railways.

Before I proceed further, I have to announce that a large number of cut motions has been received. As has been the practice in this House before, hon. Members and leaders of Groups may hand over the numbers of their cut motions which they select and which they desire to move, within fifteen minutes, at the Table I shall ask the Members to move them, if the Members in whose names the cut motions stand are present in the House, and the cut motions are otherwise in order.

One other question has to be decided by the House, namely the splitting up of the 12 hours allotted for the discussion of the Demands for Grants between the various Demands. From the list before me, I find that the largest number of cut motions is to Demand No. 1. I would suggest, if the House is agreeable, that out of the 12 hours, we may devote 7 hours to Demand No. 1 and 5 hours for the other 18 Demands. May I know the sense of the House in this connection?

Shri Naushir Bharucha (East Khandesh): May I suggest that that would be perfectly desirable, excepting that instead of fifteen minutes' time for giving notices of the cut motions which we desire to move, it may be extended till 3 P.M. since the House is thin now? The time for sending in notices that we want to move particular cut motions may be extended till 3 P.M.

Mr. Chairman: I shall take it that the House will devote 7 hours to De-

mand No. 1 and 5 hours to the rest of the Demands.

Several Hon. Members: Yes.

Mr. Chairman: And instead of 15 minutes, 20 minutes' time may be allowed.

Shri Naushir Bharucha: I suggest that it may be extended till 3 P.M. since there may be Members who have gone out for their lunch, and let them have time to come back.

Mr. Chairman: I do not mind. Let the time allowed be increased.

We shall now take up the discussion on the Demands for Grants relating to the railways.

DEMAND NO. 1—RAILWAY BOARD

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 81,19,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Railway Board'".

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,28,26,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 31,39,000 be granted to the President to defray the charges which will come in course

*Moved with the recommendation of the President.

of payment during the year ending the 31st day of March, 1959, in respect of 'Payments to Worked Lines and Others'."

DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 32,73,57,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Administration'."

DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Chairman: Motion moved

"That a sum not exceeding Rs. 1,04,29,56,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Repairs and Maintenance' "

DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

Mr. Chairman: Motion moved

"That a sum not exceeding Rs. 63,80,97,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Operating Staff'."

DEMAND NO. 7—WORKING EXPENSES—OPERATION (FUEL)

Mr. Chairman: Motion moved

"That a sum not exceeding Rs. 57,21,34,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Operation (Fuel)'."

DEMAND NO. 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 18,44,89,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND NO. 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 26,29,60,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Miscellaneous Expenses'."

DEMAND NO. 10—WORKING EXPENSES—LABOUR WELFARE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 7,88,91,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Labour Welfare'."

DEMAND NO. 11—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION RESERVE FUND

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 45,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

DEMAND No. 12—DIVIDEND PAYABLE TO GENERAL REVENUES

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 49,58,89,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Dividend Payable to General Revenues'."

DEMAND No. 13—OPEN LINE WORKS (REVENUE)—LABOUR WELFARE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,62,37,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Open Line Works (Revenue)—Labour Welfare'."

DEMAND No. 14—OPEN LINE WORKS (REVENUE)—OTHER THAN LABOUR WELFARE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 13,32,59,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Open Line Works (Revenue) Other than Labour Welfare'."

DEMAND No. 15—CONSTRUCTION OF NEW LINES

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 25,89,39,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Construction of New Lines'."

DEMAND No. 16—OPEN LINE WORKS—ADDITIONS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 4,12,02,06,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Open Line Works—Additions'."

DEMAND No. 17—OPEN LINE WORKS—REPLACEMENTS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 99,17,43,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Open Line Works—Replacements'."

DEMAND No. 18—OPEN LINE WORKS—DEVELOPMENT FUND

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 36,70,32,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Open Line Works—Development Fund'."

DEMAND No. 20—APPROPRIATION TO DEVELOPMENT FUND

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 27,34,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Appropriation to Development Fund'."

So far as cut motions are concerned, there is a long list before me.

I would like to know what are the numbers of the cut motions which are going to be moved. Already, it has been announced that within 15

minutes hon. Members will pass on chits indicating the numbers of cut motions. In regard to Demand No. 1, I would like to know what are the numbers of the cut motions to be moved.

Shri Naushir Bharucha: Shall we presume that all the cut motions are before the House?

Mr. Chairman: By 15.00 hours, all the cut motions to be moved will be handed at the Table.

Shri Naushir Bharucha: In the meantime, Members may speak on any cut motion.

Shri Hem Barua (Gauhati): My cut motions are Nos. 414 to 419.

At the outset, I want to thank the Railway Minister for having the new Railway Zone. This was long overdue; there was a demand from the State of Assam for a separate railway zone and there were reasons for that. I am very happy that the Railway Minister has, after all, conceded this demand. I am one with the Railway Minister when he said that this was not due to any political pressure but because of considerations that were essentially weighty not only in the interest of this frontier State of Assam, but also in the interest of the country as a whole.

Now, as I said, this is a frontier State and on its borders, there are foreign countries like Pakistan, Burma, Tibet and so on. Our relations with these foreign countries at present are very cordial and happy. But it is very difficult to foresee history—what is in the womb of history is difficult to foretell. If by chance, our relations with any of these States are disturbed, it has to be remembered that Assam is connected with the rest of India only by a narrow corridor of 45 miles width. I think the Danzig corridor was a little less wide than this, but whatever that might be, if our relations with any of these foreign countries are disturbed, and in that case, if a bomb is thrown on the corridor, then the entire State of

Assam gets dislocated from the rest of India, and the hounds of war thus unleashed eat into our flesh.

Then there is this consideration that the frontier State has to depend on the rest of India in so many respects. The Frontier State has so many problems pertaining to economic development, industrial development and also pertaining to security measures. So this separate zone is a most welcome thing and that is why I want to thank the Railway Minister at the outset.

Now, the Minister had said a very fine thing about making this Assam rail link, that connects the State of Assam with the rest of India, dependable and continuous and always a reliable communication between the frontier State and the rest of India. This is the message that he sent on the eve of the inauguration of this new zone. I thank him for this assurance to the people of Assam and to the rest of India as well. In order to make this Assam link dependable and continuous, measures must be taken. I hope the Railway Administration would adopt the necessary measures to develop this into a full-fledged railway zone and railway system.

As regards the Assam rail link, this was completed in December, 1949. It was opened for transport during January 1950. The history of railway transport to Assam and in Assam is a chequered one in the sense that during the partition, the railway line was also partitioned, and a part of it had to run through Pakistan territory. Those people who have had the misfortune of travelling by this railway line during the post-partition days know what sufferings and inconveniences they were subjected to. This is a matter of recent history.

The Assam rail link was constructed. It removed the sufferings or the troubles and difficulties of the travelling public to a certain extent. But that is not the end of the high way. There are so many difficulties faced by the travelling public even today.

[Shri Hem Barua]

Since this Assam link is the only means of transport that connects the frontier State with the rest of India, the entire Assam market has to depend on this transport system

Now, this Assam link moves across difficult terrain. During monsoons, every time this line is dislocated due to inundations and floods, between Barauni and Katihar and Alipur Duar, there are so many bridges and these bridges get breached during the monsoons. This railway line is the only means of transport and only communication line that connects this frontier State with the rest of India, it gets dislocated every year during the monsoons and when this happens it brings a lot of trouble and difficulties to the people living in this frontier State

At the same time, the markets of Assam are thrown out of balance. Export and import trade there depends on this line. There is a massive bottleneck between Silguri and Alipur Duar. This is because there are so many bridges between these two points and these bridges get dislocated. These bridges ought to be restored to a position of stability. That is one of the things that should be done

Then, again between Manihari Ghat and Sakrigali Ghat there is a broad, shifting river. This is one of the massive bottlenecks of the transport line. Unless and until a bridge is thrown across the Ganga at this particular point, there is no hope or there cannot be any chance of overcoming this difficulty that faces the railway link at present. That is why I would suggest that simultaneously with the construction of a bridge across the Ganga at Mokameh there should be another bridge constructed between Manihari Ghat and Sakrigali Ghat in order to avoid this massive hurdle in the way of the Assam link

There was a Stabilisation Committee, and that Committee had submitted its Report. That Committee had

made out a suggestion for an alternate route. I do not know at what stage the Stabilisation Committee's Report is with the Government now. Are they giving any consideration to it or not? I do not know. But this Committee has suggested an alternate route in order to make this line more stable. Unless and until this line is made stable, there can be no hope of having safe transport. I find that it is said that between Barauni and Katihar there should either be an alternate line or the existing line should be converted into a broad gauge line. Or else it won't be able to cope with the import and export trade demand of the State

Now, what about transport facilities in the State of Assam? There these facilities are still in the rudimentary stage. There is no doubt about that. When I say that these transport facilities are still in the rudimentary stage, I compare them with the rest of India. I know, at the same time, that comparisons are odious, and when I want to compare them with the rest of India I do not want to do it in a spirit of malice because I know that on the security of the frontier depends the solidarity and security of India as a whole

Now what about the new zone? This new zone is going to comprise a route mileage of 1738 3 miles. That is what is given out. At the same time, it is given out that the Government are now engaged in constructing marshalling and interchanging yards at Barauni and when these are constructed, the railway zone will be extended westwards of Barauni. When it is extended to the westward of Barauni after these marshalling and interchanging yards are constructed, it should then come to comprise a total railway mileage of 1993 3 only

I find a tendency in this House for people to criticise the creation of this new railway zone. Those who do it, do so, by putting their blind eye on

the telescope, because they have never tried to examine the entire problem, the problem that faces the frontier State of Assam. I want to remind you, Sir, that this railway zone when it is extended beyond Barauni, would comprise a total mileage of 1993 3 whereas under other railway zones there is an average mileage of 4,000. I do not want to compare it for the sake of comparison. But, at the same time I want this House to take into account the strategic considerations under which this railway zone had to be given effect to or this railway zone had to be built up.

What about the capacity of the Assam railway link? This is the main rail link and the capacity is only 170 wagons metre gauge wagons per day each way. This capacity meets only 66 per cent of the export trade of the State and meets only half of the import requirements of the State. The rest is left in the lurch and it is a very painful thing.

Assam is noted for its tea trade. What about the tea traffic? How much of the tea traffic, this railway line lifts? There was an assurance that this rail link would be capable of lifting 20 per cent of the tea traffic in the State.

The Deputy Minister of Railways (Shri Shah Nawaz Khan): Lot of tea traffic flows down the Brahmaputra also.

Shri Hem Barua: Yes, I will come to that also.

There was an assurance to lift 20 per cent of the tea traffic. As a matter of fact, only 14 per cent of the tea traffic was lifted. Tea is one of the massive industries of Assam. At the same time, because of the incapacity of this rail link to lift up the traffic of this frontier State, it is conjointly in the hands of the River Steam Navigation Company and the India General Navigation Company. What about these companies? They are still British-owned companies and

they are also faced with a lot of difficulty because the steamers they ply have to go through a part of Pakistan territory. And, think what enormous odds and difficulties they have to meet because they have to pass through a part of Pakistan territory?

Recently, there was a news item in the papers that the steamer *Chillmar* was captured by the Pakistan people in the mid stream. And, I would very much enlighten this House that there were so many incidents in the Assam-Pakistan border. There have been as many as 27 instances of Pakistan vandalism on the Assam border during the last one year. That is a record. That is why these steamers on whom we have to depend so much for our export and import trade have to face a lot of difficulties when they have to pass through Pakistan territories. We know to what extent this State suffers.

They are British companies. Recently, in Bihar when the employees of the steamer companies demanded fulfilment of their legitimate rights, a higher increase in the salary and all that these companies threatened to close down the steamer services. This is what they recently did in Bihar. Even in Assam they threaten to close down the steamer services whenever there is a demand, a legitimate demand, on the part of the employees for better conditions of service and security of service. That is what happens. That is why, if we want to depend on the steamer companies and neglect our railway transport, that would be a bad day for us.

About industrial development Assam is now launching on a voyage, I will say, of industrial development. And, what is that voyage? We know Assam is a backward State from the point of economy and from the point of industry. According to the Census Report of 1955 74 per cent of the people in Assam live on agriculture, whereas only 14 per cent live by avocations other than agriculture. That is the fate of Assam. We want this frontier State to be economically

[Shri Hem Barua]

quite strong because, as I have said, this State is connected with the rest of India by a corridor only of 45 miles and if this corridor is bombed by any foreign country tomorrow, Assam gets detached from the rest of India. Then, as I have said, it would be the history of Dunkirk repeated in India. That is what I have felt.

[Mr. DEPUTY-SPEAKER in the Chair.]

14-27 hrs.

We want to build up our industries there. There is a proposal for a sugar factory; it has been erected; there is a proposal for a plywood factory, a cement factory and a jute factory as well. When the sites of all these factories—except the sugar factory—are finally selected, there would be need for more expansion of railway lines and in that case we can help the industrial development of the State.

I want to thank the Government for one thing, that is, for ultimately deciding to locate the oil refinery in Assam. And, when the oil refinery is located in Assam, I think it is going to have a throughput of 1.5 million tons per annum and it will have scope for further development. The oil has to be transported from the State of Assam to the Calcutta market or to the market outside. When the oil refinery is located at Gauhati or in Assam, the oil has to be transported. If it is not transported by multipurpose pipe line it will have to be transported by the railways. And, in that case, the railway lines that we have today that are even capable of meeting 66 per cent of the traffic that is in Assam—and that is going to get doubled after the end of the Second Five Year Plan—may not be expected legitimately to meet the requirements of the oil refinery. That is why we feel that this metre gauge railway has got to be converted into broad gauge and there should be alternate lines and the capacity has got to increase from 170 wagons per day to 300 or 400 wagons per day, if not more.

There is all round internal expansion. What about Assam? Generally, the railway line has to be developed, because there are vast areas of land still not covered by railway lines. For instance, there are districts like Goalpara, Darrang and several sub-districts like North Lakhimpur where there is no railway line. No attempt has been made to introduce the railway line in those parts. For instance there is an entire tract from Rangapara to North Lakhimpur which is rich in tea, rich in rice, but it is left uncared for and there is no railway track there. The entire traffic depends on the riverine system and the riverine system is a loose system as I have already stated.

What is the total mileage of railway lines in Assam? It is 1081; whereas the population is 90,43,709 and the area is 85,012 sq. miles. If you distribute the total railway mileage population-wise and area-wise, it comes to 5.7 miles per 1000 sq. miles and per thousand population it would be 12. This is the sad state of affairs that obtains in the State of Assam.

What about the hills? There are the hills and there is no railway line connecting even the submontane areas. The submontane areas are neglected. There are no railway lines going up to the foothills. Thirty per cent of the entire population of the State of Assam live in these hills. Thirty lakhs of people live there and these 30 lakhs have not got the benefit of a railway line or the benefit of a railway station. I know the people in Assam live in villages.

Shri Shahnawaz Khan: I hope they have the benefit of roads.

Shri Hem Barua: Oh, they have the roads; that is a fact, of course. But, then, I want your railway line to scale the mountains, scale the hills in order to develop these areas initially and in order to exploit the mineral resources that are there in the hills. That is

why I would like Shri Jagjivan Ram or Shri Shahnawaz Khan to scale with the railway lines the hills of Assam and find out the beauty spots, the treasures locked up in the caves of the hills. That, I would like them to do.

There are intermittent hill ranges also. There are peaks of 10,000 ft. like Mt. Zapho in the Naga Hills, and the Shillong peak, is 5,000 feet. The average normal height of the hills barring these two peaks is only 3,000 ft.

If we can have a railway line covering 59 miles scaling the 7200 feet in Darjeeling why not have a railway line scaling one of the hills of Assam? Why not connect Tura in the Garo Hills with a Railway line!

Now, what about the engines and locomotives? There are about 300 engines in Assam but they are all war torn; this was the State through which during the hectic days of the war people from war torn Burma, battered and maimed, walked back to their respective homes in India and the railways played their part during the war. This was in fact one of the theatres of war and Shri Shahnawaz Khan knows it; he came as far as Kohima.

These railway engines and wagons are in a dilapidated condition. There are no amenities in the railway stations in Assam. People who had the privilege of travelling by the railway link, or rather the misfortune of travelling through the railway link, know that. I know that somebody cried—was it my wife, I forget—"Pave me the way to hell with a railway route like this." It is so congested; there is no amenity. You do not find any food, water or anything like that. That is the state of affairs. Apart from the lack of amenities, the super-annuated wagons and coaches and the war-torn railway engines, the stations are very dimly lighted. You cannot see even the face of your co-traveller. They are so dimly lighted.

But when the Congress Session was to be held in Pragjyotishpur, there were hectic preparations or mad preparations, possibly unparalleled in the history of the railways. Overnight, a bridge was thrown across the level crossing at Pandu. Even in a wayside railway station like the Khamakya station that was closed down for years, there were fluorescent lamps. So many amenities came. People there saw even the face of an electric train. Electric trains came, overbridges came across the level crossings, fluorescent lights were burning bright where there were not even dim lights before. I thank the Railway Ministry for all these amenities.

Shri S. M. Banerjee (Kanpur): One more session.....

Shri Hem Barua: We got transported to heaven possibly. So sudden was this transformation that we have to thank for all these amenities. We thank all the people at the helm of affairs during this Congress session for providing us these amenities. But my argument is that if this could be done when the Congress session was held, why not they be done when such sessions were not held and when there was a demand from the people.

About the freight structure, I have to say this. The Freight Structure Committee made a fine recommendation that the freight rate obtaining between Assam and the rest of India must be determined according to the pre-Partition rates. It is a circuitous route and covers 158 miles more and because of this there has been an additional freight. There is difficulty in the export and import of goods from the State. I request the Minister to give his attention to this fine proposal made by a Committee appointed by the Railway Ministry.

The policy pursued by the Railway Ministry with regard to labour, whether in Assam or in the rest of the country, is haphazard and slipshod—victimising people for nothing. For instance, there was the oil refinery

[Shri Hem Barua]

movement in Assam. A railway employee at Pandu wrote an informative book about the economic aspect of it and also the industrial aspect. For writing that a notice of dismissal was served on that man. Ultimately because of some pressure from his co-workers that notice was withdrawn. Now, I have come to know that another notice of dismissal without assigning any cause has been served on him. You are left in the lurch and at the mercy of officers. Even if you want to do a bit of patriotic job such as the writing of a book about the oil refinery, it is misunderstood. The reward is a notice of dismissal served on the railway employee who writes it.

This sort of thing happens because it is a neglected place and it is difficult to catch the ears of the big guns here. Now, the schools also are in a very dilapidated condition as the wagons are. For want of another word to describe those institutions in the dictionary, they are possibly called schools. I do not think the teachers are paid well or that the conditions of service of the teachers were looked after properly. They are neglected and consigned into a narrow cell called the school building. There are so many anomalies in the State of Assam. It is natural because it is the most distant wing of the sub-continent of India. I will only request the Railway Minister to pay special attention to this frontier State and help to solve the problems with the same speed and the same urgency that they showed at the time of the Congress Session.

Mr. Deputy-Speaker: Shri Tangamani. There are some Members who have to leave Delhi today. Therefore, they would be given preference but others would also be called.

Shri Tangamani (Madurai): Sir, I am moving the following cut motions to Demand No. 1-145 to 150, 298 and 312.

I shall not speak on all the cut motions. I shall deal with two or

three issues raised in the cut motions and one or two issues raised in the other cut motions. During the General Debate, enough has been said about the increasing accidents and the increasing derailments that are taking place. The hon. Minister in reply to a question has told us that the derailments during the year 1956 numbered about 1200 and that in 1957 it amounts to about 1300 or so. We have an average of a thousand derailments a year. I would like the hon. Minister in replying to these cut motions to tell us about the various steps that they propose to take or have taken to prevent this recurring derailment.

Derailments are pleasant things if they are only confined to wagons. But when they affect the passenger trains, it may lead to serious accidents also. My information is that the derailments are largely due to the way the wagons and carriages and the locos are kept. Having said this, I would request the hon. Minister to take this House into confidence as to the reasons leading to these derailments.

Although divisionalisation has taken place, we have not been told how it has worked. In the Southern Railway, eight divisions have been created, but efficiency, instead of being increased, has fallen down. There has been considerable delay. The District Officers, who were more powerful and who were able to attend to these staff matters promptly, have to refer every issue to the Divisional Superintendent. It may be argued that the Divisional Superintendent is more in the nature of a chota General Manager. So, instead of decentralisation which is becoming the order of the day, it has become over-centralisation. The District Officers, who were in a position to attend to various matters, have to refer every small detail also to these Divisional Superintendents. I would, therefore, request that at least the experience that we have gained in the divisionalisation that we have introduced in the Southern Railway may be made available to this House.

The next point, which is of a general nature also—I am sure the Railway Board and the Ministry are fully aware of it—is the failure to refix the scales for ex-servicemen on the basis of past service and past pay; that is my cut motion No. 149. I would like to refer to the various communications that have been addressed by the ex-combatant clerks to the Railway Board and to the Railway Ministry. Originally, when these ex-combatant clerks were enrolled in the Railways they were not given due weight for their past service. Subsequently, due weight was given for their past service.

Now, to give one example, if a particular ex-combatant clerk had continued in the military service he would have been receiving Rs. 105 as basic pay. Today, taking into consideration his service also, on the basis of the railway scale he may not be getting even Rs. 95. So, that disparity exists. Although there has been refixation of pay on the basis of past service, there has not been refixation on the basis of past pay that they were getting as combatant clerks.

I would like to mention that the Railway Board has raised an objection that the provisions of FR. 22-A are not applicable to the ex-combatant clerks because they were drawing pay in the Defence Department in the scales not identical with the railway scales of pay. But in saying so they overlooked the following salient features, which also I commend to the Railway Ministry and the Railway Minister. The principle of "identical scale" is not of fundamental importance for the reason that FR. 9-31(b) was modified by the issue of the Finance Ministry's Office Memorandum No. F. 6(38)E III/50 dated 18-1-1951, so as to make applicable the provisions of F.R. 22-A to the ex-combatant clerks who would have otherwise been ineligible for the benefit, as the scales of pay Rs. 55—3—85—EB—4—125—5—130 and Rs. 55—3—85—4—125—5—130—EB—8—170 are not at all identical. So, the Fundamental Rule and the Railway Board's directive do exist, laying down the

principles by which the privilege can be extended to the ex-combatant clerks also.

I would like to refer to Audit Instruction No. 4 to FR. 22 formulating how the pay should be fixed in certain cases and, the Board's letter No. E53RC1/30/3 dated 26-6-1953 has clarified that the various elements which are included in "pay" under the Military Rules should be taken into account for the purpose of the term "scales of pay" or the term "post carrying pay" for fixation of initial pay in the prescribed scale. Why I am mentioning all this is to impress upon the hon. Minister that this issue must be now taken up and fully settled.

There are other points also which will strengthen my arguments. The supposed difficulty, which is mentioned in the Board's letters E52RE-1/5/3 dated 23-3-1955 and 8-6-1954, in the implementation of the Board's original orders contained in their letter of even number of 14-3-1953 is due to the fact that certain rules are now forgotten. The cadre alone is the criterion for fixation of pay on re-appointment, as Audit Instruction No. 4 to FR. 22 would purport to be. While the somewhat peculiar position of the ex. MAD clerks has been graciously considered and conceded to by the Government, the same attitude is not shown by them towards the ex-combatant clerks. So I request, without going further to the matter, that this matter may be taken into consideration.

I will give you another example also to show how the Railway Ministry will not have to encounter much difficulty. What is required is, I think, goodwill to protect these ex-combatant clerks. For this purpose, I should like to point out that the various elements such as Rank Pay, Grade Pay, Good Service Pay and War Service Increments, classified as pay in the Defence Service rules can be taken to mean "pay last drawn", because that is the point which the

(Shri Tangamani)

Railway Board has been raising whenever these ex-combatant clerks have been pressing their demand. I will illustrate it by an example. Supposing a person was enlisted in the Army in 1941 and discharged from the Army in 1947, his emoluments at the time of discharge would be: Rank Pay (Basic Pay)—Rs. 27, Grade Pay—Rs. 60, Good Service Pay—Rs. 6, War Service Increments—Rs. 10, that is a total of Rs. 103 per month. It has to be fixed in the scale of Rs. 55—3—85—EB—4—125—5—130 at the stage of—Rs. 101 plus Rs. 2, the difference to be treated as Personal Pay till the next stage of Rs. 104 is reached in the next year. I hope and trust the injustice which has been meted out to our ex-combatant clerks who have been discharged from military service and who volunteered to serve in the Railways will be removed and they will also be encouraged.

The next point I would like to mention is about the catering service. One or two of my friends have raised the question of Grand Trunk Express. Some of us coming from the south usually travel by the Grand Trunk Express. We were having the restaurant car from Madras to New Delhi. Now we find that the restaurant car is detached at Kazipet. It causes inconvenience to passengers. I do not know what additional advantage is accruing to other passengers. The other day the hon. Minister said that they were detaching this car at Kazipet and it was being taken to Secunderabad, and a special bogie was attached from Secunderabad via Kazipet to Madras. Instead of doing this the bi-weekly de-luxe service can be increased to thrice a week or even four times a week. The de-luxe trains can be converted into ordinary trains. Instead of doing that the little facility which has been extended to passengers has been taken away.

It is not a thing which affects the passengers only, it also affects the staff, the catering staff. They are

either drawn from Delhi or Madras. Formerly they were able to get back to Madras. Now, because the car is detached at Kazipet and taken to Secunderabad the staff from Madras cannot get back to Madras. They have to make arrangements for their lodging. That leads to some unexpected difficulties to the catering service also.

In this connection, I would like to mention another point. In big cities like Madras, Madura, Coimbatore and Tiruchirapalli, where it is not easy to get housing accommodation, the catering staff also may be taken as railway staff and given accommodation in the railway quarters. What really happens now is, we get excellent men in places like Madura or Coimbatore, whereas they are drawn from another place and they are very anxious to get back to their places because they are not able to get housing accommodation. Therefore, housing accommodation for the catering staff in places like Coimbatore, Madura, Tiruchirapalli and so on may also be taken into consideration.

Lastly, about the catering staff there was some representation from the de-luxe staff also. They have to work continuously for 24 hours. They travel nearly 4500 and odd miles per week. In spite of the fact that they have to pass through and even halt at the areas where they have to experience cold winter whether they are not provided with warm clothes. I request that they may also be supplied with warm clothes. The travelling allowance allowed to them on the basis of their pay scale is: Rs. 30—85: Re. 1, Rs. 60—130: Rs. 1/8 and Rs. 80—160 Rs. 2/4. They are not allowed to take their meals at wayside stations. So they have to buy the same in the restaurant cars where it costs Rs. 1-2-0 for vegetarian meals and Rs. 1-4-0 for non-vegetarian meals, whereas the daily allowance they get is one rupee only. This anomaly may be looked into and the staff may

be given some special allowance. My suggestion is that they may be considered as running staff.

I do not know how far it is true with other stations and whether it applies to all the railway stations, but the cooks and servers were previously supplied with two meals a day. In Madura they are not supplied with two meals; they are supplied only with two meal packets. I think we need not be stingy about this in regard to those who are serving and cooking, and they may be provided with enough food as is extended to the others.

Just one or two more points, Sir, and I will conclude. There are certain demands which I have put in my Cut Motion No. 148. There is heavy traffic between Madura and Madras. There are now three Express trains. Another Express train, particularly a Janata train, from Madura to Madras will certainly ease the congestion. Madura is now fast developing and the population has come up to nearly half a million; it is a big industrial centre and also an important pilgrimage centre. The house rent is going up in Madura. I would suggest that the house rent allowance has to be considered in the light of this background also and that Madura, which is now placed under category C, may be upgraded now for the purpose of the house rent and compensatory allowances. About Madura I have moved a specific cut motion.

Also, about Tuticorin I have moved a special cut motion, Cut Motion No. 150. Tuticorin also is now a fast developing port. Of course, the Sethusamudram project was given up, but the Tuticorin project is being taken up. As I said, Tuticorin is developing and the population is now more than one lakh. It is about time that Tuticorin was put in class C for the purpose of house rent and compensatory allowances.

There is one point, and that may probably serve for meetings the ques-

tion of accident also. In my Cut Motions Nos. 301 and 302 I have mentioned that now the number of sleepers to suit the length of the rail in yard sleepers will have to be increased. Here I have given a certain proportion, which I know is there on the Southern Railway. $N + 2$ is the number of sleepers where N is the length of the rail in yard sleepers. I have suggested that it may be increased to $N + 3$. I find that in certain Railways the proportion is as much as $N + 5$. So a uniform practice may be resorted to, and at least a minimum of $N + 3$ may be adopted.

In regard to the question of gangmen, the Labour Unions have been demanding that there must at least one for every three miles. But in places where there is greater density of traffic or a number of level crossings, their number will have to be increased. I believe it is on that basis that they have introduced this equated track mileage. On the basis of that we will have to work out whether an adequate number of men has been provided. On this basis, between Madura and Tirumanagal, which is only a distance of eleven miles, eleven more gangmen will have to be appointed. We need not stint on the question of providing more employment to Class IV staff.

When talking about Class IV staff I would like to say that it is a good thing that the Railway Ministry has done by appointing the Tapase Committee which is going into the emoluments and various facilities which have to be extended to the Class IV staff. There has been a general enthusiasm among this category of staff when the Committee went round from place to place, and they are anxiously awaiting the recommendations of this Committee. The hon. Minister, while introducing the budget, said that the Tapase Committee's report may be awaited very soon. The sooner it is

[Shri Tangamani]

published the better and it will certainly be welcomed by the Class IV staff. Sir, I want to impress upon the House and the Ministry that the Class IV staff are doing an excellent piece of work, and any greater encouragement given to them will certainly convince them about the propriety of seeing to it that any shortcoming in the human element which may lead to derailments and other things should be avoided.

I do not propose to take the time of the House further. I have given certain cut motions in regard to the Perambur Workshop, and I mentioned about it in the course of the discussion on the supplementary grants. I request the hon. Minister to look into the various matters that have been raised regarding this Perambur Workshop, for instance on the question of carriage and wagon repairs how the number of wagons and carriages which have been repaired is now boosted up. The Railway Board was aware of this, and so they appointed a Neutral Train Examiner. Even after the appointment of the Neutral Train Examiner the things do not seem to be going all right; because the wagons which come for complete overhauling have to be taken back in five or ten days for minor repairs. There is also a serious charge of theft from the workshop in November, 1957—I think it was on 20th November, 1957. An important officer was involved in it. This was taken up by the Security Officer and an enquiry was held. I would like to know what has happened to that particular officer. Because, a deterrent punishment to that particular officer will certainly serve to make the people to pay proper regard to this public property. It is railway property which is our own property, the property of the public.

Shri Shahnawaz Khan: We have the information; there is no truth in that allegation.

Shri Tangamani: Then I will be able to furnish certain particulars to the

hon. Minister, and if he is willing to pursue that I will be very grateful.

श्री मुस्लिम बुजे (फर्स्टकावाद) :

उपाध्यक्ष महोदय, जहाँ तक रेलवे बोर्ड का सम्बन्ध है, जो रिपोर्ट उन्होंने पेश की उससे यह पता चलता है कि रेलवे बोर्ड ने रेलवे के इन्टिजाम में बहुत अच्छा काम किया है। उन्होंने हर बात में तरक्की की है। मैं उन आंकड़ों को आपके सामने नहीं दुहराना चाहता जो कि और अनारेविल मेम्बर्स दुहरा चुके हैं। मुझको दो बातों के बारे में सिर्फ़ कुछ कहना है।

एक बात यह है कि मैं समझता हूँ कि जिनी तरक्की होनी चाहिये थी उनी नहीं हुई है। हालांकि रेलवे की पिछले साल की आमदानी ३४७ करोड़ के करीब है, लेकिन किर भी अगर देखा जाये तो जिन ज्यादा हपया इस पर लगाया गया है उसके हिसाब से आमदानी नहीं बढ़ी है।

दूसरी बात जो मुझे कहनी है वह यह है कि गाड़ियों के ठीक वक्त से चलने के बारे में जो शिकायत थी उसमें इजाफा तो हुआ है भगवर गाड़ियों के ठीक वक्त से चलने का पूरा इन्टिजाम नहीं हुआ है। अक्सर यह कहा जाता है कि कई जगहों पर लोग बार बार जंजीर खीच कर गाड़ियों को रोक देते हैं। यह बात एक दर्जे तक सही हो सकती है, लेकिन यह बीमारी हर जगह नहीं है। यह चीज़ चन्द जगहों पर ही है। इसलिये रेलवे बोर्ड को अपनी रिपोर्ट में यह भी देना चाहिये था कि जिन जगहों पर जंजीर नहीं खीची जाती है वहाँ पर क्या हालत है। रेलवे बोर्ड ने जो रिपोर्ट पेश की है उसमें इसका कोई जिक्र नहीं है।

रेलवे बोर्ड की रिपोर्ट से मालूम होता है कि बहुत सी लाइनों पर डबलिंग का इन्टिजाम हो रहा है। मैं डबलिंग के लियाँ

नहीं है। मैं समझता हूँ कि बहुत जगहों पर, डबलिंग होना फायदेवाला हो सकता है। लेकिन कुछ जगहें ऐसी हैं जहाँ डबलिंग की बहरत बहीं है। वहाँ पर डबलिंग के बाबाय दूसरी नई लाइन लोडने की बहरत है। लेकिन इस बारे में देखते होई कुछ जिद करता है और उसकी जिद यह है कि एक दफा जो राय उन्होंने कायम कर ली उसको किसी तरह भी बदलना नहीं चाहते।

मैं तबज्जह दिलाना चाहता हूँ उस डबलिंग के बारे में जो कि इलाहाबाद से कानपुर को किया जा रहा है। इस पर करीब ६ करोड़ रुपया खर्च हो रहा है। कहा जाता है कि मुगलसराय से जो माल आता है, आस कर कोयला, उसकी करीब दो हजार गाडियों रोज मुगलसराय से निकलती है और उन गाडियों के लिये इलाहाबाद से कानपुर तक काफा जगह नहीं है। यजें कि उनका कहना यह है कि एक लाइन उन गाडियों को ले जाने के लिये काफी नहीं है। और इसलिये दूसरी लाइन बनाने की जरूरत है। इस पर करीब ६ करोड़ रुपया खर्च हो रहा है। मैं कहने कहते थक गया। कई दफा इथ बारे में कह चुका हूँ और फिर मुझे वही बात दुहरानी पड़ रही है। इम बार मैं इसको हिन्दी में दुहरा रहा हूँ। मालूम होता है कि अब्देजी में कहने से कोई असर नहीं होता, न अब्देजी में लिखने का असर हुआ है न कहने का।

15 hrs.

उपाय्यक महोदय : और अगर हिन्दी में भी असर न होता तो क्या किसी तीसरी जवान में दुहरायेंगे?

श्री मूलचन्द्र शूले तो फारसी बोलगा। तो मैं कोशिश यह कर रहा हूँ कि उन पर किसी तरह से असर हो। बहरहाल इस

सिलसिले में मैं एक थोर कह दूँ : मुझे से ला हासिल है मेरी हसरतों का प्रबन्धन, तुम वही आखिर करेंगे जो तुम्हारे लिए मैं हूँ।

बहरहाल हालत यह है कि उपाय्यक महोदय : तो आनंदेविल मेम्बर के पास तीसरी जवान है जिसमें वह आयन्दा बोलेंगे।

श्री मूलचन्द्र शूले : कोशिश करूँगा। तो मैं यह अर्ज कर रहा था कि इलाहाबाद से कानपुर को जो डबलिंग किया जा रहा है उस पर करीब ६ करोड़ रुपया खर्च होगा। मुगलसराय से आभी दो हजार गाडिया निकलती हैं। दूसरी प्लान में आगे यह तादाद और भी बढ़ सकती है, मुमकिन है कि तीन हजार हो जाये। इसके बारे में मैं एक सुझाव देना चाहता हूँ। जो कि मैं बार बार दे चुका हूँ। वह यह है कि मुगलसराय से लखनऊ को तीन लाइनों द्वारा जानी हैं। उन तीन लाइनों से ये दो तीन हजार गाडिया निकल सकेंगी। इनको इन लाइनों से लखनऊ ले भावा जाये और वहा से बरेली तक डबल लाइन है। उसके बाद जहा भी भेजने की जरूरत हो उसको भेजा जा सकता है। और मैं यह सुझाव देना चाहता हूँ कि बाबाय इस डबलिंग के एक नई लाइन शाहजहापुर से फरेलाबाद तक बना दी जाये। इस इलाहाबाद से कानपुर के डबलिंग पर करीब ६ करोड़ रुपया खर्च होगा जब कि इस लाइन पर चार, साडे चार या पाँच करोड़ रुपया ही खर्च होगा। उस लाइन से फरेलाबाद और शाहजहापुर दोनों जिलों की बहुत तरकी हो सकती है। इन दोनों जिलों में एक बहुत बड़ा ऐसा इलाका है जो कि हर साल रामगंगा और गंगा की बाढ़ आने से काफी नुकसान उठाता है और लाखों भन गल्ले का यहा नुकसान हो जाता है। यहा के जो लोग हैं वे बहुत ही गरीब हैं। पिछले दिनों हमारे दोस्त श्री अशोक भेहता ने बिहार के बारे में कहा था कि वहा पर गंगा के इस पार

[यो भूलबद्ध दुष्ट]

हासित और है और उस पार हासित और है । यही हासित कल्पकावाद में भी है । यंगा के इस पार के लोग किसी कदर खुशहाल हैं और यंगा के उस पार के लोग भरीब ह पर्योकि वह इलाका नीचा है और उस पर हर साल गंगा की बाढ़ का असर पड़ता है और लोगों एकड़ उपजाऊ जीवन हर साल खराब हो जाती है । सन् १९५४-५५ के बारे में यह कहा गया था कि इम इलाके में ४० या ५० लाख का नुकसान बाढ़ की वजह से हो गया । अगर वहां पुल बन जाता है और रेल निकल जाती है तो न सिर्फ़ यह कि वहां के लोग खुशहाल हो जायेगे बल्कि पुल बनने का एक नतीजा यह भी होगा कि गंगा में जो बाढ़ आती है और उससे जो नुकसान होता है वह क जायेगा क्योंकि पुल बनने से गंगा अपना रास्ता नहीं बदल सकती । तो इस लाइन के बनने से खुराक का मसला भी किसी कदर हल हो सकता है और लोगों की खुशहाली भी हो सकती है । लेकिन सरकार को यह पसन्द है कि करोड़ों हजार बाहर से गल्ला मारने पर व्यर्च किया जाये लेकिन जो गल्ला अपने देश में पैदा हो रहा है उसकी हिफाजत का जो इन्तजाम होना चाहिये वह न किया जाये ।

तो मैं किर में इस बात को अपनी पूरी ताकत से दुहराना चाहता हूँ और रेलवे बोर्ड और रेलवे मिनिस्टर साहब को अर्ज करता हूँ कि भेहरावी कर्के बजाय इलाहाबाद से कानपुर तक डब्लिंग करने के शाहजहापुर से फर्स्कावाद को नई लाइन बनावे ।

श्री स० अ० बनर्जी : इसको क्यों बनवा किया जाये ।

श्री भूलबद्ध दुष्ट : ऐसा करने से आपको जो गाड़िया लाने की दिक्कत है वह भी हट जाती है और लोगों को भी बहुत सहूलियत मिल सकती है, साथ ही खुराक

का मसला भी एक बरबे तक हम हो सकते हैं । गरजेकि इससे देश में खुशहाली बढ़ेगी और हर तरह से कायदा होगा ।

अलवाहा इसके में एक बात और अर्के करना चाहता हूँ कि दो तीन दिन हुये हमारे मित्र रघुनाथ सिंह जी ने यह सुझाव दिया था कि एक नई लाइन कासगंज को एटा से मिलाने के लिये बनायी जाये । मेरा इसके बारे में एक दूसरा सुझाव है । वह यह है कि भरसहायगज, छिंदवारमऊ, बेवर, भोगाव, कुराबली और एटा को कासगंज से मिलाने वाली एक नई ला न खोल ली जाये । इस लाइन पर न तो कोई पुल बनाने की जरूरत होगी और मैं समझता हूँ कि बहुत ज्यादा खर्च भी करने की जरूरत नहीं होगी । जो सुझाव मेरे मित्र रघुनाथ सिंह का है उसके बजाय यह आल्टरेनेटिव सुझाव है जिसे मैं मिनिस्टर साहब के सामने रख रहा हूँ और मैं समझता हूँ कि स पर गौर किया जायेगा ।

तीसरी बात मझे यह अज्ञ करनी है कि जो लाइने लड़ाई के जमाने में डिसमेटिल कर दी गई थी उनमें से एक लाइन है जो कि कानपुर में माधोगज और बालामऊ को जाती है । रेलवे ने कानपुर में बालामऊ तक तो लाइन बना दी है लेकिन वहां पर एक लाइन माधोगज में ओहातपुर तक जाती है वह डिसमेटल पड़ी हुई है । उसको फिर बनाने के ऊपर अभी गौर नहीं हुश्शा है । वहां पर स्टेशन भौजद है, जमीन भौजद है, बिल्डिंग्स भौजद है । सिर्फ़ रेलवे ट्रैक रखने की जरूरत है और जो कर्मचारी रखे जायेंगे उनको रिक्ट करने की जरूरत होगी । इस लाइन का होना भी बहुत जरूरी है और मैं समझता हूँ कि यह लाइन जो कि एक अरसे से डिसमेटिल पड़ी हुई है इसको बनाने का ने कि मिनिस्टर साहब जरूर प्रयत्न करें ।

यही बह बातें मुझे अर्ज करती थीं।

श्री अल्लौल अवस्थी (बिल्हौर) : उपायम सम्बन्ध में जो माने प्रस्तुत की गई है, उनके सम्बन्ध में मैनैकटॉरी के प्रस्ताव प्रस्तुत किये हैं। जब कि रेलवे बजट पर सामान्य चर्चा हो रही थी तब रेलवे दुर्घटनाओं और रेलवे में जो भीड़भाड़ होती है और साथ ही साथ जो गाड़ियां लेट चलती हैं उनके बारे में काफी चर्चा की जा चुकी है। सचमुच यह बड़ा दुर्भाग्य है कि स्वतंत्र भारत में, अर्थात् जब से हम स्वतंत्र हुये हैं तब से जहां हमें और दैरी आपत्तियों का सामना करना पड़ता है, और यह दुर्घटनायें जितना ही मंत्री जी आश्वासन देते हैं कि दुर्घटनायें कम होगी, हम प्रयास करते जा रहे हैं, उतनी ही बड़ी जा रही है। यह एक बड़ी गम्भीर समस्या है जिसके ऊपर रेलवे मंत्रालय को निश्चित रूप से विचार करना ही पड़ेगा और अधिक समय तक जनता के जीवन के साथ, और मुख्यतः रेलवे के यात्रियों के साथ यह उप-हासास्पद स्थिति नहीं रखी जा सकती।

जहां तक भीड़भाड़ का सम्बन्ध है, रेलों में अब भी उतनी ही भीड़ चला करती है और उतनी ही परेशानियां होती हैं। मैं तो कहूँगा कि मदन के जितने माननीय सदस्य हैं सबने लगभग इस बात पर जोर दिया है, और मुख्य रूप से नूतीय श्रेणी के यात्रियों को इतने कप्ट उठाने पड़ते हैं कि उनको वही समझ सकते हैं जो तृतीय श्रेणी में यात्रा करते हैं। मैं चाहूँगा कि मंत्री जी साल में कम से कम एक बार या दो बार तृतीय श्रेणी में यात्रा कर लिया करे और लम्बी यात्रा किया करे। वे तभी अनुभव कर सकते हैं कि तृतीय श्रेणी के यात्रियों को कितनी परेशानिया होती हैं।

वहां तक देनों के लेट चलने की बात है, मैं समझता हूँ कि जो ये ट्रेन्स हैं वे यद्यपि पूरे टाइम से नहीं चलती हैं किंतु भी करीब करीब टाइम से चलती हैं। लेकिन जो लोकल ट्रेन्स हैं उनके सम्बन्ध में निश्चित रूप से कहा जा सकता है कि १०० में ८० लोकल ट्रेन्स ऐसी हैं जो साल भर में कभी भी टाइम से नहीं चलतीं। कानपुर से आगरा तक जो पैसेंजर ट्रेन चलती है वह साल में ३६५ दिनों में शायद ३०० दिन लेट चलती है। कभी वह टाइम से नहीं चला करती। इतना ही नहीं हावड़ा से दिल्ली तक जो पासंस ट्रेन चलती है, जिसके साथ मुसाफिरों के चलने के लिये भी कुछ डिव्हे जोड़े जाते हैं, जिनका उपयोग मुख्य रूप से यात्रियों के लिये ही होता है, वह ट्रेन तो शायद ही कभी टाइम से चलती हो। मैं चाहूँगा कि रेलवे मंत्रालय इस ओर ध्यान दे कि जो लोकल ट्रेन्स हैं वह टाइम से चलें क्योंकि इस देश के अन्दर जहां हम और चर्चियं करते हैं वहां समय का भी मूल्य है। इसके मूल्य को ध्यान में रखा जाना चाहिये। यात्रियों का भी समय होता है। रेलवे मंत्रालय को जो नोकल ट्रेन्स हैं उनका समय से मंचालन करने का निश्चित रूप से प्रबन्ध करना चाहिये।

अब मैं कानपुर नगर के सम्बन्ध में, जहां का मैं रहने वाला हूँ, कुछ चर्चा करना चाहता हूँ। उत्तर प्रदेश सरकार ने लगभग चार साल हुये कानपुर नगर चूंकि आज इन्होंने बढ़ गया है कि वहां की जनता को यातायात की बहुत तकलीफ है, एक सुझाव पेश किया गया था चार वर्ष पहले और एक लोकल ट्रेन चलाने के सम्बन्ध में भी लिखा पड़ी हुई थी। लेकिन दुर्खाव है कि उत्तर प्रदेश सरकार का भेजा हुआ वह प्रस्ताव रेलवे मंत्रालय की केवल फाइल में ही रह गया है, उस पर कोई अमल नहीं हुआ। मैं चाहूँगा कि कानपुर नगर में एन० ६० भार० की ओर

[श्री अग्रहील अवस्थी]

लाइन जो बिंधी हुई है विभिन्न मुहल्लों में उसका कोई उपयोग नहीं होता है, उन की ओर ध्यान दिया जाय। जब रेलवे मंत्रालय से लिखा पढ़ी की गई तो जबाब मिला कि हम इन लाइनों को उखाड़ने वाले हैं। कुछ लाइनें उखाड़ी भी गई हैं, लेकिन किर भी काफी लाइने पढ़ी हुई है। मैं समझता हूँ कि इन लाइनों का उपयोग किया जा सकता है अगर कानपुर नगर में, जैसा कि उत्तर प्रदेश सरकार ने प्रस्ताव किया था, उस पर पुनर्विचार करके एक लोकल ट्रेन आप चलावे। इससे जो यातायात की कठिनाई है वह भी दूर हो जायेगी। बड़े बड़े शहरों में इस प्रकार की सुविधाये प्राप्त हैं, लेकिन कानपुर में इस प्रकार की कोई सुविधा नहीं है। चूँकि बड़ी कठिनाई होती है, इसलिये मैं चाहूँगा कि रेलवे मंत्री इस पर पुनर्विचार कर।

कानपुर स्टेशन के यार्ड में जूही एक हाल्ट है। वहाँ एक रेलवे स्टेशन था वह हटा दिया गया। अब भी जो लोकल ट्रेन्स हैं वे वहाँ पर खड़ी होती हैं यह कह कर कि रेलवे कर्मचारी उतरते हैं। लेकिन मैं अक्सर लोकल ट्रेन में सफर करता हूँ और देखता हूँ कि वहाँ नित्य प्रति सैकड़ों यात्री बिना टिकट उतरते हैं। वह कोई प्लेटफार्म नहीं है, कोई चेकिंग करने वाला नहीं है। मैं समझता हूँ कि इससे रेलवे विभाग का साल में हजारों रुपयों का नुकसान होता है। लोग विदाउट टिकट चलते हैं, उत्तर जाते हैं। इस पर रेलवे मंत्रालय से काफी लिखा पढ़ी की गई लेकिन कोई जबाब नहीं दिया गया। मैं चाहूँगा कि वह इस पर ध्यान दे कि रेलवे का इनना बड़ा नक्सान हो रहा है, यात्रियों को असुविधाय होती है, वहाँ लाइने बिंधी हुई है, लोग उत्तर कर भागते हैं बुरी तरह से। इस से बहुत खतरा पैदा हो जाता है लोगों के रेलों से कट जाने का। जूही का जो केबिन बना हुआ है, वहाँ जब आप गाड़ी खड़ी ही करते

हैं, तो कम से कम यात्रियों की सुविधा के लिये उसे एक छोटा बोटा स्टेशन कर्वे नहीं बना देते? मैं समझता हूँ कि रेलवे मंत्रालय इस पर विचार करेगा।

अब मैं भीड़ भाड़ के सम्बन्ध में कहना चाहता हूँ। हर डिब्बे में आपने तादाद लिख रखा है कि इसमें १५ यात्री बैठेंगे, २० यात्री बैठेंगे, ३५ यात्री बैठेंगे। लेकिन अगर आप देखें तो १५ की जगह ३५ और ५० यात्री बैठ जाते हैं। लोग जैन भी लीचते हैं वरदानी पैदा करते हैं। हर प्रान्तीय सरकार में रूल बना हुआ है ट्रॉफिक रूल बना हुआ है। अगर कोई मोटर लार वाला २० की जगह या ३५ की जगह ५० आदमी बिठा से तो फौरन उसका चालान हो जाये लेकिन रेलवे विभाग सरासर यह कानून तोड़ता है, ३५ लिखा है, ५० आदमी बैठते हैं, लेकिन आज तक किसी का चालान नहीं हुआ, कोई कार्यवाही नहीं की जाती है।

उपायक भ्रहोदय यह सवाल पूछा जा रहा है कि क्या आप चाहेंगे कि मिनिस्टर साहब का चालान हो।

श्री अग्रहील अवस्थी अगर यह व्यवस्था हो जाय तो बड़ा अच्छा आदर्श उपस्थित हो। फिर कम से कम यह मालूम तो हो जायेगा कि सरकार स्वयं कानून नहीं तोड़ती है और उसका भी चालान हो सकता है। इससे बड़ा अच्छा आदर्श उपस्थित होगा।

श्री शाहनवाज खाँ जो मुसाफिर रह जायेंगे उनका क्या होगा?

श्री शू. खंडू जंग (कंचल) कौन से कानून की लिलाकर्जी है?

उपायक भ्रहोदय : माननीय सदस्य, अभी सुनें, शायद वह कानून तक आयेंगे।

बी अग्नदीप-अवस्थी : इस बात को अन्निश्चित रूप से सत्य हो जावा चाहिये कि रेलवे में जो भीड़भाड़ होती है, यात्रियों को दोष दिया जाता है कि वे चेन सीचते हैं, उसके लिये रेलवे मन्त्रालय भी दोषी है। आज द्वेन में ओवरक्रोउरिंग होती है तो क्यों आप इतने टिकट इश्यू कर देते हैं जिससे कि भीड़ भाड़ अविक हो जाय। रेलवे मन्त्रालय चाहता है कि लूब पैसा आये। जब टिकट इश्यू होगे तो लोग बैठेंगे ही। इस से परेशानिया पैदा होगी क्योंकि रेलवे विभाग स्वयं कानून तोड़ता है। इसलिये मैं चाहूँगा कि इस पर सख्ती से और निश्चित रूप से अग्रम हो। कानपुर में अगर कोई तृतीय श्रेणी का यात्री विशाउट टिकट चलता है तो उसके लिये सरकार ने मैंजिस्ट्रेट रखे हुए हैं, उनका चालान होता है। लेकिन मुझे यह जान कर बड़ा आश्चर्य हुआ—मत्री जी मुझे ठीक कर दगे अग्रर में गलत कहता हूँ—मुझे मालूम हुआ है कि कानपुर में जितनी मिले हैं उनके लिये अन्दर रेलवे को साइरिंग बनी हुई है। रेलवे उनमें विराया लेता है। लेकिन कानपुर नगर में मिन मालिकों के ऊपर रेलवे विभाग का ३ लाख रुपया किराय का बाकी है। जब लिखा पढ़ी की जाती है तो भोतरी कोशिश हो जाती है, इसको टाल दिया जाता है। इम प्रकार से लाखों रुपया रेलवे का मिल मालिकों के ऊपर बाकी रहे, उसका कोई प्रबन्ध न हो, और अगर कोई छोटा मोटा आदमी विशाउट टिकट चलता है तो उसका चालान हो जाता है। आज तक कानपुर के मिल मालिकों के ऊपर रेलवे विभाग ने क्या कार्यवाही की है, मैं चाहूँगा कि मत्री जी इस बात का निश्चित उत्तर दे।

बी शहूनवाज खां : क्या वह मुसाफिर गाड़ियों का किराया है?

बी अग्नदीप अवस्थी : मिलों में गुड़ज ट्रेन के जो साइरिंग बने हुए हैं, उनका किराया है। लाखों रुपये आउटस्टैरिंग हैं, जो कि

बदल नहीं हो रहे हैं। मैं चाहूँगा कि इस विषय में सख्ती की जाय। जब एक सांचारण यात्री के लिये यह नियम है कि यदि वह विशाउट टिकट चलता है, तो उसका चालान होगा और उसको दण्ड दिया जायेगा, तो फिर इन लोगों के साथ उदारता क्यों बरती जा रही है? एक तरफ कहा जाता है कि ऐसे की कमी है और हमारे पास साधन नहीं हैं, इसरी तरफ इन लोगों के साथ ऐसा व्यवहार किया जाता है। मैं कहना चाहता हूँ कि यह अनुचित बात है।

अन्त में रेलवे मन्त्रालय को कुछ सुझाव देना चाहता हूँ। कानपुर और जासी के बीच में मध्य रेलवे की जो आच लाइन है, उस पर प्रात काल कोई भी ऐसी पैमेंजर ट्रेन नहीं छठती है, जो कि सब स्टेशनों पर लड़ी हो सके। अठारह घंटे बाद दूसरे दिन शाम को एक ट्रेन छठती है, किन्तु अठारह घंटे तक कोई ट्रेन नहीं है। केवल एक मेल ट्रेन लखनऊ से जासी तक प्रात काल चलती है, लेकिन वह बड़े स्टेशनों पर लड़ी होती है, छोटे स्टेशनों पर नहीं। इस सम्बन्ध में मेरा सुझाव है कि या तो उस लाइन पर कोई नई ट्रेन चलाई जाय, या फिर मेले ट्रेन को कानपुर से जासी तक—या भोरई तक—पैसेजर ट्रेन कर दिया जाय, ताकि छोटे छोटे स्टेशनों के यात्री उन पर सफर कर सकें और उनका टाइम बच सके।

उत्तर प्रदेश में दो स्थानों पर जानवरों के मेले लगते हैं—एक बटेश्वर में और दूसरा मकनपुर-झारौल में। मकनपुर-झारौल स्टेशन पर मैंने देखा है—वह मेरा ही सेव है—कि साल भर वहां पर ट्रैकिंग नहीं चलता है, केवल पन्द्रह दोज के लिये वहां पर सारे प्रदेश से हजारों की तादाद में व्यापारी इत्यादि आते हैं। लेकिन वहां पर रेलवे की तरफ से कोई सन्तोषजनक प्रबन्ध नहीं होता है। दो तीन दिन के लिये वहां के लिये ट्रेनें चला दी जाती हैं, लेकिन यात्रियों की कुपिशा

[श्री बद्रीनाथ चतुर्वदी]

का बहां पर कोई व्यापार नहीं रखा जाता है। मैं चाहूंगा कि बाबानपुर-बराइल स्टेशन पर एक यार्ड बनाया जाय, एक मुसाफिरवाला बनाया जाय, पानी का यदोचित प्रबन्ध किया जाय और दूसरी सुविधाओं की भी व्यवस्था की जाय, क्योंकि रेलवे प्रशासन का यह भी कर्तव्य है कि जहां पर अधिक प्रशासन का जाते हैं, वहां पर अधिक से अधिक सुविधा पहुंचाई जाय। मैं प्राशान करता हूं कि माननीय मंत्री इस ओर ध्यान देंगे।

जहां तक कानपुर से बड़े बड़े लोग गरमी के दिनों में प्रथम श्रेणी और द्वितीय श्रेणी में मसूरी और नैनीताल जाते हैं, वहां निम्न मध्यम श्रेणी के लोग भी अब पहाड़ों पर जाया करते हैं। कानपुर से मसूरी जाने के लिये देहरादून तक क लिए एक फ्लट और सैकड़ बलास की बोगी लगती है, लेकिन थड़ बलास की कोई बोगी नहीं लगती है, जिसके कारण लोगों को बड़ी परेशानी होती है। मैं सुझाव देना चाहता हूं कि प्रथम और द्वितीय श्रेणी की बोगी के साथ ही तृतीय श्रेणी की बोगी भी लगाई जाय, ताकि तृतीय श्रेणी के लोग भी उस ट्रेन का उपयोग कर सकें।

मैं चाहूंगा कि मैंने जो सुझाव दिये हैं और जो कठौती प्रस्ताव रखे हैं, उन पर रेलवे मंत्रालय विचार करे और यात्रियों की सुख-सुविधा के लिये विशेष ध्यान दे।

Shri Bhanja Deo (Keonjhar). Our railways in India play an important part for the social and economic growth of our country. More so, it plays a very important part in the unity of the country as well. That is why it is very necessary that our railways' growth should be judiciously planned so that they can give priority to the development of the areas which need careful consideration.

In this respect, I particularly divert to the mineral development of our

country through extaction of ores which are the vital dollar of foreign exchange earner for the country and for the growth of our present Five Year Plan. In this regard, I will draw the particular attention of the hon. Railway Minister to the mineral belt of Barabil-Barajamda which has to feed the existing steel mills of the country and the bulk of the iron ore export trade and also the manganese export of considerable size. Here, the railway movement is not yet satisfactory.

The greatest quantity of iron ore is being produced in this area, at present, along with manganese and other economic minerals. More investment for the development of Railways is required in this area to earn more foreign exchange and to meet the steel demand of our country. This area is a vital one, as are the coalfields of Jharia and Raniganj. More liberal grants should have been provided for these areas for they are of paramount national importance.

Next, I shall also draw the attention of the hon. Railway Minister to the mineral areas like Bellary, Hospet, Bangalore, and Madhya Pradesh. These areas should be provided with better transport facilities to meet the growing mineral export demands. In some sectors like Rajasthan, the freight structure needs revision to help the export of ores. I am glad that in this budget, we have not had to face an increase in fares as well as railway freights, but I understand that the Freight Structure Enquiry Committee has submitted its report and that the report is being considered by the Railway Ministry. I am sure that the Ministry will particularly consider the freight structure of these mineral areas when the recommendations are implemented, and I hope this House also will get an opportunity of discussing this matter fully before the recommendations of the Freight Structure Enquiry Committee are implemented, because it will be of vital

importance to the growth of our mineral resources which, as I have already stated, are very essential for earning more foreign exchange.

In this connection, I would like to quote here an extract from the *Eastern Economist* which says in its leader about the railway budget as follows:

"How the position will emerge after the withdrawal of the surcharge levied on freight rates, pending the final outcome of the committee's report, and the substitution of new tariffs and classes will have to be watched with anxious care. One of the predominant objects of the revision of the freight structure was to make adjustments in it to suit development requirements. Any attempt to enhance rates at this juncture would inevitably spell inflation in production costs all round. The repercussions which it will have on strategic materials like steel and cement, for which countrywide uniform prices have been fixed on the basis of railhead destination, cannot be ignored".

Besides strategic materials like cement and steel we have to consider the amount of iron and manganese export, these minerals being the foremost items of foreign exchange earners of the country. If these minerals have to compete with foreign markets, which are growing in other countries, some relief to this industry in freight structure is naturally expected. Unfortunately, the working expenses for railways have been going up considerably in proportion to the earnings as may be seen from the appendices on the *Indian Railways* published by the Railway Ministry. I hope this will not have a bearing on the raising of

the freight structure, and unless tangible economies are demonstrated in expenses there is little justification in taxing the transport user.

Manganese and iron ore are good foreign exchange earners, and our export trade in these commodities is therefore very important. But I am sorry to say that the States from which they are extracted are not being given the due share in the railway development as we find from the budget of this year. Orissa and Madhya Pradesh play a very important part as far as the extraction of iron and manganese ores are concerned. But I am afraid that very little attention has been given to railway development in these two States in the present budget.

In this connection, I would also draw the attention of the hon. Railway Minister to the growth of railways on the basis of the area and population of the States. While this matter was being discussed in the Rajya Sabha in August last, the hon. Railway Minister gave statistics about the route mileage of railways in the different States according to area and population. I do not want to inflict on the House the long statistics, given by him but it will be sufficient to mention here that as far as railway development are concerned, Orissa, Assam and Madhya Pradesh far lag behind the other States. So, I hope due consideration will be given to the railway development in these three States which are of paramount importance as far as extraction of minerals of our country is concerned.

Now, I shall refer to my State which is of considerable importance as regards, extraction of iron and manganese ores. During the last session, when private Members' resolutions were being discussed, we had hoped and we thought that the Government would sympathetically consider the development of Paradip which is of considerable interest to our State as well as to the country as a whole for the export of iron ore in regard to

[Shri Bhanja Deo]

which negotiations are now being carried on with Japan. In that regard the hon. Minister for Shipping had mentioned that this port cannot be raised to a major port unless the hinterland of the country is developed to feed this port. May I respectfully ask in this connection how the hinterland of the country can be developed without adequate railway facilities? Certainly the ports of Bombay, Madras and Calcutta would not have been what they are today, if they had not been supplied with adequate railway communication in the past. Therefore, if Paradip is to grow into a part of considerable importance for Orissa, the first thing to be done is to develop the communication of that area, so that the port can be fed by the hinterland, which is full of mineral resources and valuable forest produce, which can help us a long way to earn foreign exchange for years to come.

I would also like to mention here that a considerable part of the South Eastern Railway passes through the State of Orissa and there are five operational districts in this railway. Unluckily or rather, I would say, unfortunately, Orissa has not received its due share, even in the matter of having a divisional headquarter in the State. This railway has five wagon operation districts at Adra, Chakradharpur, Khargpur, Waltair and Bilaspur. But not one is located in Orissa. So, I would urge upon the Railway Minister to make Khurda road a divisional headquarter as early as possible. That would not only help the railway development of the State of Orissa, but would help considerably in having proper ore movements from this area which abound in vital minerals.

I will now come to my cut motions. One is about the insanitary food that is sold in the different railway stations. I am sorry to say that adequate attention is not being paid by the Railway Ministry to the food that is being sold in some of the railway stations, though it is of the worst kind. It is very necessary that we must have sanitary and food inspectors at the

important railway stations to see that clean and good food is supplied to the passengers.

Then, though the railways are providing certain amount of amenities to lower class passengers, as well as to the upper class passengers, unfortunately, due advertisement is not being given about the amenities which are to be made use of. After all, railways are a national property. So, it is of the utmost importance that the amenities that railways provide are properly utilized. So, I would suggest that we should have staff to educate the passengers as to how to utilize the amenities properly. In this connection, I am sorry to say that even some of our upper class passengers do not know how to use the amenities properly. They too require education. Therefore, we must have audio-visual posters and the like to educate our travelling public about the proper use of the amenities.

Lastly, I come to my constituency, which is in the heart of the mineral belt of Orissa. As far as my constituency is concerned, it is in a very unfortunate position in the matter of railway communication. On either end we are nearly about 80 miles away from the railways. If the mineral resources of that district which is full of strategic minerals like manganese, iron ore, chrome and vanadium, are to be properly developed, it is of the utmost importance that we should have adequate railway communication in that area. The present road communication and railway communication that we have got is not sufficient for cheap transport to enable us to compete in the foreign markets. Already the production of these minerals is dwindling due to foreign competitors, which is detrimental to the development of our Five Year Plan, because, we need more of foreign exchange to help our Five Year Plan, which is of considerable importance to the country at this juncture.

Shri Narasimhan (Krishnagiri): I am very happy to note from the budget speech of the Railway Minis-

er that the Bangalore-Salem railway link survey has been completed. I have been crying hoarse over the necessity for that line all these years. But, unfortunately, it has fallen on deaf ears, and I do not know how to cure this complaint of Government. I also do not know whether it is chronic or temporary. I am at a loss to know that.

Meanwhile, the suffering of the area concerned is really very great. That area has lost hundred miles of railway line during the second world war, and it is yet to get that back. Now that both the engineering and traffic surveys have been completed, I hope this will ultimately help Government in making up its mind and decide to have the line constructed at the earliest possible time.

It is not only necessary, but is of the strategic importance, to the area concerned. It is a necessary corollary to the Khandwa-Hingoli line, which connects the north with the south. This will be another link in the South and it will help the Indian railways to move goods from extreme south to extreme north. So, it need not be treated as a local problem. The completion of this line will greatly enhance the capacity of the Indian railways to move goods from the extreme south, say, Trivandrum, to the extreme north in the Punjab.

After this line is completed, goods can go from Cuddalore to Salem, and Salem to Bangalore after this line is ready, and from Bangalore to Khandwa and Hingoli in the further north. Then there will be a metre-gauge line from the extreme south to the extreme north. It will also help to transport the Neyveli lignite and the Salem bauxite and other mineral ores to other areas. So, it is of strategic as well as of economic importance for the Indian railways as such. incidentally, it will also restore considerably the lines dismantled during the second world war. With this double advantage being there and great development work going on

in and around Salem and Neiveli, I am at a loss to know why, under the perspective planning the Railway Ministry has not been persuaded to take up this line. I hope the apparent deafness of the Government machinery will get cured and attention paid to this. As I was saying, the advantage is not only what appears on paper. The hidden advantages of the Bangalore-Salem-link are very great. Strategically also, instead of having the coastal line only to connect the north and the south, you will have a hinterland line linking up the two extremes. The Railway Minister is asking for more funds. If he really succeeds, I hope every priority will be given to this line.

I am still finding that the maintenance of railway carriages is far from satisfactory. This morning I had the personal experience of coming from Madras to Delhi. From Hyderabad to Delhi, a coach was attached which had no door facility at all. It would not close and if closed, it would not open. With such a great difficulty, some of us, out of necessity and out of mental feeling, had to kick at the door with great violence which cured partially its defect. That is how we managed. For closing, we had to kick from inside and for opening, we had to kick from the other side. I do not think that this kind of thing should be tolerated in the Railways. At least in long distance trains.

Mr. Deputy-Speaker: Particularly, kicking should not be tolerated.

Shri Narasimhan: I am glad it has not been declared unparliamentary. Otherwise, I would not have been able to give vent to my feeling.

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): The hon. Member wants an open door policy.

Shri Narasimhan: The Railway wants an open door policy combined with a closed door policy. I do not know how they arrived at that. It is very irresponsible on the part of the

[Shri Narasimhan]

Railway administration to have such carriages attached to long distance trains. Supposing there are ladies and children. It is open to encroachment and if they are caught inside, it will be very difficult for them to do anything about it. I have been asking at Nagpur, at Itarsi and other important stations to do something about it. They all felt helpless. They passed on the burden to somebody or the other and nothing happened. There is a tendency creeping in Government service, that of passing the responsibility to some one else. The Railway is no exception to this. This kind of tendency should be guarded against and cured somehow or other. All heads should be put together and some solution found for this. We cannot afford for such a tendency to develop in such a national undertaking. Everybody thinks that somebody else will do it and all sins are visited either on the guards or the station masters.

In the booking offices, I find long queues. Even in the Madras Central station, I found a long queue, for the I class even. There is the system of combining cash transaction with credit transaction in the same counter and the same clerk is asked to deal with them. What happens is, if there is some complicated formula, they sit down on it and there is a long queue of cash buyers. I do not think it goes to the advantage of the Railways to disregard cash transactions and attend to some credit transaction. For, after all, it is an internal adjustment between one department of the Government and another department of Government. I do not see why there should not be separate counters for credit transactions and cash transactions in such big stations like Madras Central and that too at the First class counter.

I also urge for a tri-composite through carriage from Salem Town to Madras via Vriddhachalam. There is a third class train; but I would like

further that at least one Second class bogie should be attached.

There is also a grievance on the part of the directly recruited station masters, as they are called. They have been agitating for the redress of their grievances against certain preference given to others. There has been even a reference to the High Court of Madras about this. Though the High Court expressed its inability to ask the Government to do a certain thing, its judgment has positively stated that justice was on the side of the directly recruited station masters. I hope the Government will examine this. I had occasion to make a representation to the Government on this matter. I have also addressed the hon. Railway Minister. I have got his acknowledgment. I hope the Government will decide the matter sympathetically and take note of the judgment, which is an indication of what is just instead of sticking to prestige or red tape.

Dr. Samantsinhar (Bhubaneswar): Mr. Deputy-Speaker, while supporting the Demands of the Railway Ministry and opposing the cut motions, I would like to draw the attention of the hon. Minister to some of the demands made by some of my hon. friends regarding Orissa. I am also thankful to the hon. Minister because he has stated in his speech, not once but several times, that Orissa has been neglected in the matter of Railways. In other places, of India there is on average one mile of railway for every 32 square miles, but in Orissa, there is one mile of railway only for every 72 square miles. When we hear that there will be no new railway line in Orissa during the Second Plan period, we are disappointed and we hope that the Ministry will consider our difficulties and do something for the development of rail lines in Orissa.

Besides that, there are some points to which I very respectfully wish to

draw the attention of the Railway Minister, particularly in connection with my constituency. Due to drought situation in Orissa this year, thousands of people are going outside the State as labourers to work, particularly in some railway work sites. I know that these people find it very difficult to remain there because there are no proper quarters for them to live and there are no arrangements to look after their health. Besides that, I came to know that they are not getting the standard wage that is given by the Railway to the contractors, from the contractors. The middlemen and the contractors exploit these labourers. I request the Railway Ministry to kindly look into the matter and see that these people get proper wages according to the schedule rate given to the contractors.

My constituency Bhubaneswar is a place where there are valuable forests. Some people depend on the timber trade. Due to want of wagons, this trade has come to a standstill and the timber traders are put to great hardships. I drew the attention of the Railway Minister to this question last time; but nothing has been done. These people should be given a sufficient number of wagons at least to keep their trade going and to make their livelihood out of that.

In the District of Puri cocoanuts are abundant and about six lakhs of people depend on cocoanut trade for their livelihood, and as cocoanut is not given a first class perishable fruit permit in the railways there is difficulty in getting wagons. I request the Ministry to do something in the matter. These cocoanuts contain more sugar and they have got a market outside, but due to want of wagons these people are not able to carry on their trade. So, some action should be taken in the matter immediately.

I am thankful to the Ministry for giving free travel facilities to T.B. patients as also the blind. Side by side, I request that crippled children, who have no facility of treatment in

their places and would like to go out, should be given this free transport.

Though Delhi is the capital of India, there is no direct rail link from Delhi to our State of Orissa. Some of the M.Ps. moved the Railway Ministry to have a direct rail link at least to Cuttack or Puri, but that has not yet been considered. We have to wait at Howrah for about ten or twelve hours each time to catch the corresponding train. Also, every time though we reserve our berths here, yet at Howrah there is no reservation and we have to run to the Esplanade. We are not sure whether we would get the accommodation or will have to wait for two or three days. So, if there is a direct rail link at least to Puri, this difficulty will be removed. I hope the Railway Ministry would do something in this regard. At least one bogie consisting of all the classes should be linked with the Delhi Mail, and that may linked with the Puri Express or some other convenient train at Howrah or Asansol. That will at least minimise our difficulties.

Shri S. M. Banerjee: I shall confine my speech to my cut motions 16 to 21.

In the first instance, I would remind the hon. Deputy Minister and the Railway Minister also of their promises in respect of the several cases of victimisation of the Railway Guards which have been discussed and mentioned on the floor of the House. Every time we mention these cases of victimisation, we are told that these cases will be reviewed. I am really sorry that every time we have to mention these cases. It does not give us any pleasure, but we have to mention these cases because when we see those men rotting on the streets we really find no other way out but to ventilate their grievances inside the Lok Sabha. I want to know from the hon. Minister how many cases have been reviewed.

We read so many reports, but never do we find the figures of the number

[Shri S. M. Banerjee]

of people who have been victimised,—we call it victimisation, you may not call it victimisation—have been removed from service either under article 311 or rule 148. We really want to know those figures. My hon. friend Shri Muhammed Elias, who is unfortunately not here today, can produce a list of about 1,500 workers who were discharged on disciplinary grounds or under article 311 or under rule 148.

With the expansion of the railways under the Second Plan we want sincerely that there should be industrial peace not only in the railways but in almost all industrial undertakings, but as long as this victimisation or harassment continues, how can there be industrial peace? We can talk of peace, we can talk of harmonious relations, we can talk of so many things, but so long as this victimisation continues, I humbly submit to the hon. Deputy Minister there cannot be peace. So, when he answers the debate, I would like him to mention the number of cases which were reviewed and where the persons have been reinstated.

When the victimisation cases were being discussed on a private Member's Resolution, I mentioned certain cases. I still find that Sitaram Singh of Allahabad has not been reinstated. He won his case in the Sessions Court, and the Railway Ministry or the Railway Board or anybody else did not appeal in the High Court within the given time; even then he has not been reinstated.

I know several cases, and I could have cited those examples, but it is no use unless we get a definite reply from the hon. Minister as to the efforts he is making to reinstate these men or re-examine their cases. May I, therefore, humbly request the hon. Minister to kindly make a positive effort to investigate those cases? Simply because some officer was not pleased with a particular man, or, fortunately or unfortunately he was a member of a union which was supposed to be not

toeing the line of the INTUC, people have been dismissed. So, these cases should be reconsidered in my humble opinion.

Then I come to the next point, viz., overcrowding. My friend Shri Jagadish Awasthi has already spoken on it. If you go from Kanpur to Lucknow you will find many people really travelling on the foot-board because there is no place inside, and this overcrowding is going on. There is also ticketless travelling. There is so much overcrowding that even the TTI cannot possibly get into the compartment, and so there cannot be any checking.

When there is accommodation in a compartment for 30 people and 63 or even more people are travelling in it, I feel like telling the hon. Minister, without imputing any motive to anybody, that this is a sort of indirect blackmarketing. Actually you get money from 63 people whereas you assure accommodation to only 30 people. This is not fair. I know the difficulties which the Railway Ministry is confronted with today in solving this problem of overcrowding. I know it is difficult, but it should be solved. If it is not solved, I think many people will lose their lives. They actually fall down from the train. I know the steps taken by the Railway Ministry in this connection and I welcome them. I congratulate the Ministry on them, but this is not enough. This has to be solved further and in a positive way.

Then I come to the question of the recognition of unions. The other day, replying to a Starred Question or a supplementary of mine, the hon. Deputy Minister said that they would not enter into correspondence with those unions which are registered but not recognised. It may be legally right, it may be technically correct, but how are we allowing those employees who are members of that particular union which is registered but not recognised to ventilate their grievances? Will it not lead to demonstrations, unruly,

ugly demonstrations, which is neither in the interests of the employees nor the Government? So, you should consider this point.

The other day I wrote a letter to the General Manager of the Northern Railway. He replied to me that since my union was not recognised, he could not possibly reply to my letter. It may be technically correct, but I could have written to him a letter as a Member of Parliament and he would have replied to my letter, but I did not do it purposely because I feel that something should be done in this matter because there is no law for recognition. There is no statutory obligation on the part of the Railway Ministry or any other Ministry to recognise any union. Unless we have some law under which all unions that fulfil certain conditions and certain requirements get recognition, we cannot possibly impose this sort of obligation. Therefore, I would request the Minister to evolve some method for this purpose. I do not ask him to recognise all unions, though I sincerely feel that all should be recognised, but let there be a method by which those employees also who are not members of a recognised union but who are members of a registered union can ventilate their grievances. Unless their demands are properly redressed—their number may be less or more—there cannot be any industrial peace under the Railway Ministry. So, it is a serious matter. When we talk of good industrial relations, surely this is also a matter which deserves priority, and I hope our Minister will consider this point.

16 hrs.

Coming to the light railways, the condition of the employees there is something which I am not going to discuss here. As a matter of principle, I wish to pose this positive question before the Minister. Why are we not nationalising these light railways? Is it because the owners of these railways or the persons controlling them are more powerful? Can we not get much more money by nationalising these

light railways? If you see the condition of the trains on these railways, it is horrible. Whether it be the Delhi-Shahadara section or the Howrah-Amta section, there is no guarantee that any train would come in time. There is also so much of overcrowding there that anybody can travel anywhere he likes on these railways. There is already a recommendation of the Study Group on this matter, and as far as I know, the recommendation is very clear on this point. If not, I would like to know what the recommendation of the Study Group about nationalisation of light railway is. So, I would suggest that these light railways must be nationalised, without caring for whether it is Sir Biren or Sir Hiren who does not feel pleased. They must be nationalised in the larger interests of the country. We want that these huge and fabulous profits that go into the hands of a selected few should come to our country, because we want more and more money for the implementation of our Second Plan.

Regarding ticketless travelling, my hon. friend Shri Jagdish Awasthi mentioned about the need for a halting station at Kanpur. I also feel that that halting station should be provided. If the Minister considers the proposal which has been given to him from time to time by the citizens of Kanpur, I am sure he will concede this demand. There is a huge colony of our displaced persons and refugee brothers in Govindnagar and Juhi and other places; thousand of people are staying there, and the trains invariably stop at that place maybe for want of signal or for some other reason. That particular place is called Jai Hind station, because everybody says 'Jai Hind' and then gets in or gets down at that place. So, that station has come to be generally known as 'Jai Hind station'. Everybody knows that the train stops at that place, and he can get in. I would suggest that ticketless travelling in Kanpur and other places like this can be avoided, if this particular place is made a halting station.

[Shri S. M. Banerjee]

While I am on the question of ticketless travelling, I would like to mention one other point, to which I have already made a reference in the course of the discussion on the Supplementary Demands for Grants. I was surprised to know when I was in jail that those persons who are prosecuted and arrested and sentenced for ticketless travelling are not paid anything when they are released from jail, whereas other convicts are paid the actual fare from that place to their destination, that is, to their houses, on their release from jail. These ticketless travellers are released with whatever clothing and other things they have, and they are again asked to travel without tickets. This is something very strange. I happen to be a member of the Crime Prevention Committee, and I made this suggestion there also. It is strange that you should be compelling those very people who were arrested because they had no ticket, to travel again without ticket on release.

Mr. Deputy-Speaker: Perhaps, the fear might be that if they are paid money, they would keep that with themselves and not purchase the ticket.

Shri S. M. Banerjee: That may be a very genuine fear. In that case, let them be given passes, or let there be some authority on behalf of the Railway Ministry, signed by the jailor and let these persons show that authority and then travel. Otherwise, this chain of ticketless travelling will never end. Whenever I asked anybody in the jail how he would go back to his destination, he would say that he would travel without ticket, or as these people put it, 'WITHOUT'. So, this is a very serious matter. The Railway Ministry has to consider this point seriously in consultation with the State Governments, and some solution has to be found for this problem.

My hon. friend mentioned the case of the Barsi Light Railway. I believe most hon. Members here might have got a memorandum sent by some peo-

ple regarding the Barsi Light Railway. I would like to know what has happened to that memorandum? The Railway Minister assured us that he would do something in regard to those employees who had worked previously, so far as their continuity of service was concerned. May I know from the Minister what actually has happened, and whether any decision has been taken about this matter? And if no decision has been taken, the reasons must be made known to us because we have to answer those workers.

There is another point in regard to the injustice done to certain employees. I may be excused if I say injustice. When the railway employees were taken in the ordnance factories and other places during the war, they were allowed to retain their lien on their permanent posts on the railways, and they got promotion in the railways as also in the ordnance factories. When, on 1st September, 1956, the Defence Ministry discharged, unfortunately, about six thousand ordnance factory workers, the Railway Ministry was generous enough to offer them some posts. About two thousand employees or so have been re-employed on the various railways. Some of them had ten years' service to their credit, and some others twelve years, but all that past service has not been taken into consideration. I consider this as gross injustice. When the ordnance people have behaved so nicely with the railway employees who came during the war, why should these 2,300 people be deprived of their valuable service of ten or twelve years? They have now started afresh. Some of them cannot get leave because their service is for less than a year; of course, now they may be getting some leave because they would have completed one year of service. I would humbly submit to the Deputy Minister to take into consideration this point and do something to remove this injustice. I know there will be heartburning among the railway employees, and they may say that these Defence-

wallahs have come and they have become senior. But it so happens that if there is, unfortunately, some retrenchment in the ordnance factories, and there is expansion in the railways at the same time these people are absorbed, because in the public sector, when an employee is transferred from one establishment to another, there is no question of break in service. So, I would say that this injustice should be removed, and the earlier it is removed the better will it be for these employees who are still thinking that the Railway Ministry will consider this point.

धी सिंहात्मन रिह (गोरखपुर) : उपाध्यक्ष महोदय, इन रेलवे डिमांड्स भीर रेलवे बोर्ड की जो डिमांड है, उस पर मैं इस दृष्टि से देखना चाहिता हूँ कि क्या उन पर जो लार्जी किया जा रहा है तथा जिस ढंग से किया जा रहा है, वह हमारी जोषित नीति के अनुसार है? अभी कुछ ही दिन हुये हमारे प्रवाना मंत्री जी ने इस भवन के सामने जनरल बजट पेश किया था। उन्होंने उसको पेश करते हुये कहा था कि हमें त्याग करना होगा तथा अपने पूरे बल से अपनी योजना को सफल बनाना होगा। हम समाजवादी ढंग की समाज की स्थापना करने आ रहे हैं। लेकिन युजे प्रफलोस के माथ कहना पड़ता है कि इन मांगों में मैंने कहीं पर भी यह नहीं देखा है कि यह कौन सा तरीका समाजवादी समाज की स्थापना का है। यह तो हमें अपने लभ्य की ओर नहीं ले जायेगा।

समाजवादी समाज का क्या अर्थ है? इसका यह अर्थ है कि लोगों के रहन-सहन में कुछ इम्प्रूवमेंट हो, उनको जीवनस्तर ऊंचा ही, उनको आराम मिले तथा आधिकारियों में कम से कम अन्तर रहे और सब की समाज सुविधायें मिलें। इस नहरिये से, इस दृष्टिकोण से यदि हम

इस बजट को देखें तो मैं समझता हूँ हमें अजबूरन यह कहना पड़ेगा कि हम उस अपने व्येष से हजारों कोसों दूर हैं। रेलवे बोर्ड के मैम्बरों तथा अन्य कर्मचारियों के बेतनों में जो अन्तर है, उसको पाठने की कोई कोशिश नहीं की गई है। आपने बजट में कहीं पर इस बात का इशारा दिया है कि सभी रेलवे मुलाजिमों की आमदनी अगर ली जाये तो आंसूतन १३७३ रुपये बैठती है। इसमें चौथी श्रेणी का कुली भी शामिल है, एक कलांक भी शामिल है जिसको ३० पया तो महंगाई भत्ता मिलता है और ५० या ८० रुपया मूल बेतन मिलता है तथा रेलवे बोर्ड का चेन्ट-मैन भी शामिल है जिसको तीन चार हजार रुपया महावार मिलता है। आमदनी में इस तरह से ४७ गुना का अन्तर है। हम अपने हर कार्य में ५० का अनुकरण करते हैं। मेरी समझ में नहीं आता कि इस मामले में भी हम उसका अनुकरण करों नहीं करते हैं। अंग्रेजों ने हिन्दुस्तान के मुलाजिमों के लिये जो तनस्वाह का कम बांधा था, वह कुछ अपने मतभव के लिये तथा अपने स्वाक्षों को सिद्ध करने के लिये बांधा था। अब तो वे यहाँ से चले गये हैं और उनको गये हुये दस वर्ष का लम्बा अर्सा गुजर चुका है। इन दस वर्षों में भी हम उस अन्तर को क्यों नहीं कम कर सके हैं, क्यों इस दिशा में कोई कदम नहीं उठाया जा रहा है, वह मेरी समझ में नहीं आया है। अगवान जाने इसका क्या कारण है। आजकल पे कमिशन बैठा हुआ है। अगर मेरी कमज़ोर आवाज़ पे कमिशन तक पहुँच जाये तो मैं कहना चाहता हूँ कि जो आवार तनस्वाहों का वह बनाने जा रहा है, उस पर वह मच्छी तरह से विचार करे और सभी कर्मचारियों को जो बेतन मिल रहे हैं उनको व्यान में रखे। साथ ही साथ जो आंसूत आमदनी एक आदमी की यहाँ है, उसको भी वह व्यान में रखे। अभी जो एक वर्तीय योजना जल्द हुई है

Shri K. U. Parmar (Ahmedabad—Reserved—Sch. Castes): There is no quorum in the House.

Mr. Deputy-Speaker: The bell may be rung....Now, there is quorum. The hon. Member may continue.

बी लिहासन सिंह : मैं यह कह रहा था कि जो तनब्बाहों में अन्तर है वह बहुत ज्यादा है। हम हर मासले में लिटेन को आधार मान कर चलते हैं। बेतन कमों की जो रचना उन्होंने की थी, जब वे यहां थे, उसी रची हुई रचना पर हम आज चल रहे हैं। आप लिटेन में जो आंसूतन आमदनी है उसको देखें और यहां जो आंसूत आमदनी है उसको देखें। वहां पर अधिकतम जो एक आदमी को बेतन भिलता है, उसको देखें और यहां जो अधिकतम बेतन भिलता है, उसको देखें। वहां पर अधिकतम बेतन किसी अधिकारी को २७०० पाउंड सालाना भिलता है उसकी आमदनी हम से कई गुना अधिक है। एक जमाना था कि उसका बहुत बड़ा साझाज्य था और उस साझाज्य में कभी सूख अस्त नहीं होता था, भले ही यह बात आज नहीं है। वहां पर एक अफसर को २७०० पाउंड भिलते हैं और यहां पर ₹५,०००, ₹६,००० या ₹१०,००० भिलते हैं। इस विभाग में अधिकतम आमदनी ₹४,००० पदा मासिक है जानी ₹८,००० पदा सालाना। इससे आप अंदाजा लगा सकते हैं कि क्या अनुपात बैठता है। वहां पर कम से कम ३५० पाउंड है और अधिक से अधिक २७०० पाउंड यानी एक और आठ का अन्तर। इसके बिपरीत यहां पर जो अन्तर है वह एक और सैतालीस का है। इस तरह से कब तक यह आँखी चलती रह सकती है। आप समाजवादी समाज का नारा लगाते हैं और उस पर देश को क्या जाना चाहते हैं। लेकिन कोई ठोस कदम नहीं उठाते हैं। मैं उम्मीद करता हूँ कि इस बार भले ही आप

कुछ न कर पाये हों, लेकिन आइंडा आप अवश्य कुछ करेंगे।

बी लिहासन सिंह : यह बीज रेलों में ही है या और जगहों पर भी है?

बी लिहासन सिंह : मैं सब के लिये यह बात कह रहा हूँ। मैं चाहता हूँ हर विभाग में इस तरह का प्रयत्न किया जाना चाहिए। लेकिन यह बीज खास तौर से रेलवे विभाग पर लागू होती है। यह आमदनी का बहुत बड़ा जरिया सिद्ध हो सकता है। भव से बड़ा व्यावसायिक केन्द्र यही है। इस व्यवसाय में करीब करीब १४ अरब रुपया लगा हुआ है। यह रुपया आपने ही लगाया है: इसका प्राफिट हमें क्या मिल रहा है? इससे नहीं के बराबर हमें प्राफिट मिल रहा है। जितना पैसा भी आता है, वह सारे का सारा खर्च में निकल जाता है। मैं आपको बतलाना चाहता हूँ कि इस और जीन जो दो सोशलिस्ट पैटेन वाले देश हैं उनको बहुत अधिक आमदनी इसी व्यवसाय से होती है और उनका बहुत सा काम इसी आमदनी से चलता है। पता नहीं हमारे यहां जब सोशलिज्म प्रायेगा, उस बक्त हमारी आमदनी भी बैसी होगी या नहीं।

हर रेलवे बजट में हम देख रहे हैं कि हमारा स्वर्च बढ़ता ही जा रहा है। सन् १९५६-५७ में हम बोर्ड पर ६३ लाख रुपया स्वर्च करते थे जोकि आज बढ़ कर ८१ लाख रुपया हो गया है। ६३ लाख से बड़ा कर हमने इसको ८१ लाख कर दिया है जिसका भतलब यह हुआ कि हमने २५ या २६ प्रतिशत की बढ़ि कर दी है। इस में हमने पांच एडिशनल बोर्ड के मेम्बर रखे हैं। आब तक चार मेम्बर काम करते थे। आइंडा पता नहीं आप ज्वाइंट मेम्बर भी बना दें। एक बार पंदित जी का एक आर्टिकल निकला था जिसमें उन्होंने

सिला था कि अंग्रेजों ने कैसे भल्टीप्लाई करती है। वही भल्टीप्लोकेशन यहां हो रहा है। यह भल्टीप्लाईकेशन कब तक चलेगा? आज तक तो बोर्ड के सचें में कहीं भी कभी दुई दिलाई नहीं दी है। हां, सर्वार्डेनेट्स जहां पहले २६ द्वारा करते थे वहां अब १६ हो गये हैं। और ऊपर बाले बर्ग में जहां कभी भी वहां उनकी तादाद बढ़ गई और ज्वाइंट डाइरेक्टर पहले ६ थे वहां अब उनकी तादाद ८ हो गई है और हम देखते हैं कि बड़े अफसरों के एलाउंसेज में बड़ती हुई है और मैं यह कहने पर मजबूर हूं कि यह चीज़ हमारे समाजवादी समाज के ढांचे के अन्दर मेल नहीं लाती। हमारे रेलवे के हिन्दी मिनिस्टर साहब आजादी की लड़ाई लड़ने वाली आई ० एन० ए० के बीर सेनानी हैं और वे तो कम से कम इस चीज़ पर विचार करे कि हम किसर जा रहे हैं। हम क्या नारा लेकर आजादी की लड़ाई लड़ा करते थे और वे देखें कि आज हम उस नारे को सक्रिय रूप दे रहे हैं कि नहीं

एक आनन्दीय सवाल : भूल गये हैं।

बी तिहासन सिंह : अब मैं नेतृत्व में जो भीड़भाड़ की समस्या है उसको और रेलवे भंत्रों महोदय और मदन् का ध्यान आकर्षित बरना चाहता हूं। उस समस्या के ऊपर हमारे रेलवे भंत्रों महांदय ने भी कुछ प्रकाश डाला और कहा कि जो डिलक्स ट्रेनें चला करती थी वह बड़े क्लास के नाम का दुरुपयोग है। इन बड़े क्लास डिलक्स एंपर कंडिंशन ट्रेस में बड़े क्लास का कोई मुसाफिर नहीं चलता और उनमें बड़े आदमी ही चलते हैं। लेकिन उन्होंने जो यह एक सुविधा दी है वह बड़ी स्वागत योग्य चीज़ है। उसमें तीन डिल्से बड़े क्लास के लगेंगे.

एक आनन्दीय सवाल : लग गये।

बी तिहासन सिंह : जी हां, लग गये। वह आजाई बड़े स्वागत की चीज़ है कि बड़े

क्लास वालों की सुविधा के लिये डिलक्स मवारी गाड़ी चली लेकिन इसमें इस अत्याधिक भीड़भाड़ की समस्या का संतोषजनक रैति से समाधान नहीं हो सकता। उसके मूल कारण में जाना चाहिये और यदि हम उस पर गहराई ने विचार करेंगे तो हम पायेंगे कि कहीं कहीं तो हम एक आदमी के लिये पूरा का पूरा सैलून दे देते हैं और दूसरी और इतनी अधिक रेलों में भीड़ रहती है कि लोग बैठ नहीं पाते और एक दूसरे पर धक्कम धक्का करते हैं। मैं नहीं समझता कि इस तरह की विषमता आज का हमारा प्रजातंत्री और समाजवादी देश कैसे बदायत कर सकता है। यहां पर अंग्रेजों ने यह सैलून की प्रथा क्रायम की थी क्योंकि अंग्रेज अफसर यहां की सेवा भारतीय जनता से अपने आपको अलग बलग रखना चाहते थे। लेकिन आज हमारे मिनिस्टर लोग अपने लिये सैलूनों की व्यवस्था क्यों चाहते हैं? मिनिस्टर जब चाहे सैलून ले सकता है लेकिन उसको फर्टन क्लास में चलना चाहिये और इब के लिये एक आदर्श उपस्थित करना चाहिये। यह बड़े हर्ष का विषय है कि हमारे रेलवे के मिनिस्टर महोदय ने इस सम्बन्ध में एक आदर्श रखा। जिस समय वह मिनिस्टर हुये उम समय उन्होंने सैलून दूर किया और उन्होंने सेकेंड क्लास में चलना शुरू किया। मैंने देखा कि मिनिस्टर साहब वो सेकेंड क्लास में थे लेकिन जनरल मैनेजर बग्रेड पीढ़ी सैलून में थे और मुझे तो यह देख कर हरत होती है कि मिनिस्टर साहब ने तो एक आदर्श उपस्थित किया लेकिन जो उनके नीचे अधिकारीण हैं वे उसका अनुगमन नहीं करते। मैं समझता हूं कि यह हमारे में एक कमज़ोरी है कि हम जो आदर्श उपस्थित करते हैं उसके प्रत्यक्ष आचरण और अमल अपने अधिकारियों से बहीं करा पाते। मैं रेलवे के प्रधिकारी बर्ग से अपील करूँगा कि बड़े रेलों में अत्याधिक भीड़ हो और उसके

[श्री सिंहासन सिंह]

मारे यात्रियों का बुरा हाल हो जाता हो और यात्री लोग छत पर सफर करने और हैंडिल पकड़ कर सफर करते हों, जहां गर्मियों में बहुत से यात्री भीड़ के कारण बेहोश तक हो जाते हों, वहां क्या आप इतना भी त्याग नहीं कर सकते कि अपने सैलूनों को छोड़ दें और जाहिर है कि जितने सैलून वह छोड़ें उनने अतिरिक्त डिव्हे थड़े क्लास के लिये सुनभ हो सकेंगे। अधिकारी लोग भी सैलून का इस्तेमाल न कर फस्ट क्लास के एक दो डिव्हे पूरे के पूरे से सकते हैं और उनका जो यह कहना होता है कि हमें सफर में काम करना होता है, वे उन डिव्हों में बैठ कर कर सकते हैं। अधिकारी लोग जो अक्सर यह कहते हैं कि हमें रास्ते में काम करना होता है तो वे फस्ट क्लास का एक आधा कम्पार्टमेंट अपने लिये लेकर सफर कर सकते हैं और उसमें किसी को न आने वे और वहां पर वे काम कर सकते हैं। उनका यह तक कि सैलून में ही चल कर काम किया जा सकता है यह मेरी समझ में नहीं आता। यह स्पष्ट है कि हमारे अधिकारी लोग जिस हृद तक इन सैलूनों को छोड़ेंगे उस हृद तक थड़े क्लास के अतिरिक्त डिव्हे रेलगाड़ियों को सुलभ होंगे और उससे किसी क़दर भीड़भाड़ में कमी हो सकेगी और बचकम युक्ती में कुछ कमी हो सकेगी। आज हमारे वहां डिव्हों की कमी है और जितने सैलून हमें मुलभ हो सकेंगे हम उनको फस्ट क्लास, सेकेंड क्लास और थड़े क्लास में टाने कर सकेंगे।

जहां तक ऐरेर कंडिशन कोवेज का सवाल है मेरा कहना यह है कि अगर उससे होने वाली आमदानी का हिसाब लगाया जाये तो आपको पता चलेगा कि उनका चलाया जाना जस्टिक्लाइड नहीं होगा क्योंकि जैसा कि मेरे ने पहले भी कहा ऐरेर कंडिशन डोवेज का उपयोग थड़े क्लास के मुसाफिर जही करते बस्ति कुछ योद्दे से बनी आदमी ही

करते हैं और मैं उन योद्दे से मुट्ठी भर आदमियों के बारे में और कुछ अधिक न कह कर यही कहूँगा कि जितने बड़े बनी आदमी हैं उनकी ईमानदारी पर हमें शंका करनी चाहिये। दरअसल देखा जाय तो यह ऐरेर कंडिशन डोवेज उन चन्द एक आदमियों के लिये ही बनी हुई है और अगर कोवेज को जारी ही रखना है और वे उनका इस्तेमाल करते हैं तो कम से कम उतना किराया तो उनसे लिया जाय कि ऐरेर कंडिशन डोवेज अपना लच्छा लुद निकाल लें। मत्री महोदय ने हमें बताया है कि ऐरेर कंडिशन डोवेज उन्होंने कई लाइनों में काटी है, मैं तो उनसे कहूँगा कि सब लाइनों में काट दे, फस्ट क्लास और सेकेंड क्लास तो पहले ही काफ़ी है और वहां न लगा कर अगर आप उनको थड़े क्लास में लगा दें तो थड़े क्लास के मुसाफिरों को बहुत राहत मिलेगी और रेलवे की आय भी बढ़ेगी। इस रीति से भी आप कुछ हृद तक जो आज भीड़भाड़ होती है उस को दूर कर सकते हैं लेकिन उसके लिये आप को योही सही से काम लेना होगा।

इसके बाद मैं आपका व्यान सीक्युरिटी पुलिस की ओर दिलाना चाहता हूँ। मैं तो आपसे उसके लिये यही कहूँगा कि जब से आपने सीक्युरिटी पुलिस बनाई है तब से आप हिसाब लगा कर देख लीजिये कि देश में रेलवे क्लेम्स में पहले के मुताबिक कमी हुई है कि बहुती ही है और उन आंकड़ों से ही आपको उसकी उपयोगिता भालूम हो जायेगी। अगर क्लेम्स की तादाद बराबर है, कम नहीं हुई है अब वह वह बही है तब सीक्युरिटी पुलिस को बनाये रखने का कोई जस्टिक्लिकेशन नहीं है। अगर उनकी तादाद कम न हो कर बही है तब तो आपको यह समझ देना चाहिये कि कुछ और ही बात है: इस सम्बन्ध

मेरी एक सीक्युरिटी पुलिस के अफसर से बात हुई और मेरी स्वयं की भी अपनी भारता है कि आज सीक्युरिटी पुलिस और रेलवे प्रोटेक्शन पुलिस इन दोनों में सामन्जस्य नहीं है, कोआपरेशन नहीं है और दोनों में एक सौतिया डाह चलता है। आपने क्रान्ति बना कर सीक्युरिटी पुलिस को किसी व्यक्ति को पकड़ने का अधिकार तो दे रखा है और वर की तलाशी लेने का भी अधिकार दे रखा है लेकिन उसको आपने चालान करने का अधिकार नहीं दिया है जिसका कि परिणाम यह होता है कि सीक्युरिटी पुलिस वाले एक व्यक्ति को पकड़ कर जी० आर० पी० को उससे कोई भलबान नहीं, वह उससे दूष करते हैं और इस तरह केस क्रायम करने और मुकदमा चलाने में गड़बड़ी होती है और इसलिये मेरा सुझाव है कि इस तरह का नियम बनाया जाये कि जो पकड़ वही उसका चालान भी कर सके और रेलवे में दो तरह का पुलिस शासन न रखें, डाएरकी न रखें। इस डाएरकी के लियाक हमने देश ने बहुत आवाज उठाई और उसके कारण हमारे देशवासियों ने पिछले समय में काफ़ी मुश्किलें और कठिनाइयाँ लेली हैं। आप रेलवे में यह दो तरह की पुलिस कोसं रख कर डाएरकी पैदा कर रहे हैं, एक तो सेंटर की पुलिस रखें और दूसरी प्रान्तीय पुलिस और दोनों में सामन्जस्य न हो। आप इन दोनों को एक दूसरे में मर्ज करके एक कर दें और ऐसा करने से ही आज रेलवे में जो चोरियाँ होती हैं वे बन्द हो सकती हैं।

अभी उस दिन हमारे बर्मन साहब ने हाउस के सामने कमर्शियल क्लर्क्स की समस्या रखली थी। मैं तो अनुरोध करूँगा कि उपाध्यक्ष महोदय कि आप स्वयं जा कर देख लीजिये कि कमर्शियल क्लर्क्स की आज क्या हालत है। हम आज करोड़ों रुपये बड़ी बड़ी इमारतों के निर्माण पर कार्ब

कर रहे हैं और करोड़ों रुपये का हम बाहर से एयर कंडिशनिंग का सामान भंगाते हैं लेकिन अपै वहां पर छतें डाल कर जो माल पड़ा होता है उसको बचाने का इंतजाम नहीं कर सकते। रास्ते में ब्लेटफ़ार्मों पर माल फिका रहता है और कोई उसको पर्वाह करने वाला नहीं है और अगर उसकी बजह से माल सड़ जाय या वर्षा से नुकसान हो जाये तो उस नुकसान के लिये कमर्शियल क्लर्क की तनावाह में वह रिकवर हो, यह बात मेरी समझ में नहीं आती है। यह कहां का इंसाफ़ है कि अगर माल खाराब जाये और घाटा हो तो कमर्शियल क्लर्क की पौटेट से काटा जाये। बर्मन साहब ने उनके रहन सहन की बाबत काफ़ी बतलाया कि वह कैसी बुरी अवस्था में रह रहे हैं, उनका बेतन बहुत कम है और उनको हालत लेत के हृतवाह की तरह है और जो सारा जेत जोतता है और अब पैदा करता है उसको केवल २० रुपया तनावाह मिलती है।

कमर्शियल क्लर्क के जारिये रेलवे को इतनी अधिक आमदनी होती है और यह उचित है कि उसकी आधिक दुर्दशा की ओर व्याप दिया जाये और उसको कम से कम इतनी सुविधायें और बेतन देवे जिससे वह ठीक से भ्रपना काम कर सके। इसके अलावा आप जो क्लेम इंस्पेक्टर्स मुकर्रंर करते हैं उनमें आप कमर्शियल क्लर्क्स को चांस नहीं देते हैं हालांकि यह क्लेम का मामला उन्हीं से सम्बन्धित है और वे इसके जानकार होते हैं। मैं चाहूंगा कि कम से कम यह क्लेम इंस्पेक्टरी की जगह तो उन को देवे ताकि वह मन में यह आशा रखते कि किनी दिन भी तरक्की कर सकते हैं और ३००, ४०० और ५०० रुपये के ब्लेड में पहुँच सकते हैं। क्लेम इंस्पेक्टर्स की जगहें केवल कमर्शियल क्लर्क्स के लिये रख दें और ऐसी व्यवस्था करने से उनको मुस्तैदी से काम करने के लिये बड़ा प्रोत्साहन मिलेगा।

[श्री सिंहासन सिंह]

आप स्वयं जा कर जहां वे काम करते हैं देख लें कि काम की क्या हालत है। मुझे स्टेशन पर उन्होंने दिलाया कि देखिये साहब यह ४ हजार पार्टों के बंडल ४० स्टेशनों को मुझे भेजने हैं और जब मैंने पूछा कि इस काम को कितने दिनों में करोगे तो कहा कि साहब मुझे आज १२ बजे रात तक यह काम खत्म कर देना है और यही कारण है कि क्लेमों को तादाद बढ़ती है क्योंकि माल ग्रलत सलत चला जाता है और आप समझ सकते हैं कि ४ हजार बंडल ४० मुस्तलिफ़ स्टेशनों पर एक आदमी के हारा ४, ५ पंटों के भीतर भेजना क्या सुन्भव है? यहां पर १५० की सैकड़ा स्ट्रॉय है लेकिन यहां पर आपने केवल १०० आदमी ही दे रखवे हैं और उनके ऊपर इस कठोर काम का बोझ लदा रहता है कि उनको बिलकुल ही कुरसत नहीं मिलती है और जल्दी और चबड़ाहट में काम खत्म करने में भेजने में गलती हो जाती है और माल उलटे सीधे चला जाता है जिसके कि कारण क्लेम आते हैं। मेरा सुझाव है कि जो उनकी संकशंड स्ट्रॉय है वह उनको दी जाय।

दूसरी बात जिसकी कि और मैं आपका ध्यान दिलाना चाहता हूँ वह गोरखपुर के कुछ कलंकस के सम्बन्ध में है। रेलवे बोर्ड ने इस तरह का नियम रखका हुआ है कि वार सर्विसेज से जो सम्बन्धित होंगे उनको ७० फीसदी भरते किया जायगा और ३० फीसदी जनरल लेंगे और और जगहों से लेंगे। आज वार को खत्म हुये १२ वर्ष हो गये और ७० फीसदी आदमी में समझता हूँ वहां पर लगे भी होंगे लेकिन अभी इस वर्ष तक सड़ाई के नाम पर ३० फीसदी जगहों पर भी प्रीपर चैनल से न भर कर बाहर से लोग भर लिये। वहां की रेलवे एकार्टीज ने चिट्ठी लिखी कि ऐसा

करना है और बोर्ड में लिख दिया कि अच्छा भाई यह ३० फीसदी भी दे सकते हो। आप इस पर विचार करें कि ऐसा क्यों हो रहा है और इस तरह की वार के नाम पर बांधलीबाजी से आपके कर्मचारियों में देव की भावना फैलती है और आपके इंसाफ में उनको शुब्दहा होता है। हमारे रेलवे के कर्मचारियों को इस बात की आवाहनी चाहिये कि अगर बोर्ड से इंसाफ न मिले तो आखिरी बरबार भावालत उनकी है और वहां से उनको इंसाफ मिलेगा। बोर्ड वे एक कालम में लिख दिया जिसका मतलब निकला कि ३० परसेन्ट इन को भर्ती कर लो। इस तरह से १०० फीसदी वार वाले हो गये। जो प्रापर चैनल से आये उन के लिये कोई स्थान नहीं है। हमारे बनकों का रिप्रेजेन्टेशन है, आप उस पर विचार करें। जो ७० परसेन्ट आप ने मुकर्रर कर रखा था, उस से अधिक न दें। लेकिन जो आप उन को यह विश्वास होना चाहिये कि उन का हक नहीं छूँगया जायेगा, उन के ऊपर जबरदस्ती नहीं की जायेगी।

टिकेटलेस ट्रैवेलिंग के सम्बन्ध में डिप्टी मिनिस्टर साहब ने, जो हमारे यहां गये थे, आश्वासन दिया था कि अच्छा काम करने वालों को इनाम दिये जायेंगे और शाहद आप को स्मरण होगा कि हमारे यहां का जो बैच है वह इतना अच्छा काम करता है कि वह खाली टिकेटलेस ट्रैवेलर्स को ही नहीं पकड़ता है बल्कि रेलवे अधिकारियों को भी, जो कि टिकेटलेस ट्रैवेल करने वालों को ले जाते हैं, उसने पकड़ा है। कई मुकदमे भी हुई हैं। लेकिन उन का स्वयंम् का जीवन जाते में पड़ गया है। टिकेटलेस ट्रैवेल करने काले भी नाराज और जो रेलवे अधिकारी ले जाते हैं वे भी नाराज। उन को दृष्टकी का कुछ भरोसा हो सो वह काम

और भी जोर से काम कर सकें। वे लोग देश का काम करते हैं और देश का काम करने में उन के लिये बड़ा खतरा है। मैं उम्मीद करता हूँ कि आप इस के सम्बन्ध में उचित कार्रवाई करेंगे और जो लोग अपनी जान की बाजी लगा कर रात दिन परिष्रम कर के ऐसे अधिकारियों को पकड़ते हैं जो कि टिकेटलेस ट्रेवेल करने वालों को ले कर चूलते हैं, बल्कि ऐसे लोग भी हैं जो कि पसे ले कर ले जाते हैं, उन को भी पकड़ते हैं, उन के वास्ते खास योजना करेंगे। इस से मेरे खायाल में टिकेटलेस ट्रेवेलिंग बहुत कम हो जायेगी।

मैं कहना चाहता हूँ कि आप इन सुझावों पर विचार करेंगे और राज्य की जो कम देशी आमदनी है, उसे पूरा करने की कोशिश करेंगे।

श्री बुन्देनवाजा (भागलपुर) : उपाध्यक्ष महोदय, मेरे पूर्व बताता, ठाकुर साहब ने बताया है कि हमारे प्राइम मिनिस्टर साहब बराबर यह कहते रहते हैं कि सोशलिस्टिक पैटन आफ सोमाइटी हमारे यहां होनी चाहिये और उन्होंने यह भी कहा है कि जिस लड़ाई को हमारे शाहनवाज साहब ने इतनी जोर से लड़ा, उस डिपार्टमेंट में भी उन्होंने बहुत जगह देख लिया कि सोशलिस्टिक पैटन बहुत दूर पर है। मैं तो यह कहूँगा कि हम लोग उन्हें रास्ते ही चल रहे हैं। सोशलिस्टिक पैटन तो दूर रहा, अभी तक जैसा भी हमारा रवैया रहा है, हो सकता है कि और कही वह होता हो, परन्तु उस रवैये से तो यही लगता है कि सोशलिस्टिक पैटन के ठीक उन्टे रास्ते से हम चल रहे हैं।

यह क्लास के बारे में तो बराबर कहा जा रहा है। मैंने भी एक बार करीब इस बारे मुझे यहां पर एक प्रश्न किया जा कि वह जो ओवरकाउंटिंग है वह क्लास में

वह कितनी होती है और उस में कितना कायदा होता है और सरकार कब तक इस को दूर कर सकेगी। यह जल्दी से जल्दी दूर की जा सकती है या नहीं? तो जबाब में यह कहा गया कि यदि यह थर्ड क्लास में जो ओवरकाउंटिंग हो रही है उस को हम आज एक दिन से रोक दें तो रेलवे का दीवाला निकल जायगा, हमारी इतनी आमदनी नहीं होगी कि हम रेलवे को छला सकें। आज थर्ड क्लास को कई प्रकार की ऐमेनेटीज दी गई हैं, यह मैं मानूँगा। थर्ड क्लास में पंखे लगाये गये हैं, पालाना जाने और पेशाब करने की सहृदियत दी गई है, परन्तु यह देखने में नहीं आता कि ओवरकाउंटिंग किसी भी हालत में कम हुई हो। कुरसाहब ने आप को बतलाया है कि क्या जस्टिफिकेशन है कि हमारे रेलवे अफिसर लोग सेलून आदि में चलें, या फस्ट क्लास में ही चलें। या वे एक थर्ड क्लास का डब्बा खानी करवा लें तो उन को सहृदियत नहीं होगी। एक थर्ड क्लास के डब्बे में, जैसे हमारी बेंच होती है, उस में बैठ कर नहीं जा सकते? पंखा लगा लें, और किसी को न आने दे। इस से भी तो काम चल सकता है। वह कहते हैं कि इस लिये नहीं चल सकता है कि हमें रेल में मगज का काम करना पड़ता है, बिना मैलून के हम काम नहीं कर सकते। क्या भारतवर्ष में कोई हमें ऐसा आदमी बतला सकता है जो कि महात्मा गांधी से अधिक काम करता हो? उन के पास क्या किसी भी हालत में मगज का काम किसी और से कम था? परन्तु वे तो थर्ड क्लास में चलते थे। हां यह ठीक है उनकी इज्जत के कारण लोग उनके लिये बोझी बहुत जगह कर देते थे, लेकिन चलते वे थर्ड क्लास में ही थे। हो मकता है कि उन लोगों का अन्यास ऐसा पड़ा हुआ है जिस की बजह से वे वहां काम नहीं कर सकते हों, तो डब्बों में कुछ परिवर्तन कर सकते हैं। इस से एक तो लोगों के बैठने की कुछ सहृदियत

[श्री भूतमुन्नाला]

अधिक हो जायेगी, दूसरे लोगों के ऊपर मानसिक प्रभाव बहुत अच्छा पड़ेगा। आज मुझे इस पर कुछ अधिक कहने की प्रावश्यकता नहीं थी, परन्तु कूकि हमारे ठाकुर साहब ने कहा इसलिये मेरे मन में भी आ गया कि मैं इस बात को दोहरा दूँ और इस को और सपोर्ट कर दूँ।

हमारे रेलवे मिनिस्टर साहब ने अपने बक्साव्य में आज या कल कहा था कि मैं एक सीकेट डिस्क्लोज नहीं करता हूँ, परन्तु एक बात बतला देना चाहता हूँ कि हमारे भेस्टर लोग बहुत सी बातें रेलवे मादि के बारे में कह देते हैं जैसे कि यह ट्रेन यहा जानी हो, यह टाइम टेबल यहा पर बदल दिया जाये। परन्तु मगर उससे एक दूसरे का कट्टाडिक्शन होता है तो रेलवे अधिकारी क्या करे? मैं उन से यह कहना चाहूँगा कि यदि कोई इस प्रकार की बात उन में सामने आये कि यह चीज़ इस तरह होनी चाहिये और दूसरी ओर से ठीक दूसरी तरह की बात आये तो रेलवे अधिकारियों के लिये यह तो ज़रूरी है कि जो आदमी कुछ चाहता है उसे कम से कम जवाब तो दे कि इस कारण मे हम यह नहीं कर सकते हैं ताकि हम जा कर लोगों को बतला सके कि आप ने यह चीज़ मार्गी लेकिन फल चीज़ करने से दूसरे लोगों को यह सुभीता है। मगर समूची बात को हम जनता में रखते कि फला चीज़ होनी सम्भव नहीं है, तो वे चुप हो जाते हैं कि शायद ऐसा ही होगा, परन्तु जब हम लोग जाते हैं तो वे पूछते हैं कि क्या तुम हमारी छोटी सी बात नहीं कर सकते? यदि रेलवे मत्रालय हम को कानून बतला दे तो हम जवाब दे सकते हैं। और वे कहता हूँ कि वे लोग एकोमोइट करने के लिये तैयार हैं, वे इन्हें स्वार्थी नहीं हैं किन्तु यह जानना चाहिये कि उन के मन में क्या प्रभाव पड़ता है। वे सोचते हैं कि जिस का यहाँ पर जितना

ही प्रभाव होता है वह ऐसा ही करवा लेता है। इस का परिणाम यह होता है कि लोगों में ऐसी भावना हो गई है कि यदि किसी की रेलवे में पहुँच है तो वही उन के काम को करवा सकता है। मैं जानता हूँ कि यहाँ पर कट्टाडिक्शन होता है, मेरे पास भी बहुत सी कट्टाडिक्शन की बातें आती हैं तो मैं उन को समझा देता हूँ और वह चीज़ को ठीक से समझ लेते हैं।

मैं एक छोटी सी चीज़ कहूँगा। एकचारी का एक हाल्ट स्टेशन खोला गया है। आज सात आठ साल से मैं वहाँ बुकिंग आफिस के लिये प्रयत्न कर रहा था। पिछली बार जब मैं बोला था तब कहा गया था कि इस का प्रबन्ध हो जायेगा। वहाँ एकचारी स्टेशन से पहलगाव के बास्ते दो गाड़ियाँ आती हैं। लेकिन आज उसको नी महीने हो गये वहाँ पर टिकट बटने का कोई प्रबन्ध नहीं किया गया है ताकि वहाँ से चढ़ने वालों को ठीक से टिकट बट जायें। हो यह रहा है कि कोई कहता है कि हमको कट्टेक्ट मिले, कोई कहता है कि हम को मिले। हम भी चिट्ठी लिख चुके हैं कि आप किसी न किसी तरह से प्रबन्ध कर दीजिये। वहाँ पर मुसाफिरों को बड़ी दिक्कत होती है, बहुत से रह जाते हैं। जो बिना टिकट बख़ले जाते हैं वे पकड़े जाते हैं और उनसे कहा जाता है कि तुम बिना टिकट क्यों आ गये। मेरी समझ में यह नहीं प्राता कि ऐसा क्यों है कि इन छोटी छोटी बातों के लिये भी एम० पी० को लिखना पड़े तब वे की जायें। यह तो रेलवे अधिकारियों का निजी कर्तव्य है।

एक पुसिया स्टेशन है जिस पर हाल्ट के बास्ते हुक्म हो चुका है। एक आदमी ने ५०० रुपया जमा भी कर दिया है। लेकिन मालूम होता है कि कोई दूसरा आदमी पहुँच नहीं है इसलिये पहले आदमी को कोई जवाब नहीं दिया जा रहा है। हम

जाते हैं तो सोग हमसे कहते हैं कि पुसिया स्टेशन पर हाल्ट नहीं दृष्टा। हम चक्कर में पढ़ जाते हैं कि ऐसा क्यों नहीं दृष्टा जब कि उसके लिये आँंदर हो गया था।

बोसी लाइन पर कोई दस पन्द्रह स्टेशन ऐसे हैं जिन पर कि शिटिश मरकार के जमाने में हान्ट होता था। उन जगहों पर गरीबों के कुछ भेले होते हैं। वहां पर पहले हाल्ट था। बहुत से स्टेशनों पर हाल्ट था उन सब के नाम तो मैं नहीं बतला सकता लेकिन उनमें से कुछ ये नाम ये हैं—गोनवाम, फसिया, गुरुधाम। यहा धार्मिक सोग आने हैं। यहां पहले हाल्ट था। यहां पर हाल्ट करने में नों आपको “मे का भी कोई लचा नहीं है। यहां पर पाच सात जगह पर हाल्ट दे दीजिये। यदि नहीं देते हैं तो कम से कम समझा तो दीजिये कि ऐसा करने में आपको क्या दिक्कत है। पहले यहां हाल्ट दिया जाता था और जो यात्री जाने थे उनको टिकट मिलती थी और वे अपना काम मूल्यित कर नहीं थे। वहां से कच्चहरी जाने में भी मुश्किल होता था। तो जब हम आज उसने बारे में रिप्रेजेंटेशन करने हैं तो कम से कम समझा तो दीजिये कि यह काम इमर्गियत नहीं हो रहा है।

आज सात बरस हो गये कि हमने रिपोर्ट की थी कि बीरगज स्टेशन पर एक गूड्स कलर्क ने एक मरचेट को एव्यूज किया था हमने इसके बारे में गोरखपुर को लिखा और भी कई जगह लिखा लेकिन कोई जवाब नहीं मिला। हमारे तिवारी जी ने भी इसी नगर की शिकायत की थी। उनको जाबाब देते हुये हमारे डिप्टी मिनिस्टर साहब ने कहा था कि वह शिकायत तो उनको मिली लेकिन वह दूसरे आदमी के बारे में थी, जिस आदमी का आपने जिक्र किया उस के बारे में नहीं थी। भगवर दूसरे आदमी के बारे में भी थी तो भी आपको खबर तो दे देनी चाहिये थी।

थी शाहनवाज लां। मैंने उनको लबर तो दी कि इस आदमी का कुसूर है। लेकिन जब हम उसको सजा देने लगे तो उन्होंने खुद ही सिफारिश की कि उसको एक दूसरा भौका दिया जाये।

थी छुनझुनवाला : अगर उन्होंने सिफारिश की तो गलती की। लेकिन आपने उनको कहा कि वह शिकायत दूसरे आदमी के बारे में है। मेर कहने का तात्पर्य यह है कि जब हमारी चिट्ठी जाये, तो शिकायत चाहे किसी के बारे में हो उसका जवाब तो देना चाहिए। मैं तो कहता हूँ कि एम० पी० ही नहीं अगर कोई गरीब गाव वाला आपको लिखे और शिकायत करे तो उसे भी आपको उत्तर देना चाहिए। मैं कहता हूँ कि भ्रगर किसी गाव वाले के पास या मूखिया के पास आपका पत्र पहुँच जाता है तो वह गदगद हो जाता है। वह समझता है कि यह हमारी रेलवे है। हमारी बात की हमारे रेलवे के अफसर कद्र करते हैं। हमारी बात को सुनते हैं। आप चाहे उस काम को करे या न करें लेकिन ठीक कानून बताकर उनको खबर दे दें तो बहुत अच्छा हो।

यहां पर सोशलिस्ट पैटने आव सोसाइटी की बात कही जाती है। यह ठाक है कि थड़े क्लास वाले के पास पैसा नहीं है इसलिए वह ऊचे दरजे में नहीं चढ़ सकता। लेकिन जो छोटे-छोटे स्टेशन हैं वहां पर लोगों को बहुत दिक्कत है उस तरफ भी आपको ध्यान देना चाहिए। मैंने नाथ नगर के बारे में पहले भी कहा था कि वहां पर प्लेटफार्म बहुत नीचा है। वह जैनियों का बड़ा भारी तीर्थ स्थान है। प्लेटफार्म नीचा होने के कारण वहां अक्सर एकसीडेट हो जाते हैं। स्त्रियों को गाड़ी में से उतरने में बहुत कठिनाई होती है। अगर आपके पास सीमेंट नहीं है तो उसे

[श्री मुनमनवाला]

जाने दीजिये, आप कुछ दैटा संग्रह कर ही उसको छंचा कर दीजिये ताकि यात्रियों को शीढ़ी सुविधा हो जाये।

भागलपुर स्टेशन पर दो दो दरवाजे हैं। जिस बक्त लोग उत्तरते हैं और आते जाते हैं तो यहां बहुत भीड़ हो जाती है और लोगों को निकलने में दिक्कत होती है। लेकिन सिफेर एक दरवाजा खुलता है। बहुत एजेंटेशन के बाद दूसरा दरवाजा तो लग गया है लेकिन वहां पर आदमी नदारद रहता है। उसी की बगल में एक छोटा स्टेशन है मीटर गेज का। उसके बारे में मैंने कई दफा कहा है कि वहां पर बड़ी गन्दवी रहती है और इस बजाह से एक स्टेशन से दूसरे स्टेशन को लोगों को जाने में कष्ट होता है। अगर वहां एक पैखाना बनवा दिया जाय तो यह कष्ट दूर हो सकता है। इसके बारे में कई बार मैंने कम्प्लेंट भी निलंबी लेकिन कोई अफसर इस और ध्यान ही नहीं देते। ये बातें बहुत छोटी हैं परन्तु जनता पर इनका बहुत बड़ा असर पड़ता है क्योंकि लोग समझते हैं कि हमारी गवर्नरमेंट हमारी जरूरत की तरफ ध्यान ही नहीं देते। आप बड़े-बड़े काम तो कर रहे हैं जो आपके पास पहुंच सकते हैं उनका काम हो जाता है। जैसे कि दिल्ली का स्टेशन और बड़ा बनाया जा सकता है। जैसा कि एक सज्जन ने कहा था कि इलाहाबाद के स्टेशन को खुदवाकर फिर से बनवाने का विचार है, और उसके खुदवाने में जितना खर्च होगा उससे कम खर्च उसको फिर से बनवाने में होगा।

श्री बजराज सिंह (फिरोजाबाद) : ३८ लाल लगेगा।

श्री मुनमनवाला : अगर किसी लास स्टेशन को फिर से बनाने की आवश्यकता है तो उसे बनना चाहिए। इलाहाबाद में अभी बहुत असुविधा है उसे बनना चाहिए। लेकिन मेरे कहने का मतलब यह है कि जो छोटी

छोटी बीजें हैं उनकी तरफ भी आपको ध्यान देना चाहिए।

टाइम टेबल के बारे में मैं कह चुका हूँ। कई बार टाइम टेबिल के बारे में लिखा भवर उसका कोई जवाब ही नहीं आया। कल एक चिट्ठी आयी है। एक जगह का कर दिया है। लेकिन कई घाट स्टेशनों पर असुविधा है। जैसे कि तिवारी जी ने घाट पलेजा के बारे में कहा था। वैसे ही विहंगुर घाट, बराड़ी घाट, माथोपुर घाट का भी सवाल है। वहां पर लोगों को बहुत दिक्कत होती है आप जाकर देख सकते हैं। माथोपुर घाट और बराड़ी घाट पर एक घाट हटाने के लिए हर साल बहुत खर्च होता है। कई उपाय लिखे गये कि प्रगर इस तरह से न करके इस तरह से कर दिया जाये तो उनको तरदद भी न हो और खर्च भी कम हो। पर इस तरफ ध्यान नहीं दिया जाता क्योंकि वहां के कंट्रोलर खुब रुपया कमाते हैं।

मेरी कांस्टीट्यूएंसी की ओर भी बहुत सी बातें हैं, छोटे आदिमयों की बातें हैं क्योंकि हमारे उधर गरीब आदमी ही ज्यादा है। मैं मिनिस्टर साहब से कहूँगा कि उन लोगों की दिक्कतों की ओर भी ध्यान दें ताकि वह भी यह अनुभव करें कि हमारा स्वराज्य आया है।

हमारे यहां पंचायत बन गयी है। गांव में मुखिया लोग हो गये हैं। यह सब है। और हम आशा करते हैं कि धीरे-धीरे गांव बालों का कचहरी जाना बन्द हो जायेगा...

श्री बजराज सिंह : नहीं।

श्री मुनमनवाला : हमारे मित्र ना कहते हैं। लेकिन हमें पूर्ण आशा है कि जब लोगों को ठोकर लेनी और वह देखें कि कचहरी जाने में दिक्कत होती है तो यह पंचायत का काम आहिस्ता-आहिस्ता होगा। परन्तु

उनको आभी बहुत बार कच्छरी जाना पड़ता है। आपने बम्बई में ऐसा कर दिया है कि हर दो भील पर रेल लक जाती है और आदभी उत्तर जात है ऐसा ही आप दूसरी जगहों पर भी क्यों नहीं कर देते। भेरा सुझाव है कि भागलपुर के पचास साठ भील आस पास इसी तरह की सुविधा आपको वहां बालों को देनी चाहिए, और वहां पर हाल्ट स्टेशन खोलने चाहिए। जैसे सारी में एक हाल्ट खोल दिया गया है उसी तरह से घोषा और पहलगाव के बीच में भी आवश्यक है। वहां भी खोल दें। मैं जानना चाहूँगा कि इसमें सरकार को दिक्कत क्या है। इसमें विशेष लंबे नहीं हैं। और इससे लोगों को बहुत सहूलियत हो जाएगी। सरकार फिर लोगों की सहूलियत की ओर ध्यान क्यों नहीं देती। यह सहूलियत तो बगेर ग्राहिक लंबे के दी जा सकती है। आपके बड़े-बड़े काम होते हैं। उनमें कहां कहां लंबा कम किया जा सकता है यह बिना अच्छी तरह से स्कूटीनाइज किये नहीं बसलाया जा सकता जिसका यहा पर समय नहीं है और न उसका मंत्री महोदय पर प्रभाव ही पड़ेगा। लेकिन मैं समझता हूँ कि अगर ठीक तरह से स्कूटीनाइज किया जाये तो स्टोर आदि दूसरी मदों में कम से कम १५ परसेंट लंबा कम हो सकता है। कोयले में ही आप देखें कितनी चोरी होती है।

अन्त में मैं यही प्रार्थना करूँगा कि जरा गरीबों की तरफ ध्यान रखा जाय। उपाध्यक्ष महोदय, आपने मुझे समय दिया, इसके लिए मैं आपको बध्यवाद दता हूँ।

Shri Ghosal (Uluberia): Mr. Deputy-Speaker, Sir, my cut motions relate to the welfare amenities for passengers and also some problems relating to the railway employees.

The first problem relating to the railway passengers is—many hon. Members of this House have already made a mention of it—the security of their lives. Accidents are daily increasing, so much so it is rather more

risky to travel by rail than to travel by air. Our hon. Minister has mentioned several grounds for accidents. It is necessary that we consider all the reports of the various enquiry committees that are being instituted on different accidents in a comprehensive manner. A high-power committee should enquire into these reports and come to a decision so that in future these accidents may not occur.

As regards amenities to passengers, I would like to point out some things relating to my area. In Howrah, in the South-Eastern and Eastern Railways area, we find that in the suburban trains there is no light, no fan and no cushions even in the first-class compartments. Even people travelling by first-class are deprived of these amenities that are due to them. Not only that. Late running has been rather the tradition there, and the pulling of chains is related to this late running of trains. Because, the local trains run at such a speed and in such a way that no local train can arrive at the proper time; they go late by two or three hours. For this reason the local passengers board these passenger trains instead of the local trains and pull the chain by the wayside stations where the trains do not stop. Naturally, it is not possible for the local passengers to pull the chains in the suburban trains because there is no alarm chain in it. Therefore, the local passengers travel by the passenger trains and pull the alarm chain at the wayside stations where the passenger train does not stop. They do this because of the late running of the local trains. That is one of the problems. If the late running is done away with, then certainly the number of pulling of chains will automatically decrease.

Mr. Deputy-Speaker: Which is the cause and which is the effect it is difficult to say.

Shri Braj Raj Singh: They are inter-linked.

Shri Ghosal: As regards overcrowding, it is a sight to see, especially in the Saturday evening trains

[Shri Ghosal]

and in the Monday morning trains. People generally travel on the roof of these trains. Now-a-days they are accustomed to it and so only a few cases of accidents happen, because they always get cautioned when the train passes below overbridges. Though the incidence of these accidents has decreased, still the fact of travelling on the roof of these trains is still there, especially in the Saturday evening trains and Monday morning trains.

Now, Sir, the hon. the Railway Minister said that the funds in the Development Fund have decreased, but he has not mentioned what are the grounds why the huge wastage of material and money has not been stopped by the Railways. I shall give some instances. One is the wastage of coal. There are about twenty sidelanes from Howrah station to Uluberia, which is in my constituency, for the jute and cotton mills. And at each sideline the engines pour down maunds and maunds of coal half-burnt and unburnt, and many coal shops are run there with this coal taken from the Railway. If the hon. the Deputy Minister pays a surprise visit to these places he will be able to find it out for himself.

There is another point about passenger fares. Some passengers of the locality, industrial workers, are avoiding the payment of the railway fares. Particularly in the Saturday afternoon trains and Monday morning trains, thousands of passengers, who are industrial workers of the locality, go without tickets. They give a one anna bit or a half-an-anna bit to the ticket collectors at these local railway stations and go away. That is a regular custom there. In fact, if the passengers purchase tickets, these railway officials become annoyed with them.

An Hon. Member: The concession is enjoyed by the poor people.

Shri Ghosal: While I was travelling with ticket, one ticket collector told me, 'Why are you travelling with

ticket? You might have come without ticket and we might have earned something'. That is the position there. If the hon. the Deputy Minister goes to Chengail, Bauria and Fuleshwar in my constituency he will find that thousands of passengers are avoiding payment of the railway fare.

Another thing I would like to mention is that there are big railway workshops at Bamungachi, Lilooch and Narkeldanga; and several workshops in Howrah town as also small engineering factories are run with the help of the materials smuggled from these railway workshops. Huge amounts of machinery etc. are coming out of the railway workshops and the Railways have made no arrangement to check all these things.

As regards freight also, I would like to mention how avoidance of paying it is taking place. By the night trains thousands of maunds of vegetables, fish, sweets and milk are coming to Calcutta and Howrah from all the suburban areas. Thousands of maunds of all these articles come daily, but not a single maund is booked: they pay something to the ticket collectors and go away. If the hon. Minister goes to Howrah station late in the night he will find these tips being taken openly. This should be stopped.

As regards security of the passengers, I would like to say this. The other day, on the 8th of February, about eighty M.P.'s were travelling by the Delhi-Kalka mail from Howrah station. In my compartment there were certain other hon. Members also travelling with me, and in that compartment just by our side Shri Duggal, another M.P., Member of the Rajya Sabha, was also travelling. At Howrah station, as he was talking with us, all of a sudden a man came into the compartment and took away his silver betel leaf case. This was in the absence of a large number of railway officials and watch and ward men. The chain was pulled and at once the train was stopped, but that man could not be traced out by the policemen.

Though there was a crowd, this is what happened. This is the security arrangement and this is the work done by the parties of the Watch and Ward Department and the Railway Police.

Now I come to the question of electrification. We expected that some announcement would have been made by the Railway Minister regarding electrification of Sealdah section, because that is the most crowded area. We expected that some announcement would have been made as regards the date by which the work of electrification of the Sealdah section would begin. We also expected some announcement as regards the new link from Burdwan—Sandraguchi to Vishnupur via Arambagh. Because the local people have been demanding it. They also surveyed the line and estimated the income etc. and submitted it to the Railway Ministry. But it has had no effect. I therefore request the hon. Minister to consider the opening of this new chord line which will not only open up easy transport facilities in this vast area which suffers much at present due to extreme transport difficulty, but it will provide a shorter route for the people of the newly integrated district of Purulia.

Then I would like to mention about the Howrah-Ambta-Sheakhala Light Railway. This is one of the important Light Railways, not only in West Bengal but in the whole of India. Because, this railway links up a huge agricultural hinterland with the town of Howrah and the City of Calcutta. Moreover, this is not a losing concern like other Light Railways. Last year it has paid six per cent dividend to its shareholders. Now it has got about 8,000 maunds of traffic including 3,000 traders who supply vegetables, fish, milk, etc. for about one-third of the population of Howrah and Calcutta. It has got also a big workshop at Bangra. Therefore, if this Railway is taken over, the Railway Administration would suffer no loss. In this connection I would like to further state—it has been mentioned by another Member, Shri Banerjee—that the Study Group in the Light Railways

has not only valued its importance but also recommended its nationalisation. Also, in 1955, another committee, the Madhavan Committee which was set up at the instance of the Eastern Railway has recommended not only nationalisation but also electrification of this line, because it has its importance in that respect.

17 hrs.

Sir, I would also like to mention the working of the other light railways under the managing agency of Messrs. Mcleod & Co. A huge amount is given to these light railways as subsidy from the Railway Administration.

Mr. Deputy-Speaker: Is the hon. Member likely to conclude within the next two minutes?

Shri Ghosal: I would require at least 5 minutes.

Mr. Deputy-Speaker: Then, perhaps, the House will sit. Let him conclude.

Shri Ghosal: If a probe is made into the affairs of the administration of the light railways, it will be found how this subsidy which is being granted by the Railway Administration is being squandered, because we know that from the houses of the Directors of this managing agency—I have mentioned to the Government—many jewels and smuggled gold were unearthed from flower vases. Therefore some probe should be made into the administration of this managing agency.

The next point is regarding some two lakhs of casual workers. These casual workers are never made permanent or even temporary in the railway services. In the engineering department, generally these casual workers are employed and after one month and three months—alternate months—they are discharged and after that again employed in the railway administration. This is also a source of bribery and corruption. Therefore, the hon. Railway Minister should look into this matter so that those employees, who are employed on a permanent nature of work in the engineering

[Shri Ghosal]
department, should at least be made permanent.

As regards the coolies and porters of railway stations their number will be about one and a half lakhs—nobody knows what is their status. Neither do State Governments recognise their disputes nor does the Central Government recognise them. Therefore, something must be done. That demand is there and at least the provisions of the Minimum Wages Act should be extended to them. That should also be taken into consideration and the Railway Administration should at least try to give some relief to the unfortunate workers.

The last thing that I would like to mention is regarding the recognition of the unions. The hon. Railway Minister has already said that he wants to recognise only one union. There is one union in Chittaranjan Locomotive Works and the hon. Minister had already given an assurance previously that it would be recognised, but no recognition has yet been granted to that union. Therefore I would request the hon. Minister to consider that also.

Mr. Deputy-Speaker: The following are the selected cut motions relating to Demand No. 1 which may be moved subject to their being otherwise admissible:

Demand No.	Nos. of Cut Motions
1	3 to 5, 16 to 21, 33 to 40, 72 to 75, 90 to 93, 124 to 128, 145 to 172, 176 to 184, 205 to 214, 218, 219, 229 to 244, 247 to 251, 266 to 271, 298 to 332, 345 to 349, 377, 400, 402 to 404, 406, 407, 412, 413, 424, 426, 427, 434 to 436, 442 to 456, 469, 504 to 507.

Administrative and personnel policy

Shri T. K. Chandhury (Behampore): I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Dismissal of low-paid employees

Shri T. K. Chandhury: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Labour policy

Shri T. K. Chandhury: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to reconsider and review the case of victimisation

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Nationalisation of light Railways

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to check over-crowding in trains.

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to consider the demands of the Railway employees put forward by the Railwaymen Federation

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to recognise All India Railwaymen Federation

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to have adequate measure to avoid accidents

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

To open a division of (1) Ahmedabad-Prantek Khebdrahma (2) Kalol-Decharaji-Chanasma, (3) Mehsana Patan-Kakoshi, (4) Manud Road Chanasma-Harij, (5) Mehsana-Tarange, (6) Mehsana-Viramgam, (7) Palanpur-Ahandidham, (8) Kalol-Vijapur-Ambaliasan, (9) Ahmedabad-Abu-Road (10) Bhuj-Anjar-Ahandidham-Kandla with headquarters at Mehsana.

Shri P. R. Patel: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Necessity of economy in the Railway Administration

Shri P. R. Patel: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to provide passenger-sheds on platforms of Kadi, Katoan, Becharajee stations.

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to lay down double line from Kalol to Abu-Road.

Shri P. R. Patel: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to run a Janata Train from Ahmedabad to Delhi

Shri P. R. Patel: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Desirability to run trains between Varetha-Timba and Varetha-Taranga Hill alternatively.

Shri P. R. Patel: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

To provide gate-men on level crossings

Shri P. R. Patel: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to relieve over-crowding third class passengers between Ahmedabad and Abu-road

Shri P. R. Patel: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Delay in constructing over-bridge at Mehsana Station

Shri P. R. Patel: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to construct an under-bridge between the main platform and the island middle platform at Mehsana station

Shri P. R. Patel: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Desirability to connect Viramgam with Kandala by broad gauge rail

Shri P. R. Patel: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to connect Radhanpur with Becharjee

Shri P. E. Patel: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to stop the Bangalore-Madras Mail and Cochin-Madras Express at Lakkiti station

Shri Kunhan (Palghat Reserved-Scheduled Castes): I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Inclusion of the Ernakulam-Trivandrum section in the Madura Division of the Southern Railway

Shri Kunhan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to run a through express train between Trnakulam and Trivandrum

Shri Kunhan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to locate one divisional head-quarter at Khurda Road

Shri Panigrahi (Puri): I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Regional disparity and concentration of developmental expenditure in the North

Shri D. R. Chavan (Karad): I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Over-crowding between Miraj to Poona of third class passengers on the Southern Railway

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to electrify Karad, Koregaon, Nira and Satara Road Stations on the Southern Railway

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to convert Poona-Miraj-Kolhapur Meter-gauge section of the Southern Railway into Broad gauge

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to convert Miraj-Latur Narrow-gauge section of the Southern Railway into Broad gauge

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to prevent increasing accidents

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to take effective measures to prevent increasing derailments

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to submit review of working after divisionalization on the Southern Railway

Shri Tangamani: I beg to move:

“That the Demand under the head Railway Board be reduced by Rs. 100.”

Need to run a Janata Express Train between Madurai and Madras

Shri Tangamani: I beg to move:

“That the Demand under the head Railway Board be reduced by Rs. 100.”

Failure to refix scales for ex-service-men on the basis of past service and past pay

Shri Tangamani: I beg to move:

“That the Demand under the head Railway Board be reduced by Rs. 100.”

Failure to place Tuticorin under Class 'B' for house rent and compensatory allowances

Shri Tangamani: I beg to move:

“That the Demand under the head Railway Board be reduced by Rs. 100.”

Need for increasing the line capacity of Cochin Harbour—Shoranur section to cater more goods traffic

Shri Kodiyan (Quilon—Reserved-Sch.-Castes): I beg to move:

“That the Demand under the head Railway Board be reduced by Rs. 100.”

Need for supplying more wagons to the Cochin-Harbour-Soranur line

Shri Kodiyan: I beg to move:

“That the Demand under the head Railway Board be reduced by Rs. 100.”

Need for increasing amenities for passengers

Shri Kodiyan: I beg to move:

“That the Demand under the head Railway Board be reduced by Rs. 100.”

Need for taking immediate steps to reinstate the victimised workers in the different sections of the Railways

Shri Kodiyan: I beg to move:

“That the Demand under the head Railway Board be reduced by Rs. 100.”

Need to include the Quilon-Ernakulam line on the Olavakkot Division

Shri Kodiyan: I beg to move:

“That the Demand under the head Railway Board be reduced by Rs. 100.”

Need to run an express passenger service between Mangalore and Trivandrum

Shri Kodiyan: I beg to move:

“That the Demand under the head Railway Board be reduced by Rs. 100.”

Need to open up a new railway line connecting Punalur with Kayamkulam in Kerala

Shri Kodiyan: I beg to move:

“That the Demand under the head Railway Board be reduced by Rs. 100.”

Inadequate steps to reduce overcrowding in the trains

Shri Kodiyan: I beg to move:

“That the Demand under the head Railway Board be reduced by Rs. 100.”

Need for taking adequate steps to fulfil the quota of appointments reserved for the Scheduled Castes in the Railway Service

Shri Kodiyan: I beg to move:

“That the Demand under the head Railway Board be reduced by Rs. 100.”

Need for opening a railway line between Kayamkulam and Ernakulam via Aleppy in Kerala State

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Ban on the appointment of female Khalasis in Loco Workshops and Loco Sheds of South Eastern Railway

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Abolition of contract system on goods sheds, loco sheds and engineering department

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Abolition of casual labour system in Engineering Department

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to improve the situation arising out of irregular and slow running of trains in the North East Frontier Railway

Shri L. Achaw Singh (Inner Manipur): I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Inadequate supply of water to the railway colony and the railway station at Silchar in the North East Frontier Railway

Shri L. Achaw Singh: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to provide sufficient number of posts to members of Scheduled Castes, Scheduled Tribes and members of the Manipur community from Manipur

Shri L. Achaw Singh: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need for increasing the number of trains in the Assam region of the North East Frontier Railway

Shri L. Achaw Singh: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need for increasing the efficiency of the railways in the North East Frontier region

Shri L. Achaw Singh: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to co-ordinate the development of railways with the development of roads and water transport in the country

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need for taking steps to increase the supply of wooden railway sleepers in the country

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to open a railway coach factory in Kerala

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to take effective steps to prevent accidents on railways.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to check over-crowding in suburban trains of Calcutta

Shri Ghosal: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Nationalisation of Howrah-Amta-Seakhala Light Railway

Shri Ghosal: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to de-casualise the porters working in the railway stations and godowns.

Shri Ghosal: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to take adequate measures for preventing accidents.

Shri Ghosal: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to check corruption in the suburban railway stations of Calcutta.

Shri Ghosal: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to check corruption in the Howrah Goods Shed.

Shri Ghosal: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Disadvantages due to re-grouping

Shri Ghosal: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to have an over-bridge on the siding line of Fuleshwar station of the South Eastern Railway.

Shri Ghosal: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to provide accommodation to the first-class passengers at night.

Shri Ghosal: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to keep up operational efficiency.

Shri Assar (Ratnagiri): I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to reduce the salaries and amenities of members of the Railway Board.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to avoid overcrowding in the trains.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Lack of planning and concerted economy drive.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Attitude towards the Southern Railway Labour Union.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need for more trains on Suth-West broad gauges section of Southern Railway.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to run Janta Express trains from Madras-Mangalore, Madras-Cochin Harbour terminus.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to check late running of trains.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to take adequate steps to overcome shortage of materials in loco and wagon sheds and repair shops.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to undertake a job analysis in all departments.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to check over-crowding in trains.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to reconsider and review the cases of victimisation.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Working of the Railway Service Commission.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Corruption in Howrah Goods Accounts Office.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to set up Joint Committee at all levels.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to separate C. & W. Branch from Loco as suggested in para 157 of Accident Enquiry Committee.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to implement recommendation of Railpay Accident Enquiry Committee to modify pay scale of Train Examiners to bring the same on par with other technical supervisors of Workshops and Loco-Shed.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to take effective measures to prevent accidents

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to extend goods shed facilities at Tiruppur on Southern Railway.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to redress grievances of staff and public regarding goods shed facilities at Erode Junction on Southern Railway.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need for economy measures in Railway Administration.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Delay in filling certain clerks posts in Railway Board.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Granting of paid holidays to Shift-duty staff.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Abnormal delay in filling up vacancies caused by retirements and deaths, and medical retirement.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Delay in answering representations in Olavakkot Division of Southern Railway.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Confirmation of Temporary and Officiating Staff on completion of three years of service.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Giving option to R.P.F. staff to go to other departments.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Irregular supply of Provident Fund Account Slips.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Indifferent attitude of South Eastern Railway in providing avenue of promotion to educated unskilled staff of Carriage and Wagon Branch to posts of train examiners by accelerating promotion to semi-skilled cadre.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Denial of over-time to carriage and wagon staff working in train passing and washing line duties for their work in excess of 48 hours a week.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Attitude of South Eastern Railway, Central Railway, North Eastern Railway and Northern Railway administration in implementing upgrading of posts of train examiners as per 'new deal'.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100"

Practice in Eastern Railway of deputing technical personnel supervisors to execute non-technical jobs.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Inadequate lighting arrangements for examination of trains at night in maintenance yards.

Shri Kodiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to run Local Trains in Kanpur City to provide more transport facilities to passengers.

Shri Jagdish Awasthi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Late running of Passenger Train between Agra and Kanpur.

Shri Jagdish Awasthi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Late running of Parcel Train between Mughal Sarai and Delhi.

Shri Jagdish Awasthi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to check over-crowding in Trains.

Shri Jagdish Awasthi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100"

Need to run one Passenger Tram in the morning between Kanpur and Jhansi.

Shri Jagdish Awasthi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100"

Failure to take effective steps to prevent accidents.

Shri Jagdish Awasthi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to up-grade Madurai into "B" Class Station for House Rent and compensatory allowances.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Injustice of putting Assistant Fitter Communication in 35 rupees grade in the Southern Railway.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to apply the principle of "Equal pay for equal work" in the signal and tele-communication Department of Southern Railway.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to provide $N + 3$ instead of $N + 2$ sleepers (N is the length of rail in yard sleepers.)

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to provide number of gang-men as per E.T.M. (Equated Track Mileage.)

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to provide number of gang-men as per E. T. M. in Madurai Division of Southern Railway.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to improve periodic overhauling of wagons in carriage workshop at Perambur.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to pay fixation arrears under Pay Commission recommendations to workers in Carriage Repair Shop of Perambur workshop.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Attempted Reduction of days of out-turn for one Locomotive in the Perambur workshop.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to increase workmen corresponding to the number of Locomotives and carriages diverted from Golden Rock to Perambur workshop after zonalisation.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Delay in publishing Tapse Committee Report regarding class IV staff

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Existence of dead end posts like Fettlers, Tindall Slingers, grinders Riveters etc., with no promotion avenue in carriage works in Perambur workshop.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to promote 4,000 Khalassies of Loco and Carriage works of Perambur workshop.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to appoint Leave Reserves in the Loco shop and carriage shop of Perambur workshop.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Approval of wagon repairs in carriage works in Perambur workshop by the Neutral Train Examiner appointed specially by the Railway Board.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Disparity between the wages of Class I and II services and that of Class III and IV services of the Railways.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Problem of accidents in the Railways.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Steps to remove over-crowding.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Employment potential of the Railway Plan

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Operational efficiency of the Railways especially in the Southern and Central Railways.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Claims for compensation and refunds.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Indifferent attitude in implementing the assurances in regard to modification of pay scales of train examiners to bring the same on par with the pay scales of chargemen of locomotives and workshops.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to change the designation of train examiners to carriage shed-chargemen, carriage-shed foremen etc.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Attitude of the administration of South Eastern Railway, Central Railway and North Eastern Railway in not implementing the scheme of upgradation of posts of train examiners as per 'new deal'.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Attitude of the Railway Board in not implementing the recommendations of Isaac Latham Committee on Derailment and para. 157 of Accident Enquiry Committee Report.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Attitude of the Railway Ministry in keeping the designation of assistant train examiners in Central Railway.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Adequate alternative employment and proper avenues of promotion for train examiners who are declared medically unfit for that cadre but are fit for other supervisory jobs.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Attitude of the South-Eastern Railway authorities in providing avenue of promotion to the educated unskilled staff of the Carriage and Wagon Branch as train examiners.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Unreasonable attitude of the Railway authorities in utilising the unskilled staff of the Carriage and Wagon Branch to work as semi-skilled and skilled staff without paying remuneration.

Shri Sugandhi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to create adequate number of posts in the semi-skilled and skilled cadre of the Carriage and Wagon Branch in South Eastern Railway.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Denial of over-time to the Carriage and Wagon staff working at train passing and washing line duties for their work in excess of 48 hours a week.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Attitude of the Railway Ministry in changing the designation of the technical supervisors of the carriage shed from the present designation of train examiners, head train examiners to carriage shed charge-men foremen etc.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Attitude of the administration of South Eastern Railway, Central Railway, North East Frontier Railway and Northern Railway in implementing upgradation of posts of train examiners as per 'new deal'.

Shri D. R. Chavan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Slow progress in regirding and strengthening of piers of bridges Nos. 8, 63, 76 and 91 on the Gadag-Holgi metre gauge section of the Southern Railway.

Shri Sugandhi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Slow progress in extending the additional transhipment yard at Hotgi junction of the Central Railway.

Shri Sugandhi: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need to improve behaviour of Railway staff towards public.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to check without ticket travelling in Central Railway.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to check thefts of Railway materials on Central and Western Railways.

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Failure to check corruption in Railway Departments

Shri Assar: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Need for catering and tea stalls on various stations

Shri Assar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure in fixing the seniority of the permanent and senior clerks of the Board's Office in Assistants Cadre on the basis of the length of service in clerical grades according to Railway Board reorganisation scheme.

Shri Kunhan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

Confirmation of employees who have put in more than a year's service

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Merger of dearness allowance in the pay

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to remove discrimination in the grant of post-retirement passes to class IV employees

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Inadequate leave reserve for running staff

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Victimisation of Railway employees

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Question of recognition of All India Railway-men's Federation

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Question of granting extension to a certain high officials after super-annuation.

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need for a rail link between Kazipet and Nellore via Macherla

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Necessity for the formation of a separate Railway zone with Secunderabad as Head Quarters

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to redress grievances of the pre-1926 staff of Ex-Nizam State Railway.

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to redress grievances of ex-Barsi Light Railway Staff

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to give the pay of Rs. 100/- to Accounts Clerks Grade I from the date on which they passed the qualifying examination.

Shri Ghosal: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

North-East-Frontier Re-grouping disadvantages

Shri Ghosal: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to recognise the Union of Chittaranjan Locomotive Employees

Shri Ghosal: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Possibility of re-opening of the Ajmer Workshop and developing it to manufacture Locomotives

Shri Warior (Trichur): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Necessity of constructing an over-bridge in Shoranur junction in the place of the level-crossing of the Palghat-Trichur Road

Shri Warior: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Increase in the amount of compensation paid by the Railways on account of goods or parcels lost or damaged during 1958-57

Shri Warior: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Inadvisability of engaging in services persons retired and thereby blocking the avenues of promotion of junior servants.

Shri Warior: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure of the Vigilance Organisation that many cases registered were not substantiated

Shri Warior: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Unsatisfactory nature of measures adopted by the authorities to prevent the increase of accidents of passenger trains

Shri Warior: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Increased number of deaths and persons injured in the Railway accidents.

Shri Warior: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Increase in the number of accidents in Railway Work Shops resulting in larger number of injured during 1956-57

Shri Warior: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure of the Administration to recruit the prescribed quota of servants from the Scheduled Castes, Anglo-Indian, etc.

Shri Warior: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to increase the percentage of promotions from lower grades of employees instead of encouraging direct recruitment

Shri Warior: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Unwieldy size of the Railway Zones and the consequent loss in the administrative efficiency

Shri Sampath (Namakkal): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Regional disparity in the concentration of railway developmental works in the North and neglect of the South

Shri Sampath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to prevent accidents

Shri Sampath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to check the late running of trains

Shri Sampath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to check over-crowding in trains

Shri Sampath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Increasing number of officers of the Board and their high salaries

Shri Braj Raj Singh: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Traffic bottleneck in Ore producing areas

Shri Bhanja Deo: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Necessity of locating a Divisional Office at Khurda Road in the South-Eastern Railway Zone.

Shri Bhanja Deo: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Insanitary food sold at the Railway Stations by vendors

Shri Bhanja Deo: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Amenities given to travellers in the Indian Railways

Shri Bhanja Deo. I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Mr. Deputy-Speaker: These cut motions are now before the House. A list of the selected cut motions will be circulated to Members tonight.

17.04 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, the 7th March, 1958.

Tuesday, the 4th March, 1958.

S.Q. No.	Subject	COLUMNS	WRITTEN ANSWERS—contd.
	ORAL QUESTIONS		
656.	Indo-Pakistan Film Trade	3247—78	679. Class IV Government Employees Quarters 3284-85
657.	Cement	3247—49	680. Cement Factories 3285
658.	Second Five Year Plan	3250—53	681. Permanent Exhibition in Delhi 3285-86
659.	Internal Resources of Second Five Year Plan	3253—56	682. Indian Tea Delegation 3286
660.	Budget Provisions for 1958-59	3256—59	683. Cement Factory in Assam 3286-87
662.	Supply of Iron Ore to Japan	3259—62	684. Beedi Factories in Vidharbha 3287
663.	Waterman Pens and Inks	3262—65	685. Coir Industry in West Bengal 3287-88
664.	Export Advisory Council	3265—64	686. Border Incident in Jammu 3288
665.	Censorship Certificates	3267—70	687. Abolition of District Boards 3288-89
666.	Second Five Year Plan	3270—71	688. Hindustan Antibiotics (Private) Limited 3289
667.	Salt Industry	3271—73	689. Coconut Oil and Copra Prices 3289-90
668.	Uneconomic Industrial Units	3274—75	690. Manufacture of Cosmetics 3290
669.	Forward Trading in Cotton	3276—77	691. Seminar on Labour-Management Co-operation 3291
	WRITTEN ANSWERS TO QUESTIONS	3277—78	692. Jari Industry 3291-92
S.Q. No.		3278—3336	693. Import of Film 3292
661.	Wage Map of India	3278—79	694. Accidents at Indian Ports 3292-93
670.	Imported Consumer Goods	3279	695. Explosion of Gas Cylinder in Hyderabad 3293-94
671.	Pakistani Fishermen in Indian Waters	3279—80	696. Small-Scale Industries 3294
672.	Border Incident	3280—81	697. Wool Waste 3294-95
673.	Small Scale Industries	3281	698. National Sample Survey 3295
674.	Indian Nurses in Bahrein	3281—82	699. Export of Cycles 3296
675.	Border Incident Uri	3282—83	700. Import Licences 3296
676.	Vigilance Staff in Ministry of Rehabilitation	3283	701. Resolutions Passed by A.I.T.U.C. 3296-97
677.	National Sample Survey	3283—84	702. Import of Foreign Publications 3297
678.	Tungabhadra Project	3284	703. International Trade Fair, Leipzig 3297

U.S.Q. No.	Subject	COLUMNS	U.S.Q. No.	Subject	COLUMNS
WRITTEN ANSWERS—contd.					
821. I.L.O. Inland Transport Committee		3298	847. Cardamom and Ginger Oils		3313
822. I.L.O. Committee on Reduction of Hours of Work		3298-99	848. Dyestuff Industry		3313-14
823. Technical Maritime Conference of I.L.O.		3299-3300	849. Activated Fullers' Earth and Bentonite		3314
824. I.L.O. Regional Training Course		3300-01	850. Creosote		3314-15
825. Agricultural Labour		3301-02	851. Coffee Houses		3315
826. Agricultural Labour		3302	852. Match Production		3316
827. Workers in Public Undertakings		3303	853. Import of Milk Products		3316
828. Ashoka Hotel		3303-04	854. Chemicals		3316
829. Cottage Industries in Tripura		3304	855. Manufacture of Polythene		3317
830. India Electric Works Limited, Calcutta		3304-05	856. Dyes and Dyestuffs		3317
831. India Electric Works Limited Calcutta		3305	857. Chemicals		3317-18
832. Films		3306	858. Import of Caustic Soda		3318
833. Sewing Machines		3606-07	859. Soda Ash		3318-19
834. Resin and Turpentine Industries in Punjab		3307	860. Heavy Soda Ash		3319
835. Second Five Year Plan		3307-08	861. Training-cum-Production Centres for Woollen Cloth		3319-20
836. Nylon Factory at Kotah (Rajasthan)		3308	862. Ambar Charkha Programme in U.P.		3320
837. Loans for Displaced Persons in Tripura		3308-09	863. Handloom Industry in U.P.		3321
838. Industries in U.P.		3309	864. Training-cum-Production Centres for Wooden Articles in U.P.		3321
839. Industrial Estates		3309	865. Handloom Production Centres in U.P.		3321-22
840. Handloom Industry in Rajasthan		3310	866. Employment Exchanges		3322
841. Industrial Units in Rajasthan		3310	867. Displaced Persons in Rajasthan		3323
842. Housing for Displaced Persons in Rajasthan		3310-11	868. Iron Ore		3323-24
843. Ambar Charkha Scheme in Rajasthan		3311	869. Use of Polythylene in Building Construction		3324
844. Silk Producing Centres in Rajasthan		3312	870. Industries in Punjab		3324
845. Registered Companies, Rajasthan		3312	871. Indians in France		3324-25
846. Second Five Year Plan of Rajasthan		3312-13	872. Industrial Co-operative Societies		3325-26
			873. Export of Pepper and Cashew Nut		3326
			874. Unemployed Graduates		3325

WRITTEN ANSWERS— <u>contd.</u>		PAPERS LAID ON THE TABLE— <u>contd.</u>	
U.S.Q.	Subject	COLUMN	Subject
875.	Central India Cotton Association	3325-27	(a) A copy of each of the two Notifications under sub-section (3) of Section 48 of the Coffee Act, 1942, making certain further amendments to the Coffee Rules, 1955.
876.	Tea	3327	
877.	Displaced Persons and Meos in Madya Division	3327-28	
878.	Chembur Colony	3328	
879.	Development of Small Scale Industries	3329	ELECTION TO COMMITTEE—
880.	Allotment of Government Quarters	3329-30	3337-38
881.	Groundnut and Edible Oil Exports	3330	The Deputy Minister of Commerce and Industry (Shri Satish Chandra) moved the motion for the election of two members from among the Members of Lok Sabha to be members of the Coir Board.
882.	Small Scale Industries in Punjab	3330-31	The motion was adopted.
883.	Export of Handloom Cloth	3331	
884.	Rayon Factories	3331	
885.	National Reconstruction	3331-32	DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1957-58.
886.	Scale of Beedis	3332-33	3338-93
887.	Cement Factories	3333	Further discussion on the Demands for Supplementary Grants in respect of the Budget (Railways) for 1957-58, concluded. All the cut motions were negatived. The Demands were voted in full.
888.	Government Factories in Punjab	3333-34	
889.	Employment Exchanges	3334	
890.	N.E.F.A.	3334	
891.	Blankets for Displaced Persons	3334-35	DEMANDS FOR GRANTS (RAILWAYS), 1958-59.
892.	Tea Industry in Punjab	3335	3393-3504
893.	Dandakaranya Scheme	3335	Discussion on Demand for Grant No. I in respect of Railway commenced. One Hundred and Eighty-one cut motions on Demand No. I were moved. The discussion was not concluded.
PAPERS LAID ON THE TABLE—		AGENDA FOR FRIDAY, 7TH MARCH, 1958.	

The following papers were laid on the Table—

- (1) A copy of Notification No. G.S.R. 17, dated the 15th February, 1958 making certain further amendments to the Cinematograph (Censorship) Rules, 1951

AGENDA FOR FRIDAY, 7TH MARCH, 1958.

Further discussion on the Demands for Grants (Railways), 1958-59 and Private Members' Bills