

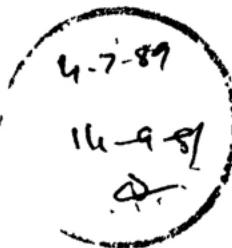
Wednesday, 26th February 1958

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

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

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

LOK SABHA DEBATES

2387

LOK SABHA

Wednesday, 26th February, 1958

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Central Mining Research Institute,
Dhanbad

452. { Shri Subodh Hansda.
Shri S C Samanta:

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

(a) whether it is a fact that a Central Mining Research Institute is being set up at Dhanbad, Bihar,

(b) if so, what progress has been made in the establishment of the Institution as regards the construction of building, procurement of equipments, appointment of staff etc, and

(c) what expenditure has been incurred thereon so far?

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): (a). Yes, Sir.

(b) A statement giving the required information is laid on the Table of the House. [See Appendix III, annexure No. 34.]

(c). Rs. 5.96 lakhs approximately upto 31-12-57.

2388

Shri Subodh Hansda: May I know the total expenditure to be incurred on this during the second Five Year Plan?

Shri M. M. Das: The total planned expenditure, capital and recurring, is Rs 80 lakhs. An additional expenditure of Rs 20 lakhs is envisaged for construction of quarters, etc

Shri Subodh Hansda: May I know whether any machinery has been received as gift from the West German Government for this institute and if so, the cost and other details of that machinery.

Shri M. M. Das: An X-ray diffraction equipment has been received as a gift from Messrs Siemens and Haleke and Siemens-Schuckertwerke of West Germany through the Prime Minister of India. It will be installed in the new buildings as soon as they are ready. I am sorry the cost of this instrument is not at my disposal now.

Shri Bose: May I know the functions of this institute?

Shri M. M. Das: It will carry out research in mining

Shri S C Samanta: May I know the total number of technical personnel that will be employed when it will be fully run?

Shri M. M. Das: In the early stages, the technical staff will number about 60 approximately. Then, if there is further expansion, then the number of technical staff will go up.

Shri Subodh Hansda: May I know whether the institute has started functioning and if so, the nature of the research work that has been taken up?

Shri M. M. Das: Yes, Sir; the institute has started functioning and they have taken up the following items for their research at present: Analysis of gas and mine dust. This has been taken up at the instance of the Inspectorate of Mines. Then, the investigation into the spontaneous combustion phenomenon is also in progress. Testing of Flame Safety Lamps and Electric Cap and Hand Lamps from the aspect of safety of use in inflammable atmosphere and of light out-put is being undertaken. There are two other items. also.

Shri Heda: May I know whether Government are thinking of setting up more such research institutes to take up similar or other branches of mining research?

Shri M. M. Das: This is the only research institute about mining. Their is no proposal at present before Government or the Council of Scientific and Industrial Research to establish similar research institutes in any part of the country.

Air Survey and Training Directorate

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*493. { Shri S. C. Samanta:
Shri Subodh Hansda:

Will the Minister of Education and Scientific Research be pleased to lay a statement on the Table showing:

(a) whether an Air Survey and Training Directorate has been established for the Survey of India;

(b) if so, the number of persons who have been given training in Air Survey;

(c) equipments with their value, that have been purchased or otherwise obtained from other countries; and

(d) the total expenditure that the Survey of India will have to incur for further development of the Directorate?

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): (a) to (d). A statement giving the required information is laid on the Table. [See Appendix III, annexure No. 35.]

Shri S. C. Samanta: May I know whether aerial survey has commenced after the post-war period?

Shri M. M. Das: No, Sir; aerial survey by graphical methods is in vogue in the Survey of India since 1924.

Shri S. C. Samanta: May I know whether this aerial survey eliminates ground survey totally?

Shri M. M. Das: No; air survey does not eliminate altogether ground survey. Ground survey also has to be taken to a smaller extent.

Shri Subodh Hansda: What steps have been taken for the training of Indian personnel for carrying out aerial survey?

Shri M. M. Das: The training has been given to a number of officers. In addition to that, two officers were granted fellowships by the United Nations Technical Assistance Administration for a short course of training of 3 months at the factory of the firm in Switzerland which is supplying some of the machines. Two more officers were granted fellowships by the U. N. T. A. A. for a 12 month-course in the latest methods of survey using stereo-plotting machines at the International Training Centre for Aerial Survey, Delft, Netherlands.

Shri S. C. Samanta: May I know whether any foreign expert has been invited to give training to Indian personnel here?

Shri M. M. Das: The services of one foreign expert for a period of about 1½ years was made available by the United Nations in the year 1954 to train our Indian personnel.

Central Excise Office, Kalimpong

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*494. { Shri Barman:
Shri S. C. Samanta:
Shri Subodh Manada:

Will the Minister of Finance be pleased to state:

(a) the names of the districts or the areas which are served by the Assistant Collector of Central Excise, Kalimpong Division, West Bengal;

(b) whether it is a fact that communications with Kalimpong are difficult and it remains practically isolated for five months during rainy season; and

(c) the nature of the difficulties in locating this office at a more convenient central place?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) The jurisdiction of the Assistant Collector of Central Excise, Kalimpong Division covers the Darjeeling, West Dinajpur, Malda and Jalpaiguri (minus Alipurduars Sub-Division) Districts.

(b) Yes, Sir. The road to Kalimpong Division remains frequently blocked during the monsoons when landslides are quite common on this hill road.

(c) It was decided in principle sometime ago, that this office should be shifted to Siliguri which is more centrally situated. Unfortunately, however, owing to serious shortage of office as well as residential accommodation in Siliguri it has not been possible hitherto to do so. Attempts are however still being made to shift this office there and in the meantime an alternative proposal to locate it at Jalpaiguri is also under examination.

Shri S. C. Samanta: May I know whether at present special facilities are given to the men who are in service there and if so, what are they?

Shri B. R. Bhagat: Facilities to the staff? I want notice for this.

बी रामाच तिहु : इस बात को देखते हुए कि यह स्थान इंटरनेशनल स्पर्गलिंग का एक बहुत बड़ा प्रदृढ़ा है, उसको रोकने का आपके हारा क्या उपाय हो रहा है?

Shri B. R. Bhagat: This was also one of the considerations which resulted in some delay in shifting the office from Kalimpong, because particularly we have taxed, put a duty on, silver coming from Tibet. We are trying to organise a land custom centre there to prevent smuggling.

Indian Science Congress

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*495. { Shri Rameshwar Tantia:
Shri Warior:
Shri A. K. Gopalan:
Shri Punnoose:

Will the Minister of Education and Scientific Research be pleased to lay a statement on the Table showing:

(a) the main topics discussed at the Indian Science Congress held at Madras in January, 1958;

(b) the names of the foreign scientists who were invited to the Congress; and

(c) the steps taken to implement the decision taken therein?

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): (a) to (c). A statement giving the required information is laid on the Table of the House. [See Appendix III, annexure No. 36.]

Shri Rameshwar Tantia: What were the recommendations made by the Science Congress and what steps have been taken to implement them?

Shri M. M. Das: In reply to this question, I have laid a statement on the Table of the House. I would like to draw the attention of the hon. Member to the last paragraph of this statement. I will read out only two lines:

"It is not the object of the Session to take any decisions which require to be implemented."

Shri Ranga: Is it not a fact that the Indian Science Congress is a non-official institution? Do the Government of India give any grants to them?

Shri M. M. Das: Yes; it is a non-official organisation and the Government of India give grants to it.

Shri Warior: May I know whether any committees were formed in this Science Congress and the objects of the committees?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): For a large number of years, extending the scope of its activities, more and more committees on more and more subjects are formed every year. To reply to this question and any detailed information would involve writing a big pamphlet.

Shri Punnoose: It may be correct that decisions are not being taken, but certainly information has to be made available. May I know the steps taken to derive profit out of the suggestions made there?

Shri M. M. Das: The last paragraph of the statement laid on the Table makes this point clear:

"At the Session of the Science Congress, scientists, research workers, students etc. from all parts of the country and a number of foreign scientists and representatives of various countries meet on a common platform and present the research work they have done during the year, invite criticism from their colleagues and seek constructive guidance from seniors to stimulate further research work in the country."

Industrial and Non-Industrial Employees in Defence

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496. { **Shri S. M. Banerjee:**
Shri A. K. Gopalan:
Shri Jagdish Awashti:

Will the Minister of Defence be pleased to state whether the disparity between the non-industrial and industrial civilian employees in Defence

Services in the matter of leave and holidays has since been removed?

The Deputy Minister of Defence (Sardar Majithia): No, Sir.

Shri S. M. Banerjee: May I know when the committee is likely to submit its report on this matter?

Sardar Majithia: By about the end of this month.

प्रतिरक्षा कर्मचारियों को मंहगाई भत्ता

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*४६८. { **मोहन रावत:**

{ **डॉ. राम सुभग तिहार:**

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेगे कि :

(क) क्या यह तत्व है कि प्रतिरक्षा सेवार्थी के कर्मचारियों के मंहगाई भत्ते में जो वृद्धि की गई है वह केंद्रीय सरकार के असंतुष्टि कर्मचारियों के मंहगाई भत्ते में को गई वृद्धि की आधी है; और

(ख) यदि हा, तो इसके कारण क्या है?

प्रतिरक्षा उपरांत्री (सरदार मजिथिया):

(क) तथा (ख). एक विवरण लोक ममा के पट्टन पर रख दिया गया है।

लिपे परिशिष्ट ३, अनुबंध संस्था ३७]

Dr. Ram Subhag Singh: It is mentioned in the statement that the Defence Services were not given the five rupees interim relief on the ground that they were getting provisions in kind. May I know whether this supply of provisions is being given after the recommendation of the Pay Commission or whether it was in existence previous to that, and, if so, why this discrimination has been made?

Sardar Majithia: Part of the Services have been supplied the provisions right from the beginning. As the dearness allowance was particularly meant to compensate the people to some extent for their extra cost of living, which included these provisions, the amount has been cut down to half in their case.

Shri S. M. Banerjee: May I know whether the pay scales of the personnel of the Defence Services are also going to be revised?

Sardar Majithia: There is no such proposal at the moment.

बोधस्त बहानः : क्या मैं जान सकता हूँ कि जो आधा भूँगाई भत्ता सैनिक कर्मचारियों को दिया गया है उस के विषय में पे. कमीशन से कोई सलाह ली गई थी या कि डिफेंस मिनिस्ट्री ने अपने प्राप्त हो यह नियंत्रण कर लिया ?

Sardar Majithia: As you know, Sir, the Commission recommended five rupees dearness allowance for all the personnel serving in the Government. Because these personnel were getting certain articles in kind for no extra cost—they were getting it free—, therefore we thought that half of the compensation which was given to the others would be adequate compensation in their case.

Institution of Engineers

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Dr. Ram Subhag Singh:
*500. { Shri S. C. Samanta:
 | Shri Subodh Hansda:

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

(a) whether the Institution of Engineers has approached Government for its statutory recognition; and

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

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): (a) Yes

(b) The matter is under consideration.

Shri Subodh Hansda: May I know the reasons for the delay in the Government taking a decision on this matter?

Shri M. M. Das: It is a long story. The Institution of Engineers wanted that some statutory recognition should be given to them by an Act of Parliament in lieu of the Royal Charter that they had received before from the King of the United Kingdom. When the matter was referred to the Law Ministry, they said that without assigning any definite function to this body no such Act could be passed by Parliament. Then it was thought that the task of compulsory registration of Engineers will be assigned to this body. After further consideration it was decided that no such compulsory registration was necessary. The Institution of Engineers has now represented to the Government that it be declared as an institution of national importance under the provisions of items 44, 63 and 64 of the Union List in the Seventh Schedule to the Constitution. Now, Sir, there are other similar institutions in this country, e.g., the Institution of Chemical Engineers, the Institution of Telecommunication Engineers and others. If there is a central body then this can be done. So, the Engineers themselves are thinking of creating a central body which will be given the recognition.

Shri S. C. Samanta: May I know whether any other professional body has been given statutory recognition during the existence of this Institution and after it applied?

Shri M. M. Das: I am not sure on this point, but I think that Chartered Accountants have been given some kind of statutory recognition by an Act of Parliament—but I am not sure.

Shri Subodh Hansda: May I know whether the Institution of Engineers is the only body of its kind or there are other similar bodies also?

Mr. Speaker: He has said so; he has referred to the others.

Shri Subodh Hansda: May I know the date when the Indian Institution of Engineers requested the Government of India for statutory recognition?

Shri M. M. Das: It was in 1950, just after the declaration of the Indian Republic.

Juvenile Delinquency

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

(a) whether any survey is being conducted in India to assess the extent and causes of juvenile delinquency; and

(b) if so, which of the places in India have been selected for conducting such sample surveys?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) and (b). A statement is laid on the Table of the Sabha. [See Appendix III, annexure No. 38.]

Shri Panigrahi: Are the Government of India aware whether the United Nations has offered any assistance for conducting any such survey in Punjab?

Dr. K. L. Shrimali: I have no knowledge about this; I shall need notice to answer that question.

Shrimati Ila Falchoudhuri: Since there is a lot of juvenile delinquency in the refugee colonies, has any survey been made in the refugee colonies?

Dr. K. L. Shrimali: I am not aware whether it has already been made in the refugee colonies.

Shri Panigrahi: May I know what amount has been given to the Madras School of Social Work for carrying on the survey?

Dr. K. L. Shrimali: A grant-in-aid of Rs. 8,000 was paid to the Madras School of Social Work for this particular project.

Shri Mahanty: May I know the purpose of conducting the survey, whether it is to eliminate delinquency or just to have an academic apprecia-

tion of it? In view of the fact that poverty is at the root of delinquency....

Mr. Speaker: Order, order. It is not a question. The hon. Member is saying that you must wipe out poverty, what is the meaning of delinquency, delinquency must continue until poverty is removed and so on.

Shri Mahanty: I want to know what steps they are taking to eradicate juvenile delinquency.

Mr. Speaker: They are making a survey.

Dr. K. L. Shrimali: There are various causes, social, economic and others, which cause juvenile delinquency; and all the efforts of the Government, which are for the improvement of the society as a whole, will eliminate juvenile delinquency. It is a very wide question. But I might inform the hon. Member that the Central Social Welfare Board is giving grants to voluntary organisations which take care of these children.

Shri B. S. Murthy: May I know whether any assessment has been made as to the increase or decrease in this delinquency?

Dr. K. L. Shrimali: I have already said that some of the institutions have taken up sample surveys.

Shri Hem Barua: In view of the fact that a large number of books in Hindi and Urdu of the type of the American crime literature are flooding the market, particularly in Delhi, which might lead to this delinquency, may I know what steps the Government have taken so far to ban this type of literature?

Dr. K. L. Shrimali: I have already said that this is a very wide question, and efforts are being made by the Government at all levels for raising the general standards, the educational standards as well as others. These will prevent juvenile delinquency.

Shri Hem Barua: But what has been done on this level?

Shri Ranga: Nothing.

Dr. Sushila Nayar: In view of the fact that India is entering upon a fairly extensive phase of industrialisation and going ahead with the industrialisation schemes, and that industrialisation and urbanisation result in increase of delinquency, may I know what steps the Government of India have taken in view of the recommendations of the Social Commission of the United Nations of which India is a member?

Dr. K. L. Shrimati: This is a different question and I shall need notice to answer it.

हिन्दी टेलीप्रिंटर

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*३०२. **श्री भक्त दर्शन :**
श्री स० ल० सामन्त :

क्या शिक्षा और वैज्ञानिक गবेल्या मन्त्री १२ दिसम्बर, १९५७ के ताराकिंत प्रश्न संस्था १०५६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) हिन्दी टेलीप्रिंटरों के कीबोर्ड के प्रमाणोंवरण के सम्बन्ध में सुनाव देने के लिये नियुक्त समिति की रिपोर्ट क्या इस बीच प्रकाशित हो गई है ;

(ख) यदि हा, तो क्या उस रिपोर्ट की एक प्रति ममा-पट्टन पर रखी जायेगी, और

(ग) उस रिपोर्ट पर क्या निर्णय किया गया है ?

शिक्षा और वैज्ञानिक गवेल्या मंत्रालय में राष्ट्र-मन्त्री (डा० का० ला० शीमाली) (क) और (ख). रिपोर्ट खप रहो है ।

(ग) रिपोर्ट विचाराधीन है ।

श्री भक्त दर्शन : क्या माननीय मन्त्री महोदय यह बताने की कृपा करेंगे कि आखिर इस रिपोर्ट के स्फूर्ते में इन्हीं देशी क्यों लग रही है, और जब रिपोर्ट के स्फूर्ते में इन्हीं देशी हो रही है तो निर्णय करने में कितनी देर लगेगी ?

■ **डा० का० ला० शीमाली :** मैं माननीय सदस्य को बताना चाहता हूँ कि रिपोर्ट खपने में देरी नहीं हुई है। यह रिपोर्ट दिसम्बर, १९५७ में सबमिट की गई था और अब वह खप रही है, और मामला विचाराधीन है। इस का सम्बन्ध विशेषकर मिनिस्ट्री आफ ट्रान्सपोर्ट और कम्यूनिकेशन्स से है और उनकी राय के लिये यह रिपोर्ट भेजी गई है। ज्यों ही उन की राय आ जायेगी, उस पर विचार किया जायेगा। मेरे स्थान से अब अन्तिम निर्णय लेने में ज्यादा दिन नहीं लगेंगे।

श्री भक्त दर्शन : क्या गवर्नमेंट के ध्यान में यह बात आयी है कि हिन्दी का टैलीप्रिंटर बनाने में अक्सर यह प्रयत्न किया जा रहा है कि देवनागरी के अक्षरों का कचूमर निकाल कर उनको टैलीप्रिंटर के अनुरूप बनाये जाये। क्या गवर्नमेंट इस बात का ध्यान रख रही है कि टैलीप्रिंटर देवनागरी लिपि के लिए बनाना है न कि देवनागरी को टैलीप्रिंटर के लिए ।

■ **डा० का० ला० शीमाली :** जो नहीं। जो सूचना मदस्य महोदय को है वह महीनही है। लखनऊ कानफरेस में जो सिफारिशें की गयी थीं उनको गवर्नमेंट ने मजबूर किया है और जो टाइपराइटर का और टैलीप्रिंटर का कीबोर्ड बना है उसको बनाते समय उन सिफारिशों का ध्यान रखा गया है।

श्री स० ल० सामन्त : क्या मैं जान सकता हूँ कि हिन्दी भाषा के अतिरिक्त किसी और भारतीय भाषा के लिए टैलीप्रिंटर बनाने की कोशिश चल रही है ?

■ **डा० का० ला० शीमाली :** जी नहीं, अभी तो यह हिन्दी का ही प्रश्न था ।

सेठ गोविन्द दास : जहा तक इस रिपोर्ट का सम्बन्ध है इस पर कारंवाई करने के पहले क्या इस कीबोर्ड के सम्बन्ध में और कूछ हिन्दी की स्थानों की भी राय ली जायेगी ?

डा० का० ला० शीलसामी : काफी राय सी गयी है इस की बोर्ड को बनाने के पहले और टेलीप्रिंटर को बनाने के पहले। यह मामला तो बहुत पुराना है और काफी सम्बन्ध असें बल रहा है और यह तो इस पर अनितम निर्णय लेने का समय है।

डा० राज लुभग लिह : क्या यह सही है कि जापान के सिको टेलीप्रिंटर पर देवनागरी के अक्षर बहुत शुद्ध भाते हैं और साथ ही उस पर संस्कृत और अंग्रेजी के सारांश भी अच्छी तरह से भेजे जा सकते हैं? क्या उसकी जांच यहां की गयी है और क्या इस कमेटी ने अपनी रिपोर्ट देने समय इस बात पर भी ध्यान दिया है?

डा० का० ला० शील सी : जी हां, इस पर विचार किया गया था। फर्क यह है कि हमारे यहां पांच यूनिट कोड हैं और जापान में ६ यूनिट कोड है और उसमें जरूर लाभ है। लेकिन इस मारे मामले पर विचार किया जायेगा और इसकी रिपोर्ट को एक प्रति में नाइन्होरी में रख देगा ताकि उसे सदस्य भांडदाय देख सकें।

Oil Smell in Well Water at Ludhiana

*504. **Shri Raghunath Singh:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that an enquiry has been instituted to investigate the causes of oil smell in the water in a well near Ludhiana; and

(b) if so, the result thereof?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). The Oil & Natural Gas Commission received two samples of water from a well near Ludhiana which showed feeble indication of crude oil. An officer has been deputed to investigate and collect further samples for analysis in their laboratories for confirmatory tests.

बी० राज लुभग लिहः क्या हम आग लगाते हैं कि इसका सर्वेक्षण अच्छी तरह से होना ताकि यहां पर अग्निशमन की प्राप्ति हो सके?

सरदार स्वर्ण लिहः : जी हां, यहां इसमें कुछ उम्मीद हुई तो जरूर किया जायेगा।

Training of Legal Draftsmen

*505. { **Shri N. R. Munisamy:**
Shri Sadhan Gupta:

Will the Minister of Law be pleased state:

(a) what steps are being taken or proposed to be taken to achieve precision and uniformity in drafting legislations both for Central and State Governments; and

(b) whether there is any scheme to train legal draftsmen in Delhi?

The Deputy Minister of Law (Shri Hajarnavis): (a) Uniformity in legislation in the Centre and in the States can only be with respect to certain standard clauses commonly occurring in all enactments, and by persuasion and discussion it is proposed to arrive at a measure of uniformity in respect of these matters. A conference of Legal Draftsmen from all over India was held recently in Delhi and this Conference has made certain proposals for consideration between the Centre and the States.

As regards the second objective of attaining precision it was decided that a beginning may be made by replacing the present General Clauses Act by a new Interpretation Act after consultation and agreement with States who it was agreed should apply it to their own States by their own legislation, supplementing it by their own additions if necessary.

(b) The system under which State Governments used to send their draftsmen to Delhi for training, which was suspended for some time due to lack of accommodation, is now being revived. Under this system, State Gov-

ernments would be sending, by rotation, their draftsmen for further training for a period of one year or so. The starting of a drafting school has been found to be impracticable for several reasons.

Shri N. R. Munisamy: May I know whether the attache system is to be revived for drafting, by recruitment from the States by rotation to gain experience in drafting by guidance in the Central Government?

Shri Hajarnavis: That is being revived.

Shri N. R. Munisamy: May I further know whether all the States participated in this conference or only some States participated, and, if not all, why others have not participated?

Shri Hajarnavis: As far as my memory goes, all the States participated

Shri N. R. Munisamy: May I know whether they discussed that training should be given in all regional languages with regard to drafting in order to avoid ambiguity as regards interpretation of clauses in courts?

Shri Hajarnavis: The Conference did consider the question of starting drafting in regional languages, but, ultimately, as a result of experience gained especially, in Hindi-speaking areas, it was decided that for some time drafting must be continued in English in all States, and at the Centre

Deficit Financing

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Shri Surendranath Dwivedy:
*506. { **Shri Nath Pai:**
 { **Shri Hem Barua:**

Will the Minister of Finance be pleased to state:

(a) the revised estimated amount of deficit financing proposed to be undertaken during the Second Five Year Plan; and

(b) the amount of deficit financing undertaken during 1957-58 so far?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) The amount of deficit financing to be undertaken has to be determined each year in the light of all the relevant factors. On present indications, it is felt that it would appear desirable to keep it well within the ceiling of Rs 1,200 crores indicated in the Plan,

(b) This information will be available in the Budget to be presented on the 28th February

Shri Surendranath Dwivedy: May I know what is the estimated amount for 1956-57 and 1957-58?

Shri B. R. Bhagat: I would request the hon Member to hold his soul in patience because the Budget that will be presented will give the actuals for 1956-57 and the revised estimates for 1957-58

Shri Surendranath Dwivedy: The question was regarding last year. Last year the Minister said .

Mr. Speaker: The hon Member wants for 1957-58

Shri B. R. Bhagat: The figure for 1957-58 was given in the Budget speech of the Finance Minister. He said that it would be Rs 275 crores. But, what would be the actual figure can only be available when the Budget is presented

Shri Bimal Ghose: In relation to answer to part (a), may I know whether this implies any change from the amount indicated by the former Finance Minister that it would be desirable to limit deficit financing to Rs 800 crores?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): I would suggest that this question may be put a few days later

Shri Tyagi rose—

Mr. Speaker: Hon Members will wait and see the Budget

Next question.

Shri Tyagi: I did not want direct information about deficit financing but I only wanted to know as to whether . . .

Mr. Speaker: I have passed on to another question

Nationalised Undertakings

*507. **Shri Vajpayee:** Will the Minister of Home Affairs be pleased to state:

(a) the position of employees of nationalised undertakings in regard to their participation in political activities, and

(b) whether any clarification in this respect has been sent by Government to such undertakings?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Employees of nationalised undertakings which are run by autonomous corporations, are governed by rules framed by the Corporations. The Central Services (Conduct) Rules are applicable to employees of undertakings run direct by Government

(b) The matter is engaging the attention of Government

Shri Vajpayee: May I know if it is a fact that the employees of the Life Insurance Corporation are not permitted to contest local bodies elections?

Shri Datar: I have no information on that point

Shri Ramanathan Chettiar: What is the total number of persons employed by these national undertakings?

Mr. Speaker: All the national undertakings?

Shri Datar: I should like to ask for notice.

Shri Ranga: Are we to understand that the Presidents and Vice-Presidents of these national undertakings are free to continue their political affiliations and take part in political conferences?

Shri Datar: I have pointed out that so far as those undertakings which are run directly by Government are concerned, naturally, the Central Services (Conduct) Rules apply. In other cases, we have left it to those Corporations to consider the advisability of making similar rules in this respect.

Shri Ranga: What is the status of the State Bank of India? Does it come directly under the Government of India or does it come as one of the autonomous bodies?

Shri Datar: I would rather leave that question to the Finance Minister to answer

Traffic Surveys in India

*508. **Shrimati Ila Falchoudhuri:** Will the Minister of Education and Scientific Research be pleased to state:

(a) whether it is a fact that a proposal for carrying out Traffic Surveys in India through the Central Road Research Institute is under the consideration of Government, and

(b) if so, the places where the surveys will be carried out?

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

(b) Does not arise

I may add for the information of the hon lady Member that the Central Road Research Institute has made, in collaboration with the Town Planning Organisation of the Delhi Development (Provisional) Authority, a survey in Delhi and New Delhi.

Shrimati Ila Falchoudhuri: May I know whether a report had been published after they had carried out this survey and whether it was ready in January?

Shri M. M. Das: I have already stated that the survey was carried out in collaboration with the Town Planning Organisation of the Delhi Development (Provisional) Authority. Now that Authority is in possession of the

report and it will utilise it in designing the road system for the Delhi Master Plan.

Shrimati Ila Palchoudhuri: Since according to this survey, thirty per cent. of the accidents are caused by cycles and cyclists being involved and hurt in these accidents, is there any proposal to make cycle-ways envisaged in this Plan?

Shri M. M. Das: I do not know how the hon. lady Member gets the information. The report lies with the Town Planning Organisation and it has not yet been made public.

New Engineering Colleges in Kerala

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*511. { **Shri Vasudevan Nair:**
Shri Subodh Hansda:
Shri S. C. Samanta:

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

(a) whether the Central Government have agreed to help the establishment of two new engineering colleges in Kerala State; and

(b) if so, what is the nature of help proposed to be given?

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): (a) and (b). Government of Kerala have informed that private agencies are likely to come forward to establish two or three engineering colleges in the State, during the current plan period. Full particulars of the proposals are awaited from the State Government.

The amount of grant to be given to the colleges by the Central Government will be decided after the schemes have been examined by the All-India Council for Technical Education.

Shri Vasudevan Nair: Is there any proposal by the Kerala Government to start these colleges by the Government itself and has the Kerala Government asked for any help in that connection?

Shri M. M. Das: The Kerala Government has a proposal to start a college as a State enterprise also. The question relates to private people coming forward with some funds for the establishment of colleges. In addition to that, the Kerala Government has got a proposal to start an engineering college by itself.

Shri Vasudevan Nair: The question relates to that also

Shri S. C. Samanta: How much money has been granted in similar cases to other States?

Shri M. M. Das: We are spending crores of rupees. It is not possible to give details just now.

Shri Subodh Hansda: How many engineering colleges are there at present in the Kerala State?

Shri M. M. Das: There is only one in Trivandrum.

Shri Punnoose: May I know what help will be given by the Central Government to the Kerala Government for such a proposal?

Shri M. M. Das: As usual and as has been given in similar cases to all the other States. We will consider that question when detailed proposals come and are considered by the All India Council for Technical Education and also the Southern Regional Committee.

Eviction of Tribal Peasants in Tripura

*512. **Shri Dasaratha Deb:** Will the Minister of Home Affairs be pleased to state:

(a) whether any representation was made to Government by the Tribal Peasants of Baishanabpur of Sabroom (Tripura) against the eviction measures of jotedars;

(b) whether it is a fact that those Tribal Peasants, have been occupying those plots of land for the last 40 years as sub-tenants of jotedars; and

(c) if so, what steps are being taken in the matter?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Representations from three tribals of Baishanabpur were received, six months after their actual eviction.

(b) Yes.

(c) Since the dispute was of civil nature they were advised to seek redress in a court of law.

Shri Dasaratha Deb: May I know if it is a fact that in response to a representation of the tribal people, the District Magistrate, in the month of July 1957, passed an order to the S.D.O. of Sabroon to proceed personally to the spot and instructed that the tribals could not be evicted and that the other parties should not be allowed to enter into that field but after that, the other party entered into the field and had forcibly taken away the crops. After that the tribal people were arrested and put in the police custody and they were made to surrender that land, while the other people were not arrested. Is it a fact?

Mr. Speaker: Order, order. How many questions have been rolled into a single question?

Shri Datar: This question was examined six months after the eviction because the representation was not received in time. Then it was discovered that the matter was of a civil nature and, therefore, Government could not do anything in the matter. The Government are considering the general question of a Land Reforms Bill and would try to make some provisions there for protecting the rights of such tenants.

Shri Dasaratha Deb: May I know whether the Government are aware that the owner of the land in dispute is a Pakistani national and the rules that exist for the Pakistani zerafa rules are not being observed in that particular case?

Shri Datar: I have no further information on that point.

Restrictions on Studies Abroad

*512. **Shri Hem Barua:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that restrictions on study abroad are made due to foreign exchange difficulties; and

(b) if so, the subjects specified for such restrictions?

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

(b) A statement is laid on the Table of the Sabha. [See Appendix III, annexure No 39]

Shri Hem Barua: In view of the fact that emphasis in this country is even now put on foreign education and also because it touches only a fringe of our foreign exchange difficulty, why is it that the Government has thought it fit to put restrictions on as many as eleven subjects as evident from the statement?

Shri B. R. Bhagat: The list of subjects which was not given facilities for foreign education indicates that very non-essential subjects are affected. If complete freedom for anybody to go and read anywhere in these subjects is given, that will mean frittering away the foreign exchange, however small it may be. Recently, we have appointed a committee that has gone into it and it has submitted a report which is now under examination. That committee consisted of eminent educationists. Pending a final decision, we have recently relaxed the provision and more subjects have been introduced and even the qualification clause has also been relaxed very much.

Shri Hem Barua: Since the hon. Minister has said that they do not want to fritter away the foreign exchange, may I know why foreign exchange is frittered away in the import of non-essential goods?

Mr. Speaker: Order, order. We are not discussing. This hour is intended for eliciting facts.

Shri Supakar: What amount of foreign exchange is likely to be saved on account of this restriction?

Shri B. R. Bhagat: It is difficult to give a figure. We are assessing the entire situation. We will be able to give that information later on. We had a basic quota of £750 and each individual could use it. Many students used that for which we have no accounts. We can give the figure how much money we have given for the students in this period—Rs 3,11,00,000.

Shri Supakar: I am speaking about these non-essential subjects. What amount was spent annually?

Mr Speaker: He has not got the figure and he said so also.

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): Which subjects?

Mr. Speaker: The hon. Minister has said that with respect to certain non-essential subjects they do not propose spending foreign exchange. What is the amount saved? I find that the hon. Minister has not got the figure.

Shri Jawaharlal Nehru: When we look into this list, it is very difficult to decide what is essential and what is non-essential. In this matter opinions differ widely. My opinion is that something that is considered non-essential is very essential in life.

Shri Supakar: Why put any restriction at all?

Mr. Speaker: That was being considered.

Shri Hem Barua: From the statement it is seen that accountancy, study of languages, domestic science, painting, etc. are dubbed as non-essential subjects.

Shri Jawaharlal Nehru: I have just ventured to say that in my opinion some of what they call non-essential subjects are vital for life.

Babina Farmers

***515. Dr. Sushila Nayar:** Will the Minister of Defence be pleased to state.

(a) the progress made in the payment of compensation to the displaced farmers of Babina villages, and

(b) what help, if any, has been given by the Government of India to enable the displaced farmers to be resettled by the State Government?

The Deputy Minister of Defence (Sardar Majithia): (a) A sum of Rs 46,21,558 00 has been sanctioned for payment as compensation. The Collector, Jhansi, is engaged in apportioning the amount payable to individual landowners.

(b) The Government of India have placed at the disposal of the Government of Uttar Pradesh, a sum of Rs 35 lakhs purely on ex-gratia basis, for incurring expenditure on breaking soil, digging wells etc. at the new site where the villagers will re-settle.

Dr Sushila Nayar: In view of the information given by the hon. Deputy Minister a few days ago that the rate of compensation is being re-examined and the same rate as given to Madhya Pradesh is likely to be sanctioned for these farmers also, may I know on what basis this sum of Rs 46 lakhs as compensation has been distributed?

Sardar Majithia: Well, as I said, this is the amount of compensation which roughly works out on the same terms as given to Madhya Pradesh. If there is any discrepancy as I said in answer to the last question, we will certainly look into it.

Dr. Sushila Nayar: The hon. Deputy Minister stated that a sum of Rs 3½ lakhs has been placed at the disposal of the U.P. Government to make the land cultivable where these farmers are being settled. Could the hon. Deputy Minister give any information as to how much land has been reclaimed, made cultivable and allotted to these farmers?

Sardar Majithia: I have not got that information with me. If the hon. Member wants I will get it from the Uttar Pradesh Government and pass it on to her.

Forces of Erstwhile States

***516. Shri Harish Chandra Mathur:** Will the Minister of Defence be pleased to state:

(a) the total number of rank and file belonging to the Forces of erstwhile States retrenched as a result of the integration of their Armed Forces;

(b) how many of these have been re-employed and otherwise rehabilitated up-to-date; and

(c) what organisation and agency exist to look after the interests of the retrenched and help them in rehabilitation?

The Deputy Minister of Defence (Sardar Majithia): (a) to (c) A statement is laid on the Table of the House [See Appendix III, annexure No. 40]

Shri Harish Chandra Mathur: It has been stated that more than 41,000 persons were retired and they are treated on a par with the ex-service-men. May I know what reasons weighed with the Government in treating these persons, who were prematurely retired, on a par with those persons who retire in the normal course?

Sardar Majithia: These are the personnel in the State Forces. They were not fully up to the mark the soldiers in the Indian Army. Those who were found fit were absorbed and those who were not found fit were retired.

Shri Harish Chandra Mathur: Sir, my question has not been answered. My question was, what is the Government's justification in treating these persons, who were retired prematurely as a result of integration, on a par with those persons who retire in the normal course.

Sardar Majithia: The justification, as I said, was that these are the people who were not up to the mark and we did not want them. We have certainly checked up each and every case about their fitness. We did not want them, and we could not take them on.

Raja Mahendra Pratap: Is there any connection between this retrenchment and the Bhooswamy Movement of Rajasthan?

Sardar Majithia: No, Sir; not that I am aware of

Shri Jaipal Singh: In furtherance of my supplementary the other day when I was advised by the hon. Deputy Minister to Table a separate question—now it comes under part (c) of this question—may I know whether there is a specific fund for the resettlement of demobilised persons and, if so, what is the present amount of that fund?

Sardar Majithia: Well, Sir, for the demobilised soldiers we have got various schemes

Shri Jaipal Singh: I want to know the amount

Sardar Majithia: Of course, the Reconstruction Fund also deals with them, it is a couple of crores of rupees, if I am not wrong

Shri Harish Chandra Mathur: May I know if the hon. Deputy Minister is aware that as a result of integration the Armed Forces have been put at a more disadvantageous position than the civilians who were given more generous terms in the integration and were absorbed?

Sardar Majithia: I was not aware of that; I will look into that question.

Shri Harish Chandra Mathur: In view of the large number of persons still remaining un-rehabilitated, may I know whether the Government have any effective scheme to give employment to these people and, if so, how many of these people are likely to get employment in 1957-58?

Sardar Majithia: There are not very many people who are unemployed, because out of 41 and odd thousand persons 27 and odd thousand persons are already employed. Others, I am quite sure, are employed in private concerns of which we have got no information. So far as the other question of my hon. friend is concerned, we have, as I said, a resettlement section in the Ministry of Defence which particularly looks after that. Apart from that, we have 142 Employment Exchanges which are particularly meant for these people. Then, the vast organisation of the District Soldiers, Sailors and Airmen Board spread throughout the country is also looking after them.

Shri Radhehal Vyas: May I know whether it is a fact that the retrenched Army personnel in some places, for example in Ujjain, do not get any help whatsoever, and whether Government has got any organisation to look after the agencies of the organisations which are responsible to help such personnel?

Sardar Majithia: As I said, Sir, the District Soldiers, Sailors and Airmen Board are directly under the Government, and they are looking after them. In case the hon. Member brings to my notice any particular case where his interests have not been looked after I will certainly do whatever I can.

Shri Harish Chandra Mathur: Sir, I would just like to point out that the figures stated by the hon. Minister now are at very great variance with what has been stated in the statement.

Mr. Speaker: Order, order. We are not cross-examining the Minister. If he has given a statement, whatever is in the statement may be accepted. Off-hand he is asked about various items in the statement.

Shri Harish Chandra Mathur: What I say is, he just now state . . .

Mr. Speaker: Order, order. He may write to him and get more explanation.

Shri Harish Chandra Mathur: I do not want any explanation.

Mr. Speaker: No explanation, no fact; why did he not get up and ask?

Shri Harish Chandra Mathur: The figure given in the statement is 16,640, whereas he just now said that about 27,000 people have been rehabilitated.

Mr. Speaker: Order, order. The hon. Minister will look into the statement before he replies.

Sardar Majithia: Sir, the figure given in the statement of those people who have been absorbed and which cases are known to us. I also pointed out that the private institutions have employed quite a lot of ex-servicemen about which we do not know, and I gave a rough figure that according to my estimation this is the figure of persons who have been employed.

Raja Mahendra Pratap: Can Government take the Bhooswamis into confidence to settle this matter?

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

Survey of Godavary Basin

*517. **Shri B. S. Murthy:** Will the Minister of Education and Scientific Research be pleased to state:

(a) whether any aerial survey is being contemplated of the Godavary Basin, and

(b) if so, when it will be done and the name of the agency?

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): (a) and (b). Aerial survey of certain areas in the basin of Godavary and that of its tributaries is being carried out by the Survey of India.

Shri B. S. Murthy: What are the areas so far surveyed?

Shri M. M. Das: The areas are: Ramapadasagar Project—2,246 sq. miles—this has been taken at the instance of the Andhra Pradesh Government; Upper Sileru and Lower Machkund Project—365 sq. miles. Lower Sileru Project—152 sq. miles.

Machkund Project—1,294 sq. miles; Mula Project—1,208 sq. miles; Purna Project—860 sq. miles; Wardha and Godavari coalfield survey, 6,553 sq. miles and the Eastern Ghats Projects, 10,755 sq. miles.

Shri B. S. Murthy: May I know whether the aerial survey and the ground survey have revealed identical finds?

Shri M. M. Das: That is always the case. Aerial survey is the modern technique of ground survey. The goal is the same. But, as I have said, in connection with the other question, the aerial survey does not completely eliminate the ground survey.

Shri B. S. Murthy: My question is whether the aerial survey and the ground survey have revealed identical finds.

Shri M. M. Das: They are complementary. They are not exactly the same thing, and the efforts are not doubled. At first the aerial survey is carried out and then again ground survey is carried out over the same place—it is not a fact.

Shri Heda: May I know whether the surveys which the hon. Minister has named were carried out in execution or in furtherance of certain projects and, if so, what are those projects and to which States are they confined?

Shri M. M. Das: So far as the Ramapadasagar project is concerned, it is understood now that the project has been dropped. I think the Upper Sileru and Lower Machkund Project is in the Plan. Photography and survey have been completed. About the Lower Sileru Project, photography was completed by air survey during the year 1956-57 and the other projects, Machkund Project, Mula Project and Purna Project are in the Plan, I think.

Shri B. S. Murthy: What is the amount so far spent on them?

Shri M. M. Das: The Survey of India has to pay to the two air survey organisations the following amounts: Indian Air Force, Rs. 5,13,000 and

Messrs. Air Survey Company of India (Private) Ltd., Dum Dum, Calcutta, Rs. 4 lakhs.

Shri B. S. Murthy: Who is to bear the expenses? The Andhra State and the other States or the Centre?

Shri M. M. Das: So far as the Ramapadasagar Project, the Upper Sileru and Lower Machkund Project, the Lower Sileru Project, and the Machkund Project, are concerned, the cost will be borne by the Andhra Pradesh Government. So far as the Mula Project and the Purna Project are concerned, the cost will be borne by the Bombay Government. For the Wardha and Godavari Coalfield survey, the cost will be borne by the Survey of India itself. For the Eastern Ghats Projects, the cost will be borne by the Ministry of Rehabilitation and the Geological Survey of India.

Prices of Sugar, Tobacco and Textiles

*518. **Shri Rameshwar Tantia:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that as a result of additional excise duty on tobacco, sugar and textiles their prices have gone up; and

(b) if so, what steps are being taken to bring down the prices?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) While the prices of unmanufactured tobacco and textiles have generally remained steady, the prices of certain brands of cigarettes and cigars, and of sugar are reported to have increased slightly in some places.

(b) No action is called for at present.

Shri Rameshwar Tantia: May I know whether the additional excise duty in the place of sales-tax has improved the marketing system and brought confidence in the market as well as reduced the work and expenditure to the State Governments, and may I know whether the Government are considering the imposition of an additional excise duty in the place of sales-tax on other commodities also?

Shri B. R. Bhagat: The answer to the first part is, it is generally true. But, as for the suggestion following from the first, that suggestion has to be considered.

Shri Ramanathan Chettiar: What is the total additional excise duty derived from these three commodities last year?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): All these figures, I hope to supply to the House in full measured charts in two days' time.

Shri C. D. Pande: May I know if the Government are aware that in Uttar Pradesh, in certain districts, owing to the high excise duty on tobacco, the tobacco has been burnt?

Shri Jawaharlal Nehru: Enormous smokers burn tobacco!

Dr. Sastha Nayar: The burning of tobacco in smoking, as the hon. Prime Minister referred to, is a very normal process. The burning referred to by Shri C. D. Pande is in respect of the destruction of tobacco, because they cannot afford to pay a high excise duty and so they are destroying tobacco. Land is used for growing it and the tobacco is being destroyed. Is the Government thinking of doing anything about it?

Mr. Speaker: The Government are aware of it.

Shri B. R. Bhagat: That matter was referred in the last budget debate. Subsequently, it was raised in this House. We sent a team, particularly to Uttar Pradesh, and whatever was possible was done and relaxation in excise duty was given in some cases, but these are cases of inferior quality of tobacco which cannot be disposed of at any rate of duty, whatever it may be.

Shri C. D. Pande: There is a variety of tobacco which is called crush tobacco which is used for hooka tobacco. The other is taxed as cigarette tobacco.

Shri B. R. Bhagat: Some of these anomalies have come up in the course of the change in the manner of duty we have to apply, because of the recommendation of the expert committee which was presided over by my hon. colleague. I think by and large this has given satisfaction. In some cases, maybe there was difficulty.

Shri Ranga: Are we to understand that even when Government comes to know that because of these anomalies actual distress is caused to the growers of these different varieties of tobacco, Government are going to sit tight with their hands folded and they are not going to do anything at all to give relief?

Shri Jawaharlal Nehru: No, Sir. Not at all.

Shri Ranga: What does that mean?

Shri Jawaharlal Nehru: I said no—you should not understand it that way.

Shri Ranga: What is it? My question arose out of the reply given. I am glad the hon. Prime Minister has given this reply. But what is it that the Government of India propose to do in order to give any kind of relief at all?

Shri Jawaharlal Nehru: This is a large question. What my colleague said was these anomalies have risen in small patches. They should be examined of course. There is no question of allowing such things to remain as they are. If there is any grave difficulty that should be examined and attempt should be made to remove it.

Mr. Speaker: There was an expert committee also

Shri Jawaharlal Nehru: Yes.

Shri Tyagi: In the past, there used to be different rates of duty on hooka tobacco and cigarette tobacco. May I know if this difference still exists or whether it has been made uniform?

Shri B. R. Bhagat: It exists.

Compulsory Primary Education

*519. Dr. Ram Subhag Singh: Will the Minister of Education and Scientific Research be pleased to state:

(a) whether there is any proposal before Central Government for introduction of free and compulsory primary education in Community Development and N.E.S. Block areas; and

(b) if so, when this proposal will be given effect to?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) and (b). A statement is laid on the Table of the House. [See Appendix III, annexure No. 41.]

Dr. Ram Subhag Singh: May I know which are the State Governments which have accepted the proposal sent by the Union Government and when they will start working it out?

Dr. K. L. Shrimali: So far we have received information from eight States. Their names are: Assam, Andhra Pradesh, Mysore, Madras, Madhya Pradesh, Bombay, Punjab and Himachal Pradesh. They have generally accepted the recommendations but they have not taken any action so far.

Shri Braj Raj Singh: May I know whether Government have any proposal to enforce the provisions of article 45 of the Constitution with regard to compulsory primary education in the country within a stipulated time?

Dr. K. L. Shrimali: As the hon. Member is aware, as far as free and compulsory primary education is concerned, Government is working according to the Plan. Certain targets have been laid down in the second Five Year Plan. It was realised even at that time that the Constitutional directive cannot be fulfilled.

Indian Educational Service

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*520 { Shri S. C. Samanta:
Shrimati Ila Palchoudhuri:

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

(a) how far Government have progressed towards establishment of an Indian Educational Service; and

(b) whether the opinions of different Universities in India have been ascertained in the matter?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) No progress has been made so far.

(b) No, Sir. The question is primarily for negotiation with State Governments

Shri S. C. Samanta: Is it not a fact that the Central Government is going to administer even primary education which was referred to in the last question, and if so, why the Government is loitering about it?

Dr. K. L. Shrimali: The hon. Member is aware that under the Constitution, education is a State subject, and since 1950 we have been trying to persuade the State Governments to agree to the setting up of an All-India Educational Service. The State Governments have not so far agreed. It cannot be forced on the State Governments. I may inform the House that the Home Ministry, in accordance with the recommendation of the States Reorganisation Commission, have written to the State Governments to have some all-India Services, such as Health Service, Forest Service, Engineering Service and also Education Service. We are still awaiting the result of that effort.

WRITTEN ANSWERS TO QUESTIONS

हिन्दी विषयकोष

*४१७. श्री नवन स्वामीकर: क्या जिला और वैज्ञानिक नवेलला मंडी ३० अक्टूबर, १९५६ के तारीखित प्रश्न मेंस्था १५२२ के उत्तर के संबंध में यह बताने की कुपा करेंगे कि कासी नागरी प्रचारणी सभा, बाराजसी द्वारा तंयार किये जाने वाले हिन्दी विषयकोष के कार्य में अब तक कितनी प्रगति हुई है?

जिला और वैज्ञानिक नवेलला मंडी में राज्य मंडी (आ० का० सा० शीलाली) : एक विवरण सभा-मटल पर रख दिया गया है, जिसमें आवश्यक मुख्यता ही नयी है। [वैज्ञानिक परिवर्तन ३, अनुसंधान संस्था ४२]

Financial Assistance to Bihar

*४१९. श्रीमती Tarkeshwari Sinha: Will the Minister of Finance be pleased to state the amount of financial assistance and loan given and proposed to be given to the State of Bihar on the basis of the recommendations contained in the Report of the Study Team on Scarcity Conditions in Bihar, Eastern Uttar Pradesh, Orissa and Madhya Pradesh to meet the conditions arising out of scarcity there?

The Deputy Minister of Finance (Shri B. R. Bhagat): Over and above the assistance budgeted to be given during the current year for implementing the State Plan, it is proposed to give a loan of Rs. 2.5 crores to the State Government for taccavi loans, etc. and Rs. 1.5 crores for the relief of scarcity. This will be subject to the prescribed pattern of assistance for natural calamities and to the actual expenditure by the State Government warranting it.

Manufacture of Jerricans

*४२०. श्री D. C. Sharma: Will the Minister of Defence be pleased to

refer to the reply given to Starred Question No. 113 on the 13th November, 1957 and state the progress made in regard to the proposal to restart the manufacture of jerricans in Ordnance Factories?

The Deputy Minister of Defence (Sardar Majithia): Arrangements are in hand to transfer the plant and machinery for manufacture to Kanpur where it is proposed to restart manufacture by mid 1959.

Tinned Food

*४२१. श्री M. R. Krishna: Will the Minister of Defence be pleased to state:

(a) the quantity of tinned food still being imported for Defence Services; and

(b) the period by which the entire tinned food now being consumed by the Defence Services will be manufactured in the country?

The Deputy Minister of Defence (Sardar Majithia): (a) Quantities of tinned food still being imported for Defence Services annually are:

| | |
|-----------------------------|-----------------------|
| (i) Milk Tinned evaporated. | 3,000 ton. approx. |
| (ii) Cheese Tinned. | 20 tons approx. |
| (iii) Hops. | 400 lbs. approx. |
| (iv) Yeast (dried) | 1,000 lbs. approx. |
| (v) Skimmed Milk Powder. | 900 to 1,000 tons. |

(b) While plans are already under consideration to encourage the indigenous production of these tinned articles, it is not easy to specify any period within which self-sufficiency will be attained.

Re-estimation of Coal Reserves

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

(a) whether the Committee on Assessment of Resources appointed by

the Coal Council of India, have since finalised the revised procedure for estimating the coal reserves of the country; and

(b) if so, when the actual work of re-estimation will be undertaken?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). Yes. The Committee have finalised the procedure for estimating the coal reserves of the country. Initial action has also been taken to fix priorities in respect of areas where geological survey and mapping has to be undertaken and to collect the necessary data. The Coal Board, the Geological Survey of India and the Central Fuel Research Institute are doing the work in close co-ordination.

Foreign Voters

*514. **Sardar Iqbal Singh:** Will the Minister of Law be pleased to refer to the reply given to Starred Question No. 804 on the 4th December, 1957 and state:

(a) whether any further action has been taken by Government against those foreigners who got themselves enrolled as Indian voters perhaps by misrepresentation; and

(b) if so, the nature thereof?

The Deputy Minister of Law (Shri Hajarnavis): (a) and (b). The Election Commission have issued instructions to the concerned authorities to remove from the electoral rolls the names of such persons when the next annual revision of the rolls takes place. No further action is proposed to be taken against them on this account.

Small Savings for Development Finance in States

*521. **Shri Panigrahi:** Will the Minister of Finance be pleased to state:

(a) to what extent the State Governments were obliged to rely on small savings for their development finance during 1957-58;

(b) whether there is any gap in their requirement resulting from the shortfall in collection from small-savings; and

(c) if so, the extent of the gap in different States?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) to (c). Formerly, the State Governments were getting loans against small savings collections in arrears; and, on the basis of estimated collections for 1956-57; they were told that they might expect Rs. 25 crores during 1957-58. During the current year, it was decided to increase the States' share of small savings collections and also to pay it currently. The State Governments would, thus, be receiving their shares for two years during the current year and have so far actually received about Rs. 34 crores. There is, therefore, no shortfall in the amount promised to them this year.

Ordnance Factories

*522. **Shri D. C. Sharma:** Will the Minister of Defence be pleased to refer to the reply given to Unstarred Question No. 110 on the 13th November, 1957 and state:

(a) whether the exploring team which was entrusted with the task of finding out as to how many items that are being imported at present could be manufactured in the Ordnance Factories has submitted its report; and

(b) if so, the nature thereof?

The Deputy Minister of Defence (Sardar Majithia): (a) It is presumed that the term "exploring team" refers to the Defence Production Planning Committee. The Committee has submitted a preliminary report, which is being studied by the Government. In this connection, a reference is invited to the reply given to Starred Question No. 104 on the 13th February, 1958.

(b) The report is under study and such information as is relevant will be utilised by the Production and other departments pending final report.

UNESCO AM

*523. Shri Baghwan Singh: Will the Minister of Education and Scientific Research be pleased to state whether it is a fact that India is getting from UNESCO aid amounting to one million Dollars for Cultural and other Projects?

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

Coal Washery at Dugda

*524. Shri T. B. Vittal Rao: Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No. 1079 on the 12th December, 1957 and state:

(a) whether any tender for the supply of plant for the Coal Washing Plant at Dugda has since been accepted;

(b) if so, the name of the firm which has been selected to supply the plant; and

(c) what will be the total cost of the plant?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No, Sir. The tenders submitted by the firms are being examined by the Hindustan Steel Private Limited.

(b) Does not arise.

(c) The cost was originally estimated at Rs. 2.5 crores but from the tenders received it appears that this is likely to be exceeded.

Teachers in Delhi Rural Areas

*525. Shri A. K. Gopalan: Will the Minister of Education and Scientific Research be pleased to state:

(a) whether it is a fact that the teachers working in the schools of the rural areas of Delhi have to pay professional tax; and

(b) if so, on what basis?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall):

(a) Yes, Sir.

(b) According to Punjab District Board Act 1883, as applied to Delhi, holder of any office under Government, a local body or a private establishment, but excluding the lowest paid employees, has to pay professional tax at the rate of Rs. 4/- per annum.

Manipur Territorial Council

*526. Shri Vajpayee: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that fourteen members of the Manipur Territorial Council walked out of the Council meeting held on the 30th December, 1957; and

(b) if so, the reasons therefor?

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

(a) Yes.

(b) As a protest against the re-nomination of Shrimati Mukhara Devi as a member of the Manipur Territorial Council.

Poor Students Aid Fund

*528. Sardar Iqbal Singh: Will the Minister of Education and Scientific Research be pleased to refer to the reply given to Starred Question No. 514 on the 26th November, 1957 and state the progress made so far in the setting up of Poor Students Aid Fund as prepared by the University Grants Commission?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 43.]

Settlement of Khas Land in Tripura

5529. Shri Dasaratha Deb: Will the Minister of Home Affairs be pleased to state:

(a) how many petitions from tribals have been received by the Chief Commissioner, Tripura during 1957-58 so far for the settlement of khas land which was already in their possession;

(b) the action taken on these petitions; and

(c) whether any Nazarana is charged for settling these khas lands?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) 473.

(b) They have been scrutinised and the deserving ones have been accepted.

(c) No.

Machines in Ordnance Factories

597. Shri S. M. Banerjee: Will the Minister of Defence be pleased to state:

(a) the total number of machines lying idle in various Ordnance Factories;

(b) the reasons therefor; and

(c) the value of such machines?

The Deputy Minister of Defence (Sardar Majithia): (a) Approximately 75 per cent of the machines are actually working, 1.8 per cent are under repair, 1.2 per cent under installation and 22 per cent are at present lying idle.

(b) A statement giving the reasons is laid on the Table of the House.

[See Appendix III, annexure No 44.]

(c) The book value of idle machines is approximately Rs. 1.77 crores.

Steel Supply to Orissa

598. Shri Panigrahi: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the quota of Steel including C.I. Sheets and various kinds of

rods allotted to Orissa during 1948 to 1957 year-wise; and

(b) the quantity not lifted or utilised year-wise?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). If the Hon'ble Member wants information regarding the total quantity of steel allotted to users in Orissa State by both State and Central agencies, a statement (No. I) showing the total quantities allotted and supplied from 1948 to 1957 is laid on the Table of the House. [See Appendix III, annexure No. 44A.]

A statement (No. II) showing the allotment for general and agricultural purposes to the Orissa State and the quantities supplied against these allotments is also laid on the Table of the House. [See Appendix III, annexure No. 44A.]

भारतीय सनि विभाग के अन्तर्गत प्रयोग-शालायें

५६९. श्री द० शा० दिवेशी : बया हस्पात, जान और ईचन मंडी यह बताने की हुया करेंगे कि ।

(क) भारतीय सनि विभाग के अन्तर्गत प्रयोगशालाओं के पुनर्गठन तथा विस्तार के सबूत में इब तक क्या प्रगति हुई है ।

(ल) इस पुनर्गठन के परिणाम-स्वरूप कितना अधिक तथा किस प्रकार का कार्य हो सकेगा ; और

(ग) इस पुनर्गठन तथा विस्तार कार्य पर कूल कितना व्यय हुया है और कितना व्यय करने का विचार है ?

इस्पात, जान और ईचन मंडी (श्री द० शा० भालशीय) : (क) भारतीय सनि विभाग की प्रयोगशाला जून, १९५४ में स्थापित की गई थी उस समय इसमें ६ तकनीकी कर्मचारी और सगमग ८०,००० इपये सागत के उपकरण (equipment)

वे । उनके बाद इसका आवश्यकतानुसार विस्तार किया गया और अब इसमें ४१ लक्जीकी कर्मचारी और लगभग १२,००,००० रुपये की मागत के उपकरण हैं।

(क) भारतीय स्नन विभाग की प्रयोगशाला में अब कच्चे पदार्थों की विस्तृत ड्रेसिंग (Dressing), कच्चे पदार्थों और अनिंज पदार्थों के रसायनिक विश्लेषण एवं उन सम्बन्धी परीक्षण करने के लिये उपकरण भी भौजूद हैं। जैसे ही पायलट प्लान्ट (Pilot Plant) स्वापित करने के लिये स्थान उपलब्ध होगा इसी बहुमान उपकरणों और कर्मचारियों से कृष्ण पायलट प्लान्ट परीक्षण किये जा सकेंगे।

(ग) प्रयोगशाला स्वापित करने और अन्य सामग्री इत्यादि पर अब तक लगभग १३ साल रुपये का कुल खर्च किया जा चुका है। सामग्री के लिये अभी लगभग ३५,००० रुपये और देने हैं।

कोयले के पूर्वोक्तण का कार्यक्रम

६००. श्री च० ला० डिवेदी : क्या इस्पात, जाल और ईंधन मंत्री यह बनाने की कृपा करेंगे कि :

(क) भारतीय स्नन विभाग के कोयले के पूर्वोक्तण के विस्तृत कार्यक्रम के अन्तर्गत कोयला लानों के विकास के लिये अब तक क्या कार्यवाही की गई है; और

(क) कोयले के पूर्वोक्तण के इन कार्यों का क्या परिणाम निकला है?

इस्पात, जाल और ईंधन मंत्री (श्री के० दे० मालवीय) : (क) भारतीय स्नन विभाग को १६६१ तक प्रशासन क्षेत्र में १२ मिलियन (million) टन और कोयला उत्पादन करने के लिये आवश्यक संचित मात्रा प्रभागित करने को विस्तृत पूर्वोक्तण करने का काम संपूर्ण दिया गया है।

विभाग ने इस काम के लिये आवश्यक कर्मचारी नियुक्त कर लिये हैं और आवश्यक उपकरण (equipment) भी खरीद लिये गये हैं। राष्ट्रीय कोयला विकास निगम (National Coal Development Corporation) जो कोयले के वास्तविक उत्पादन के लिये उत्तरदायी है, द्वारा चुने हुये विभिन्न कोयला क्षेत्रों में कुदाई का काम शुरू कर दिया गया है। जनवरी, १६५८ के अन्त तक विभाग ने कुल २,५४,००० फुट पर कुदाई का कार्य पूरा कर लिया था।

(क) जनवरी, १६५८ के अन्त तक ४२८.८५ मिलियन (million) टन संचित मात्रा (Reserves) प्रभागित कर दी गई है।

पन्ना हीरा

६०१. श्री च० ला० डिवेदी : क्या इस्पात, जाल और ईंधन मंत्री यह बताने की कृपा करेंगे कि :

(क) पन्ना में हीरे के पूर्वोक्तण के लिये भारतीय स्नन विभाग ने क्या कदम उठाये हैं;

(क) अब तक इसके क्या परिणाम निकले हैं; और

(ग) इन परिणामों के अनुमार अविष्य के लिये क्या कार्यक्रम बनाया गया है?

इस्पात, जाल और ईंधन मंत्री (श्री के० दे० मालवीय) : (क) भारतीय स्नन विभाग ने १६५५-५६ और १६५६-५७ में महागांव के पन्ना हीरक क्षेत्र में पाइप एरिया (Pipe area) से नमूने निकालने का कार्य किया। २० गडे लोडे गये और नमूने लिये गये।

(क) कई गडे लोडने से बालूम हुआ था कि ४० फुट नीचे हीरक इव्व भौजूद

वा । नमूनों के परिवर्तनों से प्रगत हो गया वा कि इन हीरे की सारों पर काम करना अधिक रूप से भी लाभदायक प्रस्ताव वा ।

(ग) विभाग ने इन सारों पर अधिक में काम करने का निश्चित कार्य-क्रम अभी नहीं बनाया है, क्योंकि विभाग का कार्य-क्रम सारों को सरकारी अधिकार में ने लेने और उसके लिये दूसरी पंचवर्षीय योजना में इस काम पर बनराशि लगाने की मात्रा के निर्णय पर निर्भर है।

Arrangement for Government Litigation

602. **Shri Aniradh Sinha:** Will the Minister of Law be pleased to refer to the reply given to Starred Question No. 124 on the 13th November, 1957 regarding decisions arrived at the State Law Ministers' Conference and lay a statement on the Table showing the steps taken for:

- (i) reducing legal expenses of Government;
- (ii) making arrangements for Central Government's litigation in the High Courts and subordinate courts and State Government's litigation in the Supreme Court; and
- (iii) providing legal aid to the poor?

The Deputy Minister of Law (Shri Hajarnavis): A statement is laid on the Table of the House. [See Appendix III, annexure No. 45.]

Arrears in High Courts

603. **Shri Aniradh Sinha:** Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 124 on the 13th November, 1957 and lay a statement on the Table showing to what extent the decisions arrived at the State Law Ministers' Conference have so far been implemented for:

- (i) clearing arrears in High Courts; and
- (ii) checking corruption in the administrative machinery of Law Courts?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (i) The conclusions reached at the State Law Ministers' Conference held on the 18th and 19th September, 1957 were more in the nature of recommendations requiring action by the High Courts and the State Governments. Each Law Minister was requested to place before the Judges of the State High Court for their consideration the conclusions pertaining to the item—heavy arrears and delay in the High Courts. A conference of the Chief Justices of the various High Courts was held in the third week of October 1957. The conference discussed the measures to be taken to tackle the problem of arrears in the High Courts.

The Central Government have sanctioned the following temporary posts of Additional Judges to help in clearing the arrears.

| Name of High Court | No. of Additional Judges sanctioned | Tenure of the post |
|--------------------|-------------------------------------|--------------------|
| Allahabad | 2 | Two years. |
| Andhra Pradesh | 3 | Two years. |
| Bombay | 4 | Till 31-12-'59. |
| Calcutta | 4 | Two years. |

| Name of High Court | No of Additional Judges sanctioned | Tenure of the post |
|--------------------|------------------------------------|--------------------|
| Madhya Pradesh | 2 | Two years. |
| Madras | 2 | Two years. |
| Mysore | 1 | Till 31-3-58 |
| Orissa | 1 | Two years. |
| Patna | 4 | Two years.] |
| Punjab | 4 | Two years. |
| Rajasthan | 1 | Two years. |

The result of the efforts made by the various High Courts towards the disposal of pending cases will be known in due course

(ii) The checking of corruption in the administrative machinery of Courts in the State is mainly the concern of the State Governments and the High Courts. The State Governments were requested to consult the High Courts how best to implement the recommendations made by the State Law Ministers' Conference. The State Governments have not yet informed the Central Government as to the steps taken by them for the eradication of corruption in the administrative machinery of Courts.

Law Practitioners

604. Shri Assar: Will the Minister of Law be pleased to state the total number of pleaders, barristers and advocates in India, State-wise?

The Deputy Minister of Law (Shri Hajarnavis): A statement prepared in accordance with the available information is laid on the Table of the House. [See Appendix III, annexure No. 46.]

Stenographers

605. Shri Anirudh Singh: Will the Minister of Home Affairs be pleased to state the number of stenographers in the Central Government who have put in service for more than 10 years

but are still unconfirmed for not having qualified in the Union Public Service Commission tests?

The Minister of State in the Ministry of Home Affairs (Shri Datar): There are sixteen such stenographers in the Central Secretariat and the Attached Offices participating in the Central Secretariat Stenographers' Service Scheme. The number of such stenographers in other offices is not known.

Geological Survey of Rajasthan

606. Shri Onkar Lal: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that the Geological Survey of India has discovered petroleum, iron, cement, aluminium and glass deposits in Shahbad Tehsil of Kota district in Rajasthan;

(b) if so, the estimated quantity of the minerals found there; and

(c) whether any survey is being conducted in this regard in other parts of this region?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). Petroleum in this area has not been recorded. Iron ore, Limestone (for cement), Bauxite (aluminium ore) and glass sand were discovered in this area by the Geological Survey of India. The

estimated quantity of the minerals found are as follows:—

Iron ore and Bauxite (aluminium ore) are of no economic importance. Their quantity has not been estimated. Limestone (for cement) is found between Julmi and Mailo and between Nimana and Deoli. Reserves are quite large but have not been estimated.

Glass sand reserves are estimated 5.3 million tons in the Kundti area in addition to those in Khemaj and Shahbad, reserves of which have not been estimated.

(c) No, Sir.

Voluntary Contributions

608. **Shri Onkar Lal:** Will the Minister of Finance be pleased to state the total value of voluntary contributions in kind and cash received from the members of the public of Rajasthan for the Second Five Year Plan?

The Deputy Minister Finance (Shri B. R. Bhagat): Government accounts are kept on a cash basis and do not indicate the value of contributions in kind. Information in regard to cash contributions is not readily available. Its collection from the Accounting Authorities and the various Ministries and Departments would involve considerable time and labour disproportionate to the results achieved.

Untouchability

609. **Shri Onkar Lal:** Will the Minister of Home Affairs be pleased to state:

(a) the total amount allotted to Rajasthan Government for removal of untouchability in 1957-58 so far;

(b) whether any report has been received from the Rajasthan Government regarding items on which the expenditure has been incurred;

(c) whether any and if so, which of the non-official institutions were given grants in the State during the same period; and

(d) if no grant was given, the reasons therefor?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) The following amounts have been allotted to the Government of Rajasthan during the year 1957-58 for the removal of untouchability.

| | |
|----------------|----------------|
| State Sector | Rs. 3.80 lakhs |
| Central Sector | Rs. 4.41 lakhs |

(b) Yes.

(c) A statement showing the names of the non-official organisations to whom assistance has been given during 1957-58 is enclosed. [See Appendix III, annexure No. 47.]

(d) Does not arise.

Allotment of Iron Sheets to Rajasthan

610. **Shri Onkar Lal:** Will the Minister of Steel, Mines and Fuel be pleased to state the total quantity of iron sheets allotted to Rajasthan State during 1956 and 1957?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Allocations are not made category-wise. The information asked for is therefore not available.

Poppy Cultivation in Rajasthan

611. **Shri Onkar Lal:** Will the Minister of Finance be pleased to state the total acreage of poppy cultivation at present in Rajasthan division-wise?

The Deputy Minister of Finance (Shri B. R. Bhagat):

Area under poppy cultivation Division during 1957-58 opium season.

| Division | acres |
|-------------|------------|
| Kotah | 6,237 |
| Jhalawar | 6,255 |
| Chittorgarh | 5,576 |
| Total. | 18,068 |

Income-Tax from Rajasthan

612. Shri Onkar Lal: Will the Minister of Finance be pleased to state:

(a) the amount of income-tax realised district-wise in Rajasthan during the years 1952-53 to 1957-58 year-wise;

(b) the amount realised from persons falling under various income groups during this period;

(c) the amount of income-tax arrears district-wise at present; and

(d) the steps taken by Government to realise the arrears?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b). The information is not readily available and is being collected. A statement giving the information will be laid on the Table of the House as early as possible.

(c) and (d). A statement giving the information is attached. [See Appendix III, annexure No. 48.]

Income-Tax Arrears in Punjab

613. Shri Daljit Singh: Will the Minister of Finance be pleased to state:

(a) the total amount of income-tax arrears in Punjab State on the 31st December, 1957; and

(b) the steps taken to realise the same?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) Rs. 4,89,53,000.

(b) Statement showing the steps taken by Government to realise arrears of income-tax is enclosed. [See Appendix III, annexure No. 49.]

Colonies for Scheduled Castes and Scheduled Tribes in Punjab

614. Shri Daljit Singh: Will the Minister of Home Affairs be pleased to state:

(a) how many colonies or residential accommodation for Scheduled

Castes and Tribes have been established in the Punjab State during 1957; and

(b) how many proposals are still pending?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The required information is being collected and will be laid on the Table of the House as soon as received.

Recruitment through U.P.S.C.

615. Shri Daljit Singh: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 328, on the 18th February, 1958 and state the total number of officers category-wise belonging to Scheduled Castes and Tribes recruited through the Union Public Service Commission in 1957?

The Minister of State in the Ministry of Home Affairs (Shri Datar): The required information is being collected and will be laid on the Table of the House as early as possible.

Power Alcohol

616. Shri Rameshwar Tantia: Will the Minister of Education and Scientific Research be pleased to refer to the reply given to Unstarred Question No. 499 on the 21st November, 1957 and state whether any firm has applied for the patent of the process of the utilising power alcohol as fuel for diesel engines developed by the Indian Institute of Science, Bangalore?

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): No firm has yet applied for the patent relating to this process.

Training for the Auxiliary Air Force Airmen

617. Shri S. M. Banerjee: Will the Minister of Defence be pleased to state:

(a) whether it is a fact that four hours are reckoned as a day for non-

continuous training for the Auxiliary Air Force airmen; and

(b) if so, the reasons for increasing the number of hours to six from 1957?

The Deputy Minister of Defence (Sardar Majithia): (a) The rule on the subject is that, where training is not held continuously, one day shall consist of four hours of actual training.

(b) No change in the above rule has been made from 1957. However, under rule 51(2), of the Reserve and Auxiliary Air Forces Act Rules, 1953, which states that every member of the Auxiliary Air Force shall undergo such training as may be laid down by the competent authority from time to time and such training shall be carried out at such times and places as may be determined by the competent authority or any other authority specified by it in this behalf, the Auxiliary Air Force Units had been imparting training to their personnel for six hours on holidays. This was being done in order that they might complete their training within a reasonable period. As it is, it takes two years for the Auxiliary Air Force personnel to complete the courses. However, instructions have been issued to all concerned that in future non-continuous training should be restricted to a maximum of four hours on any day, unless the rule referred to in the reply to part (a) of the Question is amended.

Airmen of Auxiliary Air Force

618. **Shri S. M. Banerjee:** Will the Minister of Defence be pleased to state:

(a) whether it is a fact that huge recoveries are being effected from the airmen of the Auxiliary Air Force on account of conveyance allowance; and

(b) if so, the reasons therefor?

The Deputy Minister of Defence (Sardar Majithia): (a) No, Sir. The

question of recovery is, however, under consideration.

(b) Does not arise.

उत्तर प्रदेश में अविवाह वयस्तर

616. **श्री मोहम्मद स्वरूप :** क्या हस्तात, जात और ईच्छा मंत्री यह बताने की कृपा करेंगे कि पूर्वी उत्तर प्रदेश के गोरखपुर, बनारस और फैजाबाद ज़िलों में कौन-कौन में सनिज पदार्थ पाये जाते हैं ?

जात और तेज भांडी (जी के० ब० बालबीष) : गोरखपुर, बनारस और फैजाबाद इलाकों (Divisions) में रेह (सज्जी), कंकर, मिट्टी (इंट और चीनी के बत्तेंनों के लायक) और कांच की बालू इत्यादि सनिज पदार्थ पाये जाते हैं ।

कोयला परिषद्

620. **श्री मोहम्मद स्वरूप :** क्या हस्तात, जात और ईच्छा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि २७ दिसम्बर, १९५७ को नई दिल्ली में कोयला परिषद् की बैठक हुई थी ;

(ल) यदि हा, तो उसकी कार्यवाही का मुख्य विवरण क्या है ;

(ग) क्या कोयला परिषद् की भवेक उपसमितियों ने जो कोयले के बारे में अध्येता का संचालन करती है, परिषद् को प्रारंभिक रिपोर्ट प्रस्तुत कर दी है ; और

(घ) यदि हा, तो क्या वे कार्यान्वयन की जा रही है और उनका अंदरा क्या है ?

हस्तात, जात और ईच्छा मंत्री (सरदार स्वरूप सिंह) : (क) जी हाँ । २७ दिसम्बर, १९५७ को नई दिल्ली में कोयला परिषद् की बैठक हुई थी जिसमें हस्ते (१) संसाधनों का निवारण, (२) उत्पादन और तैकारी,

(३) आवश्यकता और उपयोग, और (४) परिवहन सम्बन्धी अपनी चार समितियों की प्रारम्भिक रिपोर्ट पर विचार किया ।

(५), (६) और (७) बैठक में जिन परिणामों पर पहुँचे उनमें से मुख्य मुख्य इन प्रकार हैं :—

(१) तीसरी पञ्च वर्षीय योजना के प्रन्तर्गत अधिक उत्पादन का टारगेट (Target) दूसरी पञ्च वर्षीय योजना की अपेक्षा काफी ऊँचा होगा। फिलहाल टारगेट के दुड़ निष्पत्ति को छोड़ कर, सबैलग्न के लिये आवश्यक उत्पादन बढ़ावदें, तकनीकी कर्म-चारियों की बढ़ती हुई आवश्यकता और कुदाई इस्यादि की योजनाओं के टारगेट को पूरा करने के लिये जो आवश्यक वीतिकी कार्य है, वे अधी शुरू करने चाहिये जिनका आधार तीसरी योजना काल के अन्त तक १०० मिलियन टन कुल उत्पादन करने के अस्थायी आंकड़े होना चाहिये ।

(२) देश में कोयले के सप्ताहनों का अनुमान लगाने के लिये मसाघन निर्धारण करने वाली समिति द्वारा लोजे गये स्तरीय डग को मात्रा और किसी मस्वान्धो कामों के लिये अपनाना चाहिये ।

(३) मसाघनों का निर्धारण करने वाली समिति, और उत्पादन तथा तैयारी के लिये समिति द्वारा की यह तिकारियों के आधार

पर कोयले के लेत्रो में सोज और भूगर्भीय सबैलग्न करने के लिये एक पूर्वता क्रम (Order of Priority) बना लेना चाहिये । यह विसेषतया उन लेत्रों के लिये करना चाहिये जहाँ में तीव्री पञ्च वर्षीय योजना में पहले से अधिक उत्पादन करना है ।

(४) उत्पादन और तैयारी के लिये समिति को चाहिये कि वह सब अधियों के तकनीकी कर्मचारियों की वितनी आवश्यकता है उसका निष्पत्ति कर ले ।

(५) कोयले उत्पादन को यह मालूम करना चाहिये कि देश में पर्याप्त सम्या में कोयला डम्प्स (Dumps) खोलने की कहाँ तक सम्भावना है । ताकि रेल गाड़ी सुविधाओं का अधिकतम उपयोग किया जा सके और उपयोक्ताओं को भी समय पर कोयले की पर्याप्त मात्रा मिल सके ।

(६) देश में कोयले के उपयुक्त उपयोग के विभिन्न पहलूओं पर सलाह देने के लिये एक "स्थार्य ईच्छन अभ्यास समिति" स्थापित करनी चाहिये जिसमें रेलवे, लोहा और इस्पात विभाग, ब्यालर निरीक्षक (Boiler Inspectorate), कोयला बोर्ड और ईच्छन अनुसंधान संस्था के प्रतिनिधि होंगे । इस समिति की ईच्छन अनुसंधान संस्था में स्थित

मनुसंचाल कोण्ठ (Cell)
हारा सहायता की जानी
चाहिये ।

(७) कोयला परिवद की आगे
होने वाली बैठकों के लिये
कार्यक्रम और टिप्पणियां
तैयार करने और परिवद
जिन विषयों पर पहले
विचार कर चुकी है उन
पर आगे कार्यवाही शुरू
करने के लिये एक उत्तरवादी
समिति स्थापित करनी
चाहिये ।

उत्तरोक्त विषयों को लागू किया जा
रहा है । "उत्तरवादी समिति" की दो बार
बैठकें हो चुकी हैं जिसमें इसने कोयला-
सेनों में सर्वेक्षण और अन्य लोअरें करने के
लिये पूर्वता कम बनाया और तीसरी योजना
के लिये तकनीकी कर्मचारियों की आवश्यकता
पर "उत्पादन और तैयारी के लिये समिति"
हारा तैयार टिप्पणी का अनुमोदन किया ।
प्रस्तावित "ईंधन समता समिति" की जारी
अन्तिम रूप में विचाराधीन है ।

नये कोयला सेनों की जोख

६२१. श्री बोहूलन स्वामी । क्या हस्ताक्ष,
जाम और ईंधन बंडी यह बताने की हृषा
करें कि :

(क) क्या नये कोयला सेनों को ढूँढने
के लिये प्रयत्न किये जा रहे हैं ; और

(ख) यदि हाँ, तो १९५७ में किन
सेनों में से ये प्रयत्न किये हैं या निकट भविष्य में
उनके पाये जाने की संभावना है ?

जाम और तंत्र बंडी (श्री के० दे०
मोलदीय) । (क) और (ख) जी, हाँ ।
१९५७ में बंकुरा में एक कोयले का सेन
और आसाम में गारो की पहाड़ियों के दरंग-
विरी कोयला सेन में काम करने वाल्य एक

कोयले की सीमा (Seam) जोकी नहीं
थी । निकट भविष्य में सिंगरीली (उत्तर
प्रदेश और अन्य प्रदेश), और सिंवरी
(हिमाचल) में इनके पाये जाने की आसा
है ।

प्रतिरक्षा कर्मचारियों का प्रशिक्षण

६२२. { श्री वसत दर्शन :
श्री क० स० बं० सामर्थ :

क्या प्रतिरक्षा बंडी यह बताने की हृषा
करें कि :

(क) तीनों सेवाओं में से प्रत्येक के
किन्तुने पदाधिकारियों तथा अन्य कर्मचारियों
ने १९५७-५८ में अब तक विदेशों में आकर
प्रशिक्षण प्राप्त किया है ;

(ख) उन्होंने किन किन देशों में
प्रशिक्षण प्राप्त किया है ;

(ग) उस पर कितना अव्यय किया गया
है, और

(घ) उन्होंने किन किन विषयों में
प्रशिक्षण प्राप्त किया है ?

प्रतिरक्षा उद्यमी (सरदार मल्लीडिया) :

(क) से (घ) अधावधिक सूचना प्राप्त की
जा रही है और सभा पट्टा पर रख दी जायेगी ।

Orissa State Museum

६२३. Shri Panigrahi: Will the
Minister of Education and Scientific
Research be pleased to state:

(a) whether it is a fact that the
Orissa State museum has asked for
financial aid from the Government
of India for its improvement;

(b) the amount of financial assis-
tance given to the different State
museums in 1955-56 and 1956-57;
and

(c) whether any financial assis-
tance is proposed to be given to the
Orissa State museum by the Univer-
sity Grants Commission?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) An application for financial assistance to the Orissa State Museum has been received from the State Government.

(b) No financial assistance has been given to any museum during 1955-56 and 1956-57.

(c) The University Grants Commission does not give any financial assistance to State Museums.

Purchasers Outside India

(Whether the cheques are encashable in India or outside India).

½ of one per cent of the Indian currency sold—subject to a minimum of Rs. 3/-.

Purchasers Inside India.

(a) On cheques encashable outside India.

½ of one per cent of the Indian currency sold—subject to a minimum of Rs. 3/-.

(b) On cheques encashable within India only.

½ per cent—subject to a minimum of Re. 1/-.

Hindi

Q25. Shri D. C. Sharma: Will the Minister of Education and Scientific Research be pleased to state:

(a) the amount of Central grants sanctioned for the propagation of Hindi to the different States during 1967-58 so far;

(b) the amount actually utilised by each State; and

(c) the reasons given by the State Governments for non-utilisation of the funds in full?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) A statement giving the required information is laid on the Table of the House. [See Appendix III, annexure No. 50.]

(b) and (c). This information can be supplied only after the close of the current financial year.

Tourism in Andamans

Q26. Shri Raghunath Singh: Will the Minister of Home Affairs be

Rupee Travellers' Cheques

624. { Shri N. R. Munisamy:
Shri Radha Raman:
Shri Raghunath Singh:

Will the Minister of Finance be pleased to state what is the amount charged as commission on the issue of Rupee Traveller's Cheques?

The Deputy Minister of Finance (Shri B. R. Bhagat): The rates of commission charged to purchasers of the State Bank of India Travellers' Cheques are as follows:—

pleased to state whether it is a fact that Government is considering a proposal to encourage tourism in Andaman and Nicobar Islands?

The Deputy Minister of Home Affairs (Shrimati Alva): Proposals for encouraging tourism in the Islands are awaited from the Administration.

Hindi Numerals

Q27. Shri N. R. Munisamy: Will the Minister of Home Affairs be pleased to state:

(a) in how many cases the use of Devanagari form of numerals in the place of international form of numerals in all Government of India's publications has been permitted under Article 343(2);

(b) the nature of these publications; and

(c) the general policy of the use of International numerals in the Union?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). Under the proviso to Article 343(2) the President may authorise the

use of the Devanagari form of numerals in addition to the international form of Indian numerals and not in place of the international form of numerals as stated in the question. The President has authorised the use of the Devanagari form of numerals in addition to the international form of Indian numerals for warrants of appointment of:

- (i) Governors,
- (ii) Judges of Supreme Court, and
- (iii) Judges of High Courts.

(c) The general policy for the use of the international form of Indian numerals is as laid down in Article 343 of the Constitution.

Indo-Pakistan Financial Issues

exa. { Shri D. C. Sharma:
Shri Wodeyar:
Shri Anirudh Sinha:

Will the Minister of Finance be pleased to state:

(a) whether any date has been fixed for the meeting of the Finance Ministers of India and Pakistan to resolve the outstanding financial issues between India and Pakistan; and

(b) if so, what is the date?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b). No, Sir. No such date has yet been fixed.

हिमाचल प्रदेश में स्कूलों के अध्यापक

इ०. श्री पद्म देव : क्या शिक्षा और वैज्ञानिक गवेचका मंत्री यह बताने की कृपा करेंगे कि क्या हिमाचल प्रदेश में अध्यापकों के बेतन-कम पंजाब के अध्यापकों के बराबर हैं?

शिक्षा और वैज्ञानिक गवेचका मंत्रालय में राज्य मंत्री (डा० का० ला० शीवाली) : हिमाचल प्रदेश के अध्यापकों का बेतन-मान पंजाब के अध्यापकों के बेतन-मान के अनुरूप ही है।

चंडीगढ़ स्कूल, हिमाचल प्रदेश

इ०. श्री पद्म देव : क्या शिक्षा और वैज्ञानिक गवेचका मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हिमाचल प्रदेश के जिला मंत्री में गवर्नरेंट लिलिस स्कूल, चंडीगढ़ के पास वहाँ की स्थानीय जनता ने अपने प्रयत्न से उच्च कक्षाओं तक चालू की है;

(ख) क्या यह सच है कि उस जगह कोई हाई स्कूल नहीं है ; और

(ग) क्या उन उच्च कक्षाओं का प्रबन्ध अपने हाथ में लेने की कोई प्रस्तापना सरकार के सामने है ?

शिक्षा और वैज्ञानिक गवेचका मंत्रालय में राज्य मंत्री (डा० का० ला० शीवाली) :

(क) जी, हाँ।

(ख) निकटसम हाई स्कूल इत्थ स्कूल से १२ मील की दूरी पर है।

(ग) जी, नहीं।

बुनियादी स्कूल

इ०. श्री पद्म देव : क्या शिक्षा और वैज्ञानिक गवेचका मंत्री यह बताने की कृपा करेंगे कि दूसरी पंच वर्षीय योजना के अन्तर्गत वर्ष १९५७-५८ में अब तक कितने बुनियादी स्कूल चालू किये गये हैं ?

शिक्षा और वैज्ञानिक गवेचका मंत्रालय में राज्य मंत्री (डा० का० ला० शीवाली) : एक विवरण सभा पटल पर रख दिया गया है। [दस्तिये परिचाप्त ३, अनुबन्ध संक्षया ५१]

हिमाचल प्रदेश में स्कूलों के अध्यात्मक

इ०. श्री पद्म देव : क्या शिक्षा और वैज्ञानिक गवेचका मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हिमाचल प्रदेश के सरकारी स्कूलों में उन अध्यापकों

(क) कैसे स्वास्थ्य, और प्रशासन, १९५७ से ज० टी०, विद्युत और बी० टी० के प्रशिक्षण के लिये अपेक्षा गये हैं, बाली हैं;

(क) यदि हाँ, तो इसके क्या कारण हैं; और

(ग) इस सम्बन्ध में सरकार ने क्या कार्यवाही की है या करने का विचार है?

शिक्षा और वैज्ञानिक विदेशी सम्बन्ध मंत्री (डा० का० स० शील.ली) :

(क) से (ग). आवश्यक सूचना हिमाचल प्रदेश प्रशासन से मांगी गई है और प्राप्त होते ही सभा-पटल पर रख दी जायेगी।

हिमाचल प्रदेश में पंचायतें

६४५. श्री ८८ देव : क्या गृह-कार्य मंत्री यह बताने की कृपा करेगे कि.

(क) हिमाचल प्रदेश की पंचायतों में अनुसूचित जातियों के कितने पुरुष और स्त्रियां हैं; और

(ल) सरकार द्वारा इस बात का ध्यान रखने के लिये क्या कार्यवाही की जा रही है कि ऐसे व्यक्ति पंचायतों के पदाधिकारी न बनें जो अद्याधृत को मानते हों?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री शास्त्रार) :

(क) २४३६ परव और ४८५ स्त्रियां।

(ल) पंचायत राज एकट में संशोधन करने के प्रस्तुत पर हिमाचल प्रदेश प्रशासन विचार कर रहा है जिससे कि अस्पृश्यता (अपराध) एकट १९५८ के अन्तर्गत सजा पाये हुये सोमों को पंचायत के पदों पर नियुक्ति के लिये अद्योग्य माना जाये।

अनुसूचित जातियों के विद्यार्थी

६४६. श्री ८८ देव : क्या शिक्षा और वैज्ञानिक विदेशी मंत्री यह बताने की कृपा

करेगे कि १९५७-५८ में हिमाचल प्रदेश के प्रत्येक जिले में अनुसूचित जातियों के विद्यार्थियों में प्रस्तकों आदि खरीदने के लिये कितनी बन राशि बाटी गई?

शिक्षा और वैज्ञानिक विदेशी मंत्रालय में राज्य मंत्री (डा० का० स० शील.ली) :

भारत सरकार की अनुसूचित जातियों, अनुसूचित कबीलों तथा अन्य पिछड़े वर्गों को दी जाने वाली उत्तर-मैट्रिक छात्रवृत्ति योजना के अन्तर्गत, प्रस्तकों खरीदने के लिये कोई राशि अलग से मजूर नहीं की जाती है। जो भत्ता रहन-सहन के खर्च के लिये मंजूर किया गया है उसमें प्रस्तकों आदि खरीदने का खर्च शामिल है।

अनुसूचित जातियों के विद्यार्थियों को प्रस्तकों खरीदने के लिये कितनी बन-राशि बाटी गई इसकी सूचना हिमाचल प्रदेश प्रशासन द्वारा एकत्र की जा रही है और यथा समय सभा-पटल पर रख दी जायगी।

हिमाचल प्रदेश में अनुसूचित जातियां

६४७. श्री ८८ देव : क्या गृह-कार्य मंत्री यह बताने की कृपा करेगे कि:

(क) हिमाचल प्रदेश प्रशासन में १९५७ में किस किस श्रेणी में कुल कितने अनुसूचित जाति के व्यक्ति रखे गये;

(ल) सरकारी नौकरियों में कितना प्रतिशत अनुसूचित जातियों के लिये नियुक्ति किया गया है; और

(ग) क्या इनका भाग इन्हें मिलता है?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री शास्त्रार) :

(क) से (ग). सूचना एकत्र की जा रही है और वह सभा-पटल पर रख दी जायेगी।

भारत सेवक समाज

६३७. वी पद्म देव : क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की हृपा करेंगे कि :

(क) भारत सेवक समाज द्वारा १९५७-५८ में अब तक हिमाचल प्रदेश में सरकार से प्राप्त अनुदानों से कितने शिविर लगाये गये ;

(ख) सरकार ने इन शिविरों पर कितना रुपया खर्च किया और कितना रुपया अनन्ता से चन्दे के रूप में प्राप्त हुआ ;

(ग) इन शिविरों में कितने विद्यार्थियों तथा अन्य व्यक्तियों ने भाग लिया ; और

(घ) इन शिविरों के कार्य का क्या परिणाम हुआ ?

शिक्षा और वैज्ञानिक गवेषणा मन्त्रालय में राज्य मंत्री (डा० का० ला० अधिकारी) :

(क) दस। इन शिविरों के लिये भारत सरकार का कुल अनुदान संभवतः १४,११५ रु. होगा।

(ख) से (घ). शिविरों की रिपोर्ट और जांच लेके उपलब्ध होने पर एक विवरण सभा पट्ट पर रख दिया जायेगा।

Non-Combatants Unenrolled

६३८. Shri M. B. Krishna: Will the Minister of Defence be pleased to state:

(a) whether it is a fact that a category of 'non-combatants unenrolled' exists in class IV Service in Defence Services;

(b) what are the conditions under which these persons serve; and

(c) the total number of persons employed under this category?

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

(b) They are allowed twenty days casual leave in a year and six months medical leave during their entire ser-

vice. They are employed on a purely temporary basis and are not eligible for quasi-permanent or permanent status and are, therefore, not entitled to any gratuity or pension on retirement or retrenchment. In other respects they are generally treated at par with regular Class IV servants.

(c) Their strength as on 1st January 1957 was 11,774.

Foreign Exchange

• ६३९. Shri Jhulan Sinha: Will the Minister of Finance be pleased to state the total amount of foreign exchange earned by the Indian Shipping during 1956 and 1957?

The Deputy Minister of Finance (Shri B. R. Bhagat): The gross receipts of the principal Indian Shipping Companies operating in the Overseas and Adjacent trades during the year 1956 amounted to Rs. 20.19 crores. Figures are not available of net earnings of foreign exchange after setting off all expenditure in foreign exchange incurred by these Shipping Companies. No figures of similar gross receipts for the year 1957 are yet available.

Seizure of Contraband Opium

६४०. Shri Raghunath Singh: Will the Minister of Finance be pleased to state whether it is a fact that more than a maund of opium was recovered from a parcel at Agra Fort station on January 7, 1958?

The Deputy Minister of Finance (Shri B. R. Bhagat): 37 seers of opium was recovered from a consignment weighing 1 maund and 8 seers, booked by Rail and misdeclared to contain ghee, at Agra Fort station on 4th January, 1958. The opium was seized.

Shortage of Technical Personnel

६४१. *Shrimati Ila Falchoudhuri:*
Shri Gajendra Prasad Sinha:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that there is a general shortage in India of foreign-qualified and well-experienced

technical hands particularly in the Engineering line;

(b) if so, whether any steps have been taken or are proposed to be taken in regard to ensuring suitable employment for those Indian nationals who return home after qualifying and gaining practical experience in various engineering and technical lines from abroad; and

(c) the nature of the steps taken?

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

(c) A separate section has been organised in the National Register of Scientific and Technical Personnel maintained in the Council of Scientific and Industrial Research, for dealing with information about Indian scientists and technologists in foreign countries. This information is being collected with the assistance of Indian Missions abroad and arrangements have been made for regular flow of this information and for keeping it up-to-date. Information has so far been received about 800 Indians receiving training or serving in foreign countries. The National Register Unit of the Council of Scientific and Industrial Research is classifying this information, and classified lists will be circulated at regular intervals to Central Ministries, Union Public Service Commission, State Governments and Public Service Commissions, State Industrial enterprises, Universities, research institutions and employers in the private sector, so that they might make use of the information contained in those lists while recruiting personnel. A special procedure of recruitment is also being worked out in consultation with the Union Public Service Commission to consider cases of persons whose particulars are included in this section of the National Register.

Allotment of Steel

442. Shri Harish Chandra Mathur: Will the Minister of Steel, Mines and

Fuel be pleased to state:

(a) the State-wise demand for Steel in 1957-58 so far; and

(b) the quantity of steel allotted and what part of it for small scale industry?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). A statement is laid on the Table of the House. [See Appendix III, annexure No. 52.]

मध्य प्रदेश में प्राथमिक तथा बुनियादी शिक्षा

६४३. श्री राजेश साल व्यास : क्या शिक्षा और वैज्ञानिक गवेक्षणा मंत्री यह बताने की कृपा करें कि मध्य प्रदेश को १९५७-५८ में अब तक पूर्व-प्राथमिक, प्राथमिक तथा बुनियादी शिक्षा की योजनाओं के लिये कितने रुपये के अनुदान दिये गये?

शिक्षा और वैज्ञानिक गवेक्षणा मंत्रालय में राजेश मंत्री (डा० का० ला० शीक्षा) : १९५७-५८ में (३१-१-५८ तक) मध्य प्रदेश की सरकार को २७,१३१८७ साल रुपया अनुदान की पहली किस्त के रूप में दिया गया।

Gun Carriage Factory, Jabalpur

644. Shri S. M. Banerjee: Will the Minister of Defence be pleased to state:

(a) whether some jeep parts are being manufactured in Gun Carriage Factory, Jabalpur; and

(b) if so, to whom are they manufactured for?

The Deputy Minister of Defence (Sardar Majithia): (a) and (b). Two components of Willys Jeeps, viz., Cylinder Head and Cylinder Block are being manufactured at the Gun Carriage Factory, Jabalpur for Messrs. Mahindra and Mahindra Limited, Bombay on payment as a civil order.

Output of Coal

645. **Shrimati Ila Palchoudhury:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether there has been any increase in the output of coal in India during September to December, 1957 as compared to the output during the corresponding period in 1956;

(b) if so, the extent of increase;

(c) the total quantities despatched during the periods mentioned in part (a) above; and

(d) the total coal stocks at pitheads at the end of December, 1957 as compared to those at the end of December, 1956?

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

(b) There has been an increase of 1.88 million tons or approximately 14.1 per cent. The actual figures of production during the period September-December in both the years are as below:

| Year | Production in tons. |
|------|---------------------|
| 1956 | 13,302,214 |
| 1957 | 15,183,013 |

(c) The comparative figures of despatches are given below:

| Year | Despatches in tons. |
|------|---------------------|
| 1956 | 11,823,521 |
| 1957 | 12,878,644 |

(d) The total stocks at pitheads at the end of December, 1956 amounted to 2.810 million tons while those at the end of December, 1957 stood at 3.279 million tons.

Delhi Polytechnic

646. **Shri A. K. Gopalan:**
Shri Parulekar:

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

(a) whether it is a fact that Government propose to start part-time

National Diploma Course in Delhi Polytechnic Institute; and

(b) if so, when?

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): (a) Yes, in Electrical and Mechanical Engineering.

(b) In 1958-59 Session.

दमन की सीमा पर भारतीय सीमा-शुल्क रेला

647. **Shri Bhansali:** क्या वित्त मंत्री यह बताने की कृता करेगे कि :

(क) क्या यह सच है कि दमन की सीमा पर दस पन्द्रह भारतीय गाव भारतीय सीमा-शुल्क रेला के भीतर आ गये हैं;

(ल) क्या सीमा-शुल्क रेला को हटा कर पुर्णगाली सीमा के निकट ले जाने का कोई प्रस्ताव है;

(ग) यदि हाँ, तो कब; और

(घ) यदि नहीं, तो इसके क्या कारण हैं?

वित्त उपराज्यी (श्री ब० रा० भगत):

(क) जी हा। यह ठीक है कि दमन की सीमा पर कुद्र भारतीय गाव सीमा-शुल्क रेला के भीतर आ गये हैं।

(ल) से (घ). इस समय नरकार सीमा-शुल्क रेला को पुर्णगाली सीमा तक ले जाने के किसी प्रस्ताव पर विचार नहीं कर रही। वर्तमान रेला इयंत्रे स्वीकार की गई थी कि चारों-द्विंग माल लाने, लेजाने की ज्यादा अच्छी तरह राकवाम की जा सके और पुर्णगालिश के लिये हमारे प्रदेश मे आपे मारना और भी कठिन हो जाये।

Territorial Army and N.C.C.

648. **Shri Muhammed Elias:** Will the Minister of Defence be pleased to state:

(a) the reasons why the Territorial Army and the National Cadet Corps are not run on the same lines; and

(b) what per cent. of the total strength of the Territorial Army units in Calcutta attend parade regularly?

The Deputy Minister of Defence (Sardar Majithia): (a) The Territorial Army and NCC have been constituted under separate Acts of Parliament with different objects and functions.

The Territorial Army is designed.

- (i) to relieve the regular Army of static duties and support the civil power, if required;
- (ii) to provide coast defence and anti-aircraft units; and
- (iii) to provide units for the regular army when required.

The objects of the N.C.C. are:—

- (1) To develop character, comradeship, the ideal of service and capacity for leadership in the youth of the country;
- (2) To provide service training to youths so as to stimulate their interest for the defence of the country; and
- (3) To build up a reserve of potential officers to enable the Armed Forces to expand rapidly in a national emergency.

The Cadets undergo a measure of Military training, acquire Military discipline combined with activities in pursuit of the other objects of the N.C.C. Some Cadets later choose the Services as careers. It would be in the interests of greater discipline amongst the youth of the Nation if the N.C.C., both expanded and it were possible for the Armed Forces to provide more equipment, and officers and to give more drill and practice if the public generally, both locally and nationally gave encouragement and support to the National Territorial Movement, and Government could look to employers and Trade Unions and young men in the professions joined the movement.

(b) In 1957-58, about 67 per cent. of Territorial Army personnel in Calcutta attended the weekly parades regularly. Government is happy to say that the situation is showing progress recently.

Tripura Territorial Council

649. Shri Dasaratha Deb: Will the Minister of Home Affairs be pleased to state:

(a) whether the Central Government has received a resolution adopted by Tripura Territorial Council in its third Session, regarding curtailment of its powers and functions and demanding transfer of full powers scheduled in the Territorial Councils Act, 1956; and

(b) if so, action taken thereon?

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

(a) Yes.

(b) Section 28 of the Territorial Councils Act, 1956, under which certain exceptions and conditions have been made and imposed on the functions of the Territorial Councils by the Central Government is an integral part of the scheme embodied in the Act. The conditions which have been prescribed are governed by essential administrative and financial considerations and are very limited in character. They should not in any way impede the working of the Territorial Council over the large field of responsibility which has been transferred to it. No change is proposed to be made in these arrangements.

दिल्ली नगरपालिका नियम एवं, १९५७

६५०. श्री भद्रेश्वर : क्या यह कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने दिल्ली नगर-पालिका नियम एवं, १९५७ की उन वाराधों को सार्व करने के लिये कोई तिथि निश्चित की है, जो अभी तक सार्व नहीं की गई है;

(क) यदि हाँ, तो वे तिबियां क्या
; और

(ग) नियम के चुनाव कब होंगे?

गृह-कार्य मंत्रालय में राष्ट्रप मंत्री
(श्री दातार). (क) जो नहीं।

(ख) प्रश्न ही नहीं उठता।

(ग) दिल्ली नगरपालिका नियम के
चुनाव के विभिन्न कार्यक्रम के लिये
निम्नलिखित तारीखें नियत की गई हैं।—

(१) सभासद चुनने के लिये इलाकों
को नोटिफिकेशन जारी करने
की तारीख—११-२-१९५८

(२) उम्मीदवारों की नामजदगी
की आखरी तारीख—२१-२-१९५८

(३) नामजद किए गए उम्मीदवारों
की जाच की तारीख—
२४-२-१९५८

(४) नाम वापस लेने की आखरी
तारीख—२८-२-१९५८

(५) मतदान की तारीख—
२०-३-१९५८

(६) चुनाव समाप्त होने की तारीख
—३१-३-१९५८

Small Savings Scheme

651. Shri V. P. Nayar: Will the Minister of Finance be pleased to state:

(a) whether any targets have been allocated for the States for raising funds under the Small Savings Scheme for 1958-59; and

(b) if so, what are the targets?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b) No, Sir. But Budget would, as usual, indicate the amount likely to be collected from Small Savings, during 1958-59 in the country as a whole.

Smuggling

652. Sardar Iqbal Singh: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that some Army personnel have been caught recently in gold smuggling;

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

(c) whether any action has been taken against them?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) No, Sir, No Army personnel has been caught in gold smuggling

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

Kerala High Court Bench

653. Shri Easwara Iyer: Will the Minister of Home Affairs be pleased to state:

(a) whether a recommendation for the establishment of a permanent Division Bench at Trivendrum of the Kerala High Court has been received from the State Government of Kerala; and

(b) if so, what action has been taken thereon?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No.

(b) Does not arise.

Assistant Commissioners for Scheduled Castes and Tribes

654. Shri Elayaperumal: Will the Minister of Home Affairs be pleased to state:

(a) the number of Assistant Commissioners selected in the year 1957 for Scheduled Castes and Scheduled Tribes; and

(b) whether officers have been sent to the selected candidates?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) 13.

(b) Yes, except to 8 persons whose selection by the U.P.S.C. was communicated on 30th November, 1957.

Panjore Garden

655. Shri Hem Raj: Will the Minister of Education and Scientific Research be pleased to refer to the reply given to Unstarred Question No. 359 on the 18th November, 1957 and state:

(a) whether Central Government has received any representation from the Punjab Government to the effect that the Panjore Garden might be handed over to them for developing it as a tourist centre; and

(b) if so, with what results?

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

(b) The matter is under consideration.

Welfare Organization in Punjab

657. Shri Daljit Singh: Will the Minister of Home Affairs be pleased to state:

(a) the names of the official and non-official organisations working for Scheduled Castes and Tribes in Punjab State with the financial help of the Central Government;

(b) the financial help given to them during the years 1955-56, 1956-57 and 1957-58 so far;

(c) the programme and the reports submitted by these organizations to the Central Government during the same period; and

(d) the nature of action taken on such reports?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) to (d). The information is being collected and will be laid on the Table of the House in due course.

Family Pensions and Disability Claims

658. Sardar Iqbal Singh: Will the Minister of Defence be pleased to refer to the reply given to Starred Question No. 811 on the 4th December, 1957 and state:

(a) the number of claims still unsettled in respect of family pensions and disability incurred during the Second World War;

(b) the reasons for failure in their settlement?

The Deputy Minister of Defence (Sardar Majithia): (a) 152 claims to disability and family pension in respect of Defence Services personnel, pertaining to the period of the Second World War, were outstanding on the 31st December, 1957. This excludes 45 cases which were treated as closed as the whereabouts of the claimants were not known.

(b) Claims to disability and family pension pertaining to the period of the war fall into three categories:-

(i) On account of disability, discovered during service or thereafter, in an individual whose service was terminated between the dates 3rd September 1939 and the 31st March, 1956.

(ii) On account of deaths of individuals between the above two dates.

(iii) On account of death, subsequent to discharge, of individuals falling under category (i) above.

Claims under (iii) above may arise in the future also. Some of the disabled veterans of the last War died, several years after they were originally invalidated out. Out of the total of 152 claims mentioned in part (a) above, 123 claims belong to this class.

The majority of the 152 claims pending on 31st December, 1957 were pending for want of further infor-

mation regarding claimants to family pension which had been called for from the civil authorities. In 16 cases the settlement of the claims was held up because the individuals were residents of the Pakistan-occupied territory of the Union in the State of Jammu and Kashmir.

Beggar Problem

659. **Sardar Iqbal Singh:** Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 789 on the 4th December, 1957 and state:

(a) whether any other State Government has sent scheme for tackling beggar problem within the State;

(b) if so, the names of the States; and

(c) the financial assistance asked by the States?

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

(b) Mysore.

(c) Rs. 33,100.

Hostels in Punjab

660. **Sardar Iqbal Singh:** Will the Minister of Education and Scientific Research be pleased to state:

(a) whether the Punjab University has applied for a loan and a grant for building hostels for students at different places in Punjab; and

(b) if so, the amount sanctioned during 1957-58 so far?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) and (b). In connection with proposals for construction of buildings under the Second Five Year Plan, the University of Punjab applied to the University Grants Commission for a total loan of Rs. 1.12 crores for the construction of hostels for 1200 students, 100 houses for the University teachers and quar-

ters for administrative staff. The Commission has provisionally allocated a sum of Rs. 20 lakhs for payment as loans to the University during the plan period. Out of this, the Punjab University has earmarked Rs. 10 lakhs for hostel buildings. The University has not, however, submitted so far a formal proposal for payment of a loan of Rs. 10 lakhs for hostel buildings supported by detailed plans and estimates.

Air crash near Mangalore

661. **Sardar Iqbal Singh:** Will the Minister of Defence be pleased to state the results of the investigations conducted by the Court of Inquiry instituted to enquire into the causes of the air crash near Mangalore on the 12th September, 1957?

The Deputy Minister of Defence (Sardar Majithia): The Court of Inquiry appointed to investigate into the causes of the air crash near Mangalore on 12th September, 1957 arrived at the conclusion that the accident was due to a premature let-down through cloud in a hilly area and could be attributed to an error of judgement on the part of the pilot.

Displaced Persons in Andamans

662. **Shrimati Sucheta Kripalani:** Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that Government had promised to provide the displaced persons in Diglipur Settlement of North of Andamans 10 acres of cultivable land and a pair of plough animals for each family; and

(b) if so, how many of them have so far been provided land and animals?

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

(b) All the settlers have been given the full quota of 5 acres of cleared land, but the promised quota of 5 acres of hilly land per family for horticulture purposes could not be

allotted so far to any one of them. Steps have been taken to expedite de-reservation of forests for making available hilly land. Allotment of hilly land will start after the paddy land has been brought fully under cultivation.

Ploughing animals have not so far been supplied to any of them due to transport difficulties. Transport of cattle from the mainland will commence very shortly.

Department of Archaeology Workers Union

663. Shri Easwara Iyer: Will the Minister of Education and Scientific Research be pleased to state:

(a) whether the Department of Archaeology Workers Union applied for recognition; and

(b) if so, the action taken thereon?

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

(b) The application is under consideration.

Pakistanis in India

664. Shri B. S. Murthy: Will the Minister of Home Affairs be pleased to state:

(a) the number of Pakistanis arrested in India during 1957;

(b) the number of persons against whom criminal proceedings have been instituted;

(c) the number of persons sent back to Pakistan during 1957; and

(d) whether there is any evidence available about the purpose of visit of these Pakistanis to India?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (d). The information is being collected and will be laid on the Table of the House as soon as it is available.

Scholars for Study in West Germany

665. Shri B. S. Murthy: Will the Minister of Education and Scientific Research be pleased to state:

(a) whether selection of scholars for study in West German Universities has been finalised; and

(b) if so, when they are leaving for West Germany?

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

(b) Some have already reached West Germany and others are expected to leave shortly.

Indebtedness of Scheduled Tribes

666. Shri B. S. Murthy: Will the Minister of Home Affairs be pleased to state the steps taken to liquidate the indebtedness of the Scheduled Tribes?

The Deputy Minister of Home Affairs (Shrimati Alva): It is the State Governments who have to take various steps to liquidate the indebtedness of the Scheduled Tribes. However, in pursuance of the recommendation made by the Central Advisory Board for Tribal Welfare in its meeting held on October 13, 1957, that all Adivasi debts which are more than three years old, should be written off and that the debts of the last three years should be paid up after allowing the interest at the minimum rate but not exceeding 6 per cent. In any case, the Government of India have conveyed to the State Governments the desirability of the State Governments taking appropriate steps in this regard and giving necessary help to the Adivasis through the co-operative societies to be organised for the purpose.

Untouchability

267. Shri B. S. Murthy: Will the Minister of Home Affairs be pleased to state:

(a) whether reports regarding the working of the Untouchability (Offences) Act, 1955, are received from the State Governments; and

(b) if so, whether a copy each of the reports received during the past two years will be laid on the Table?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) The State Governments are responsible for enforcing the provisions of the Untouchability (Offences) Act, 1955. They have, however, been requested to furnish periodic returns on the working of the Act.

(b) Consolidated statements in respect of years 1956 and 1957 are laid on the Table of the House [See Appendix III, annexure No. 53.]

MOTION FOR ADJOURNMENT

POLICE FIRING ON EMPLOYEES OF
H.A.L.

Mr. Speaker: I have received notice of an adjournment motion from Shri S. M. Banerjee, Shri Prabhat Kar, Shri V. P. Nayar and Shri Mohamed Elias, regarding :

"Police firing on the workers of Hindustan Aircraft Ltd., on 25th February, 1958, resulting in death of a worker. Total lockout in the factory rendering nearly 4,000 workers as idle."

What are the facts about this matter?

Shri S. M. Banerjee (Kanpur): I have received a telegram yesterday from the same Union. It reads

"Situation arising out of lockout in Hindustan Aircraft Factory tense and serious. Settlement of outstanding disputes and provocative actions responsible. Representatives of employees not allowed personally to contact workers."

Terrific harassment and use of force including lathi charge against workmen. Pray immediate intervention to save the situation in vital industry. Co-operation of employees' association assured for a just and amicable settlement of all disputes."

May I submit further that this dispute, which is an industrial dispute, is going on since September 1957 and nothing has been done? Now it has resulted in firing and loss of lives. I would request the hon. Minister to make a statement, giving us some idea.

The Minister of Home Affairs (Pandit G. B. Pant): The Hindustan Aircraft Limited is a company registered under the Indian Companies Act. The shares are mostly held by the Government of India and the Government of Mysore. But the management vests in a Board of Directors. The Government is not directly in charge of the management. But, the present trouble is not directly connected with any issue affecting workmen or labourers as such. There is no labour dispute over which this trouble has arisen.

Some days ago—I think, about a week ago—one of the workers in the Rail Coach Department of the Factory gave evidence in a departmental proceeding. He was assaulted by some of the workmen, and thereafter the police, either directly or under the orders of a magistrate, on a complaint being filed by the workers who had been assaulted, arrested five of them. The whole trouble has arisen because of the arrest of those five men, and when they were arrested, the workers in the Rail Coach Department suspended work for that shift and they stayed where they were. When the second shift people came, they did like-wise. They did no work, but would not leave the place. So, the Manager had no option but to stop work. Really speaking he did not stop the work it was stopped by others.

Thereafter, other departments were affected, with the result that there was outbreak of violence and men were attacked. Then orders under section 144, I understand, were issued. But a rally of about a big crowd, 4,000 persons, in defiance of those orders, was taken out. The police had to take such steps as they considered necessary to maintain order.

I regret that injuries have been caused and casualties have occurred. But the prevailing conditions had to be taken into account by the local administration. It was a purely law and order problem. The Mysore Government was concerned with it, and they considered it essential to take such steps as appeared to them to be necessary for the maintenance of law and order.

The factory had to be closed in a way, not because of any labour trouble, but because there were valuable plants, there were equipments of a very delicate character and when there was such a chaotic condition prevailing, there was obviously no atmosphere in which work could be carried out. There has been no lock-out in the sense in which the word is used in labour matters. But work had to be stopped and the factory had to be protected against violence, and the security of persons as well as of property that was threatened had to be ensured by the State Government. They have taken such action as they considered necessary.

In the circumstances, I do not see how any occasion for an adjournment motion can arise.

Shri Braj Raj Singh (Firozabad): The life of one person was lost because of this.

Shri S. M. Banerjee: It is something more. I am surprised to hear the statement of the hon. Minister. Because, this dispute was going on for some time. If you remember, last time also a Calling Attention notice was given about the hunger strike when two persons were arrested. This

dispute is going on. How can the Minister deny the fact that there is an industrial dispute?

Mr. Speaker: What has the hon. Minister said?

Shri S. M. Banerjee: He has stated that the management has mentioned there is no industrial dispute.

Mr. Speaker: The hon. Minister has stated categorically that one of those persons gave evidence in a particular matter and so he was beaten up, as a result of which police have arrested five persons. After that, out of 2,000 to 4,000 workers some of them of one shift refused to do work; people of another shift also refused to do work. Thereafter, section 144 was promulgated, as a result of which there was some trouble. Then there was firing and so on. Cogently he has given us whatever information he has got. That is his information.

Now, what is the cause of this provocation? The strike, according to the hon. Member, is going on for several months, since September. So, that cannot be the cause of the provocation. One witness gave evidence in a proceeding and as a protest some other persons manhandled him and so on. If that is not so, what is the other cause for the trouble?

I have told the hon. Members many times not to get up simultaneously. They have to get up one after the other, and that also not until I call them. What is this hurry and impatience about?

Shri S. M. Banerjee: My submission is that an enquiry is absolutely essential in this matter.

Mr. Speaker: What is the immediate cause or the provocation for this firing?

Shri S. M. Banerjee: The immediate cause is that they were taking out a procession. That is what came out in the press. I have got the report.

[Shri S. M. Banerjee]

They were taking out a procession to the Bangalore City just to focus public attention.

Mr. Speaker: Was there not an order under section 144?

Shri S. M. Banerjee: May be.

Mr. Speaker: May be or may not be. If the hon. Member who has tabled this adjournment motion has any particular information in his possession, he may kindly tell me, leaving the inference or the decision to me.

Shri Prabhat Kar (Hooghly): The hon. Minister, while making his statement, said that there was sit-down strike.

Pandit G. B. Pant: I did not use the term "sit-down strike".

Shri Prabhat Kar: He said that people in the first shift did not work and workers in the second shift came in and they also did not work. Now, according to the Minister, somebody gave evidence and because of that some of the co-workers had beaten him up; so that was an individual matter and that has nothing to do with the strike. Now, why did the Government allow firing on the workers? The strike denotes that there was a labour dispute.

Mr. Speaker: Where did the firing take place?

Shri Prabhat Kar: After the strike?

Mr. Speaker: Where?

Shri Prabhat Kar: Outside the factory.

Mr. Speaker: Not in the premises of the factory?

Shri Prabhat Kar: No.

Shri Jaipal Singh (Ranchi West-Reserved-Sch. Tribes): May I say...

Mr. Speaker: Order, order. Even Mr. Jaipal Singh is not to have preference over others.

Shri Prabhat Kar: The Government's point of view is that it was not as a result of the labour dispute this firing took place. But, as I said, it is an undertaking where the Central Government holds majority of the shares; the Government of Mysore also holds shares in it. So, it is the responsibility of the Central Government to settle this dispute, before allowing the police to open fire, as a result of which workers have been caused injuries and death.

Shri Jaipal Singh: The issue is not only whether any firing has taken place. I think what we have to bear in mind is whether we have to accept the perspective of the hon. Minister in regard to H.A.L., as if it were merely a question of law and order of the Mysore Government. I do not think that is a fact. It was once upon a time under the Ministry of Communications. Now it is under the Ministry of Defence. Government have a direct responsibility for the appointment of the Board. They cannot divorce themselves from their responsibility as if they have nothing whatever to do with it. He mentioned security. For reasons of security there, it had to be a lock-out, because valuable property so essential for the defence of the country would have been destroyed if the strike continued. The defence of the realm is affected.

Mr. Speaker: We are not discussing the matter now. I have not given my consent. Without going into the details, I only wanted to know what the immediate cause of the firing was. It may be necessary, may not be necessary, to settle this matter. I am not going into all these matters.

Shri Jaipal Singh: I was not permitted to finish my statement. My point is, the question of the adjournment motion was not merely confined to the incident of firing. Other things are involved. The security of the country is involved. If the factory does not work for a longer period, our defence forces are affected.

Shri Muhammad Elias (Howrah): I want to submit that the Union has stated that they are always ready to tender their co-operation in order to ease the situation, but their attempts have failed and the authorities have not taken their co-operation. Therefore, my suggestion is that the Government should be ready to accept their co-operation, in order to ease the situation. Because, we do not want to stop such a vital industry. We want the industry to run smoothly. My submission is that the Government should take the co-operation of the Union to ease the situation.

Shri Braj Raj Singh: On a point of clarification, Sir....

Mr. Speaker: No, no. Order, order. I have heard all those hon. Members who are parties to this and who have tabled this motion. I have heard one other hon. Member also. There is no end to these submissions. I have heard both sides.

The hon. Minister has said that this arose out of one of the workmen having given evidence. That evidence not being palatable, other persons beat him and five persons were arrested. I have asked one after another the hon. Members on the other side who have tabled this motion and others also. They are not in a position to deny this. It might have happened. Evidently, it must have happened. It is said that they took out a procession. The hon. Minister said that section 144 had been promulgated. That is not denied. It is also said that this firing took place not within the premises of the Hindustan Aircraft Factory, but outside. Certainly, it is a matter of law and order. Evidently, the hon. Members of this House who have tabled the motion seem to be anxious that this matter should be settled. I am sure the workmen are not their workmen. They are equally the workmen of the Government and the Hindustan Aircraft factory. I am sure, if this matter has been pending for a long

time, since September, as early as possible this matter should be settled as is convenient to both sides. With these observations, I would not give my consent to this adjournment motion. It will provoke rather than bring about an amicable settlement. I hope the hon. Home Minister will use his good offices to get this matter settled as early as possible.

Pandit G. B. Pant: You might be remembering, Sir, that a detailed statement was made by the Prime Minister himself stating the various steps that had been taken by the Government with a view to meet the wishes of the workmen on the 26th of November, last. The Government has been and is anxious that the workmen should have no legitimate grievance and that so far as is possible, their wishes should be met. But the workmen should regard this factory as a national institution which deserves the support of every one. It belongs to the Defence Department. One should understand its importance and the grave consequences that would follow if such institutions are put in jeopardy.

PAPERS LAID ON THE TABLE

DELHI MUNICIPAL CORPORATION (ELECTION OF COUNCILLORS) RULES

The Minister of State in the Ministry of Home Affairs (Shri Datar): Sir, I beg to lay on the Table, under sub-section (2) of section 479 of the Delhi Municipal Corporation Act, 1957, a copy of each of the following Notifications:—

- (1) Notification No. F. 1/58-Elec.D.M Cor., dated the 1st February, 1958, containing the Delhi Municipal Corporation (Election of Councillors) Rules, 1958.
- (2) Notification No. F. 1/58-Elec.D.M Cor., dated the 8th February, 1958, making certain

[Shri Datar]

amendment to the Delhi Municipal Corporation (Election of Councillors) Rules, 1958. [Placed in Library. See No. LT-549/58].

ANNUAL REPORT OF NATIONAL RESEARCH DEVELOPMENT CORPORATION OF INDIA

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): I beg to lay on the Table, under sub-section (1) of Section 639 of the Companies Act, 1956, a copy of the Annual Report of the National Research Development Corporation of India along with the Audited Accounts for the period ending the 31st March, 1957 (English and Hindi versions). [Placed in Library. See No. LT-550/58].

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

FIFTEENTH REPORT

Sardar Hukam Singh: (Bhatinda): Sir, I beg to present the Fifteenth Report of the Committee on Private Members' Bills and Resolutions.

STATEMENT RE: STRIKE BY STUDENTS OF DELHI POLYTECHNIC

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): Sir, I am glad to inform this hon. House that the students of the Delhi Polytechnic have called off the strike and have resumed their normal work. We have assured the students that (1) there will be no victimisation due to their resorting to strike (2) absence from the classes during the period of strike will be condoned, and we shall request the University of Delhi and the All-India Council for Technical Education to arrange for the examinations to be conducted a little later; and (3) their legitimate grievances will be looked into by Prof. M. S. Thacker, Secretary Department of Scientific Research and Technical Education and Director-General, C.S.I.R.

Government have been considering for some time past the question of the development of the Delhi Polytechnic and how best to implement the plan proposed by the Committee presided over by Dr. K. L. Rao, Member, Central Water and Power Commission. The Plan envisages separation of the Degree classes into a separate institution and also the separation of the Higher Secondary Technical School from Polytechnic. Government have decided to constitute a committee consisting of Prof. M. S. Thacker, Educational Adviser (Technical) and Secretary, Department of Scientific Research and Technical Education, Dr. V. K. R. V. Rao, Vice-Chancellor of the Delhi University, Secretary, Ministry of Finance (Department of Expenditure) or his nominee, and Dr. K. L. Rao, Chairman of the Development Committee, to advise the Government on the steps to be taken regarding the organisational set-up and other allied matters consequent on the implementation of the proposals contained in the Development Plan.

BUSINESS ADVISORY COMMITTEE

NINETEENTH REPORT

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, I beg to move:

"That this House agrees with the Nineteenth Report of the Business Advisory Committee presented to the House on the 25th February, 1958"

Mr. Speaker: The question is:

"That this House agrees with the Nineteenth Report of the Business Advisory Committee presented to the House on the 25th February, 1958."

The motion was adopted.

APPROPRIATION BILL

The Deputy Minister of Finance (Shri B. R. Bhagat): Sir, I beg to move*:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1957-58, be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1957-58, be taken into consideration."

The motion was adopted.

Clauses 2, and 3, the Schedule, clause 1, the Enacting Formula and the Title were added to the Bill.

Shri B. R. Bhagat: I beg to move:

"That the Bill be passed."

Mr. Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

RAILWAY BUDGET—GENERAL
DISCUSSION

Mr. Speaker: The House will now take up the general discussion on the Railway Budget for which 15 hours have been allotted. I might state that according to the usual rule that we have followed, there will be a time-limit of fifteen minutes for each individual Member and about twenty minutes to half-an-hour in the case of Leaders of Groups. That is the time-limit within which the discussion may be carried on.

Shri Frank Anthony: (Nominated—Anglo-Indians): Mr. Speaker, I am sorry that the Railway Minister is not

in the House. I believe he is pre-occupied with the debate in the other House.

In his speech on the Railway Budget, the hon. Minister has not indicated any kind of increased allocation in respect of goods traffic carried. Last year, as far as I remember, the Minister had mentioned that the railway administration had gone back to its original figure of 60.8 million tons in respect of providing increased capacity for the carriage of goods, and last year I was constrained to point out that this provision of 60.8 million tons was, in my humble opinion, hopelessly inadequate. My own estimate was—and my estimate, if anything, is likely to increase—that if we were to avoid crippling bottlenecks during the Second Plan period both in the public and the private sectors, we must provide for a minimum expansion in respect of goods traffic of at least 80 million tons.

I was particularly disturbed by one part of the Railway Minister's speech. I think it contains an ominous augury. He has admitted that in the next year we have to provide at least 12 million additional tons in respect of goods traffic. He goes on to admit that next year they will have to provide a total of at least 145 million tons in respect of goods traffic, and then he also admits that in the Plan the total provision for the whole Plan period is only 162 million tons. Now I feel that this is an indication of a much graver shortfall in respect of goods traffic carriage than even I had anticipated. This means that all that the Plan is providing, all that the railway administration is providing under the Plan, is a total increase of another 17 million tons of goods traffic. And the Minister admits that next year alone we will have to provide 12 million tons, and most of that will be taken up in respect of the expansion of the steel project and in respect of the increase in the raising of coal. I feel that unless the railway

*Moved with the recommendation of the President.

[**Shri Frank Anthony**]

administration does something to provide from now on for a much greater increase in respect of goods traffic, within two years the railway administration and the country will be caught up with crippling bottlenecks both in the public and the private sectors. My own estimate is—and the railway administration has not provided one iota for this—that expanding private sector and increasing volume of miscellaneous goods traffic alone will require increased capacity to the extent of 30 million tons, and you are not making any provision whatsoever for this.

Another feature which has caused me, and I believe those who have studied the Railway Budget, grave disquiet, is the steep rise in working expenses. I am quite prepared to concede that with the needs of an expanding economy, with the commensurate needs of an expanding railway system there must be a rise in working expenses, but I am not satisfied that this steep, progressively steep rise in working expenses is warranted.

From 1950-51 to 1956-57 the increase in working expenses has been from Rs. 180 crores to Rs. 233.94 crores; that is, in six years up to 1956-57 there has been more than a 30 per cent increase in ordinary working expenses. That picture, if anything, becomes worse after 1955-56. In 1955-56 the actual working expenses of the railways were Rs. 212.95 crores. Now, the budget estimate as has been given to us by the Minister for 1958-59 is Rs. 268.35 crores. That is, from 1955-56 the working expenses have gone up more than Rs. 55 crores that is by more than 25 per cent within 2 to 2½ years.

12:26 hrs.

[**SHRI BARMAN** in the Chair]

I am sorry the Minister is not here. His Deputy is here, and apparently there is some reason for his smiling at my analysis, but I want him to assure me, and to assure wide sections of the people of this country

that the budget estimates are not being presented to this House in an irresponsible, cavalier manner. I submit with the greatest respect that the manner in which these budget estimates are being presented would be a disgrace to high school boys.

Look at the way in which these budget figures have been consistently presented to this House. In 1956-57, the actual working expenses were Rs. 5 crores more than the revised estimates; in 1957-58 the revised estimates were Rs. 15.31 crores more than the budget estimates. What the actuals will be we do not know, but there is this consistent pattern of the budget estimates presented to this House giving one picture; there is the equally consistent pattern of the revised estimates presenting a different picture, in the sense that there is always an increase; and finally, when we come to the third stage of the actual expenditure, again the House is asked to meet yet further increase.

The Minister has given us the budget estimate of Rs. 268.35 crores. I say that there is nothing to suggest that this budget estimate for 1958-59 will not follow the pattern that we had before us for 1956-57. What is there to suggest that when the actuals for 1958-59 are placed before the House, the country will not be required to meet a bill of over Rs. 300 crores?—nothing. And the Deputy Minister cannot just smile his way out of it. I suggest that there is absolutely nothing by which the railway administration can assure us in this respect, when already there is the steep difference, first between the budget estimates and the revised estimates, then between the revised estimates and the actuals.

After all, an estimate must be an estimate. How is it out to this tremendous extent? I am quite certain that when we are presented the actuals for 1958-59 they will be over Rs. 300 crores, and the indication is to be found in the Minister's admission that he has only made a token allowance for the pension scheme.

What I am protesting against is the cavalier, irresponsible manner in which these railway budgets are presented to the House. Deliberately the budgets are under-stated; then, when the House forgets what the first budget estimate was, we are asked to accept a revised estimate of Rs. 15 crores more, and when the actuals come, we are probably asked to accept a further demand of another Rs. 30 crores.

The Minister has told us that there is this difference of Rs. 9.19 crores between the revised estimates and what he has given us this year. He has also told us that Rs. 4.4 crores are due to interim relief, to annual increments, and he has said that part of it is due to increased staff. I am sorry that the Minister is not here. I would like him to have told us what precisely is the outlay on account of increased staff, and I have a very special reason for making this request, because I believe that a large proportion of this increased staff is absolutely unnecessary. The railway officials tell me that there is absolutely no method for the recruitment of extra staff. What is the method? I am strongly of the feeling that it is an *ad hoc*, rule of thumb, irresponsible method. I have tried to analyse the figures. In the *Report by the Railway Board*, the only figures that I could find were for the year 1956-57. In that one year, there was a 26,000 increase in the number of class III and class IV staff, and there was an increase of 439 officers, both class I and class II. That means that in one year, between 1956 and 1957, there was a 16 per cent increase in the number of officers, and there was approximately a 26 per cent increase in the number of class III and class IV staff. What is the Minister going to say? How does he determine this number of increased staff? I say that it is by rule of thumb. The officers themselves tell me this. Somebody tells the divisional superintendent or the operating superintendent that 'Look here, the Plan envisages a 5 per cent increase', and he promptly makes a *pro rata* increase in the indent for

new staff. I know that in the Northern Railway, for instance, these new men are falling over one another, the officers are falling over one another, because they have got nothing to do. Do the railways attempt to undertake anything in the nature of a job analysis, before they begin to recruit these thousands of young men? There is nothing of that kind. They know that this House is prepared to give them hundreds of crores of rupees more when they need it. As far as I am aware, there is no machinery for ensuring that there is even a semblance of a job analysis for ensuring that the number of men they take are required for the increased work that they are faced with.

The Minister has said that part of the increase is due to unforeseen miscellaneous expenditure. With all due respect to my wife, I am bound to say that this rather reminds me of the kind of budgeting that my wife indulges in; whenever she cannot account for any large item of expenditure, she puts it under miscellaneous expenditure. But I would expect the Railway Administration who are spending hundreds of crores of rupees not to budget like my wife.

Shri Punnoose (Ambalapuzha): Can such reference be made to a person who is not here in the House to defend herself?

Shri Frank Anthony: I feel I shall be able to make peace with my wife at home.

I would say that an overloaded administration like this should not budget in this way. There is this very noticeable and grave feature, that every item of the revised estimate is an increase on the budget estimate on that item. Look at the 1957-58 figures. Under the head 'Administration', the budget estimate was one figure, but the revised estimate was Rs. 1 crore more. Under 'Repairs and Maintenance', the budget estimate was one figure, but the revised estimate was Rs. 7 crores more. Under 'Operational Staff', the budget estimate was one figure, but

[Shri Frank Anthony]

the revised estimate was Rs 2 crores more Under 'Fuel', the budget estimate was one figure, while the revised estimate was Rs 3 crores more Under 'Operations—Other than Fuel', the budget estimate was one figure, while the revised estimate was Rs 1 crore more. Then, you get this convenient item 'Miscellaneous Expenditure' where the budget estimate was one figure, while the revised estimate was Rs 2 crores more. In every item you have come to this House and you have asked us in the revised estimates to accept an increase ranging from Rs 1 crore to Rs 7 crores, for crores mean nothing to the Railway Administration.

I am bound to say this. I have talked to the senior officials and they tell me that the Railway Administration today is bedevilled by a complex of criminal waste. And you see it nowhere until these estimates are presented to this House. I want to ask the Minister what guarantee he can give us that this kind of progressively increased demand will not take place with regard to the 1958-59 budget?

The Minister has said that the index of net ton-miles per day is an infallible reflection of increased operational efficiency. I am not going to take away some of the pleasure which the Railway Administration might like to give itself with regard to this increase in operational efficiency. I do not want to detract an iota from it and I am quite prepared to concede that an increase in the net ton-miles per wagon-day is an index of operational efficiency. But where I join issue is here that it is not the sole index. What the Ministry invariably asks this House to accept is that this figure with regard to the net ton-miles per wagon-day is the sole and the only index of operational efficiency. I have said it before and I say it again, that there are several *indicia* of operational efficiency. And I say this also that there is a general feeling among the officials on the railways that these other *indicia*

which are equal guides in measuring operational efficiency show that not only has there been no increase in operational efficiency on the railways, but on the other hand there has been a steady decline in operational efficiency on the railways. The Efficiency Bureau itself has waived aside this index of net ton-miles, and has admitted that for five or six years there was a steady decline in operational efficiency on the railways.

I am not prepared to accept the index of net ton-miles per wagon-day as the sole index of operational efficiency. I did not have much time but I have tried to look at some of the figures supplied by the Railway Board. I am only taking some of the other *indicia* of operational efficiency. I have looked at the speed of goods-engines—I am referring to steam engines—and I find this that last year the average speed in terms of miles per engine-hour for goods-trains was 11.4. In 1956-57 it has dropped to 10.5.

Then I have looked at another picture and this I feel is a very significant picture with regard to collisions, engine failures, derailments etc. These are all *indicia* of efficiency on the railways and the picture is not one of increasing efficiency but it is one of decreasing efficiency. Look at the figures that have been supplied.

In regard to collisions of other trains the highest number of collisions was in 1956-57. Then take your derailments. In 1956-57 your derailments were higher than in any other year. Then take your engine-failures. And this is a particularly eloquent index of operational efficiency. Your engine-failures were the largest in 1956-57 as compared with any previous year from 1950-51. What were these engine-failures due to? I shall presently tell the House what these engine-failures were due to. The railways are making a fetish of one thing. They have got this *babu* complex. Some glorified *babu* in the Railway

Board says that 'All that you have to do is to present to this House the figure of net ton-miles per day. The House does not know better; it will regard this as an index of increasing operational efficiency.' So, you have this fetish of producing these statistics with regard to net ton-miles per day. But you forget all the other factors which also contribute to operational efficiency.

For instance, senior engineers, when I speak to them privately say this that because the Railway Board insists on producing these statistics, we are flogging our track, we are flogging our engines. And they say that 'We as senior engineers tell you privately that within four years, not only the railways but the country as a whole will pay dearly in terms of failures and in terms of accidents. We are killing our railway track; we are killing our engines to produce these statistics. So, in four or five years, you will see an increasing number of engine-failures, and an increasing number of accidents, and you will see the price that we pay for this fetish of producing this kind of statistics.'

As I say, the Railway Board tells us one thing, and the Minister reproduces what the Railway Board tells him. But what do the senior officials say privately? They say that because of this fetish of producing these statistics in regard to net ton-miles, you would not even allow adequate time for the turn-round of engines. The running staff tell me this—and I meet thousands of them—that you do not allow sufficient time for the turn-round of engines, with the result that the maintenance of your engines, and the repair of your engines are completely inadequate. That is why you have the largest number of engine-failures in 1956-57. There is no proper maintenance; and there are no proper repairs. And I say this also that these figures that you have given us are cooked figures. I say this advisedly because the staff tell me that the full picture is never produced, and that the senior officials deliberately suppress the number of engine-failures. I

am told by the members of the staff that they cannot report an engine-failure which causes a loss of more than one hour without the previous concurrence of a senior official, because there is this deliberate policy of suppressing engine failures and suppressing loss of time, with the result that you do not get the correct picture. But the correct picture will emerge in this country. It is emerging today in an increasing number of engine failures and increasing number of accidents, and that is going to be a story which will be progressively underlined, and no amount of doctoring of figures, no amount of trying to argue it away will change the actual picture as it is going to emerge.

In these figures, I could not find—perhaps the fault was mine—any reference to averted collisions. I say this without qualification that not a day goes by on the Indian Railways when at least one averted collision does not take place. Why don't you give us the figures? The figures of averted collisions are much more eloquent than your actual collisions, because I had occasion the other day to analyse some of the accident bulletins and I saw there that everyday two trains, sometimes passenger and sometimes mail, are both brought on to the same line and collisions are averted sometimes by a few feet because of the vigilence of the loco staff. The station staff bring the two trains on the same line and collisions are averted by the narrowest margin. If collisions had not been averted, you would get major disasters in terms of human life and railway property. Yet you give us no indication of averted collisions; and the number of averted collisions is increasing everyday on the Indian Railways.

There is another matter in respect of which I want to speak in terms of unqualified condemnation of the Railway Administration. We know that for a long time it has been the policy of the Railway Administration deliberately to boost the National Federation of Railwaymen, and equally deliber-

[Shri Frank Anthony]

ately, insidiously, to suppress the other railway Unions. I know the Minister will say, 'Oh, it is our policy to encourage unity among railway workers'. This is a pretext which is much too worn, much too threadbare to convince anyone.

The railway workers, and those of us who know about railway working, know that the National Federation is a government-sponsored Union. They know that the National Federation has never, and will never, dare to oppose the Government. That is why four-fifths of the railwaymen, in spite of all your coercive methods, insidious methods, have refused to join the National Federation of Railwaymen, because they regard it as, I won't say a stooge Union, but as a government-sponsored Union and nothing more.

What is happening today? I regret to say this, but under the stewardship of the present Railway Minister the policy of trying to herd the railwaymen into a government-sponsored Union has been intensified. I know what is happening on the Northern Railway. A secret circular was issued to find out which railwaymen are all members of Unions other than the National Federation. Why do you do this? What are we living under? Some kind of a terrorist regime? I have got the circular with me.

On the Southern Railway, a circular has been issued not only to give no facilities but to deliberately place obstacles in the way of any other Union. Other Unions are told that they cannot collect the subscriptions even on railway premises. What is this? On the one hand, we are told, 'Look at the Constitution'. But on the other, look at the way we pay lip-service to democracy and to democratic problems! We have got a fundamental right given to all workmen to form unions. Yes, like so many other fundamental rights, this is a fundamental, which in practice, is being made another meaningless, empty husk.

Why do the Government deliberately seek to regiment all the railway workers into a Union which they do not want to join? Why do the Government deliberately try to suppress other Unions which the railwaymen want to join? What do the Government expect to get out of it?

I am the President of the oldest Union in the country, compared to which the National Federation is a joke. We give more benefits than the National Federation can give in a lifetime. It is the only Union which really works to real Union principles because we give every kind of benefit which a decent Union ought to give. And yet Government are trying to suppress these decent responsible Unions. What do the Government expect to get out of it? Do Government think that the workers will thereby like to join the National Federation? They will not. At worst, they will go into the extremist camp, and although I am the bitterest opponent of Communist trade unionism in the country, I will be the first, if Government try any more to regiment the railway workers, to tell railwaymen to join *en masse* the Communist Unions in this country.

The quarters position is, if anything, going from bad to worse. The Minister has said that Rs 11 crores have been set apart for quarters; 16,000 quarters have been provided in 1957-58 and 15,000 quarters are to be provided next year. I have repeatedly said that this is a scandalous provision. What are you going to do? You are trifling with it. I know that the Railway Administration has always lacked imagination. You are trifling with the quarters position. At the end of the Second Plan period, what are you going to have? An increase of 64,500 quarters! Sir, my estimate is that half a million railwaymen are without quarters. You expect to recruit another 200,000. You are providing by the end of the Second Plan 64,500 quarters. So at the end of the Plan, instead of half a million being without quarters, 650,000 will be

without quarters. And then you wonder that your railwaymen are not giving you loyal and complete service. This is a wooden-headed and unimaginative way of dealing with this problem.

The railway officials have palatial residences. General Managers live in air-conditioned—and what not—residences. And at the end of the Plan, more than half a million of railwaymen will have no homes to live in.

Then again, look at the quarters some of the railwaymen are living in. I wrote to the General Manager of the Southern Railway. What does he care? Do you think that the General Manager bothers anything about the driver and running staff at Bezwada having nothing to choose but to live in cattle sheds? They do not know where their families are. Yet you ask them to give loyal and decent service. You are quite satisfied with this hopelessly inadequate provision. Something will have to be done. If the railway officials have no imagination, why don't you get some Rehabilitation people? They have tackled this problem in an imaginative way.

A scheme has been suggested to me. I am asking the Railway Administration to get out of this wooden-headed unimaginative attitude. Somebody has suggested that you may give an advance, for instance, to the stationary clerical staff. In the Divisional Headquarters in Delhi, you have a large number of clerical staff who are not subject to transfer. Why can't you make advances to men who have done 10 to 15 years service from provident fund? They have still got a sufficient number of years of service for you to realise that in reasonable instalments You may have a scheme like this I am only making a suggestion to be able to provide another 200,000 to 300,000 quarters, not the 64,500 which will not even touch the fringe of the problem.

I was wanting to refer to certain general grievances. May I say one thing about the pension scheme? I

have welcomed it. It is an unqualified boon I believe I was the first Member of this House to make a plea for this scheme several years ago. But the railwaymen are not opting for this scheme. There are two reasons. Firstly, they do not understand the scheme. The railway officials themselves do not understand it. What is more is this. I told the railwaymen: 'Here is a good scheme. Why not accept it?' They said: 'We know the chronic inefficiency of the railways. Men who have retired for 9 years have not got their provident fund. What do you expect us to do with the pension scheme? We will not get any pension for 9 years'. Already, a number of people have opted for the pension scheme. But they have not had their pensions. Their families are facing starvation. This is the chronic, normal inefficiency of the Railway Administration. The senior railway officials cannot think. They do not think. Probably, that is a chronic condition. But they do not know the significance of the pension scheme. So the men say 'no'. They will not take the risk. They say, 'If we opt for the pension scheme, we won't get our pensions.'

Finally, I want to refer to this question of selection.

The Deputy Minister of Railways (Shri Shahnawaz Khan): May I intervene at this stage. The hon. Member has made a very serious allegation that a large number of people have not got their provident fund for nine or ten years. I would like the hon Member to give me a list of such persons so that I could reply suitably. There must be some reasons for that.

Shri Frank Anthony: I have been writing continuously to the Railway Administration. The case of nine years happened on its door-step. He got it after nine years. But today as a matter of practice people are not getting their provident fund for a period of one to two years. I do not write to the Deputy Minister, I write to his senior colleague. Everyday I am writing to him of these people not getting their provident fund dues.

Mr. Chairman: His time is exhausted

Shri Frank Anthony: I will bow to your decision I wanted to speak about selection I will perhaps raise it under a cut motion

सरदार अंडू तिंडू सहगल (जजगोर) समाप्ति जी, रेलवे मन्त्रालय ने जो बजट पेश किया है उस पर जनरल बहस हो रही है। उसको देखते से मालूम होता है कि रेलवे ने उच्चति तो जूसर की है इसमें काई दो रायें नहीं हो सकती। लेकिन मैं आपका ध्यान बैगन और कंरिंज में काम करने वाले क्लास ४ के साउथ ईंस्टन रेलवे के कम्बिनेशनों की ओर दिलाना चाहना हूँ। ये कम्बिनेशनों को किस्म के हैं। एक तो जैड क्लासी कहलाते हैं जो कि अनस्किन्ड होने हैं और दूसरे पी० टी० एम० यानी सेमी स्किल्स होते हैं। हमारे बहुत मे नौजवान जो कि आठवीं या नवीं ज्यादत तक पढ़े होने हैं वे भी इन लोगों में भरती हो जाते हैं और काम कर रहे हैं। वे अपना काम अच्छी तरह ग कर रहे हैं। जब १९५४ मे हमारे उप मन्त्री महोदय ईंस्टन रेलवे का निरीक्षण करने गये थे तो इन लोगों ने उनके मामने अपने ख्यालान रखे थे और मे उप मन्त्री महोदय की नारीक कम्बना कि उन्होंने हृक्षम दिया कि इनमें जो पढ़े लिखे लोग हैं उनको हमे आगे प्रोमोशन देना चाहिए। यदि ये दूसरी परीक्षाये पास कर से। रेलवे बोर्ड ने जो हृक्षम दिया उसमे भी इस चीज पर ध्यान रखा है। लेकिन मे अकमोस के साथ कहना चाहता हूँ कि रेलवे बोर्ड का आंदर होने हुए भी इन सेमी स्किल्ड लोगों को परीक्षाये पास करने के बाद बराबर जगह नहीं दी जाती। मैं साउथ ईंस्टन रेलवे के बारे मे मन्त्री महोदय से कहना चाहता हूँ कि वे इस चीज को एजेंट्जामिन करें। मेरा कहना है कि अनस्किल्ड और सेमी स्किल्ड लेवर में जो लोग पढ़े लिखे हैं, जो कम से कम आठवीं क्लास तक पढ़े हैं, अगर वे परीक्षा पास कर लें तो उनको प्रोमोशन देना चाहिए। इस तरह से हम अपने यहाँ के

अनएम्प्लावमेंट के प्रधन को भी कुछ हद तक हम कर सकेंगे।

इसके साथ ही मे आपका ध्यान देन एजामिनस की पे स्कैल्स को तरफ दिलाना चाहता हूँ। जो पहली पे कमीशन बैटी थी अगर उससे कुछ गलती हो गयी तो उसको बराबर जारी नहीं रखना चाहिए। मे आपका ध्यान रेलवे एक्सीडेट एनकवायरो कमेटी और रेलवे एक्सीडेट एनकवायरो रिवीलिंग कमेटी को सिफारिशो के आर दिलाना चाहता हूँ। उसके कहा गया है

"The same on par with other technical supervisors of workshops and locosheds"

यदि आप एक्सीडेट एनकवायरो कमेटी को रिपोर्ट के पेरा १५५ को तरफ देखे तो आपको मालूम होगा कि दर असल जा रिपोर्ट मे लिखा है उम पर आपने किनना अमल किया है। मे तो कहा कि अगर हमने काई कमेटी बनायी है और उसने जो सिफारिशो को है उनको अच्छी तरह मे एजामिन करना चाहिए। यह नहीं हाना चाहिए कि अगर कोई बड़ा अफमर उन सिफारिशो के राय के अनुभार नहीं चल सकता है तो हम उन सिफारिशो को न मान। मे समझता हूँ कि ऐसा करना आपके लिए अच्छा नहीं होगा। अगर आप रेलवे एक्सीडेट एनकवायरो रिवीलिंग कमेटी की रिपोर्ट के पेरा ६७ को देखें तब भी आपको पता चलेगा कि उन्होंने इसके बारे मे क्या लिखा है। इन सारी चीजों को देखना चाहिए।

श्री शहनवाज जा। मे आनरेविल मेम्बर को करेक्ट कर दू। यह एसोडेट रिवीलिंग कमेटी नहीं है बल्कि एक्सीडेट रिव्यूयिंग कमेटी है।

Shri Harish Chandra Mathur (Pali): But it is more revealing.

सरकार और सिंह सहपाल : धनेशी से दी आवा नहीं है। तो मैं आप से ज़रिज़ और बैगन के लोगों के बारे में कह रहा था।। इस क्रमेटी की रिपोर्ट के पैरा ५०६ से आपको मालूम होगा कि दर अमल इन लोगों को दूसरे लोगों से अलग रखा गया है। इन रिपोर्टों को देखने से आपको मालूम हो जायेगा कि इस कमी को दूर करने के लिए आपने क्या कदम उठाया है। कुछ रेलवेज में आपने इस तरफ कुछ कदम उठाया है। लेकिन अगर आप साउथ ईस्टन रेलवे को देखें, नार्थ ईस्टन रेलवे को देखें या वेस्टन रेलवे को देखें तो आपको मालूम होगा कि आपने इस दिशा में कितना कम कदम उठाया है।

इसके साथ ही साथ मैं आपसे पूछता चाहता हूँ कि आप ग्रेडेशन के मिलमिले में आपने क्या करने की कोशिश की है। मैं जानना चाहता हूँ कि इस बारे में आपने साउथ ईस्टन और नार्थ ईस्टन रेलवे में कितना कदम उठाया है। आप इस तरफ ध्यान दे तो आपको मालूम होगा कि आपने इस दिशा में कितना कम कदम उठाया है।

इसके साथ ही साथ मैं आपसे कहना चाहता हूँ कि जो नाग बैगन इडेट करते हैं उनमें आप फीस चार्ज बरते हैं। हमारा यह कहना है कि आप उनमें इर एक बैगन के इडेट पर ५० रुपया ले। इस ५० रुपये में से ३० रुपये आप बैटरी सीक्योरिटी रखे और २० रुपया अगर आप उनको बैगन न दे सके तो उनको लौटा दे। ऐसा करने में बागस इडेट आपके पास जितने आते हैं उनने नहीं आवेगे।

साथ ही मैं यह भी कहना चाहता हूँ कि जो आपके फारविंग नोट्स होते हैं उनमें दुकानदार पुढ़िया बाधते हैं। इसका कारण यह है कि आप बिना कुछ लिए लोगों को फारविंग नोट्स देते हैं। जो कागज बचते

हैं उनको दुकानदार पुढ़िया बाधने के काम में लाते हैं। इस विषय में मेरा यह सुझाव है कि इनकी कीमत आप पाव नया पैसा फी कार्ब कर दे तो आपको भी कुछ आवदनी हो जायेगी और इस प्रकार फार्मों का दुरुपयोग भी नहीं होगा।

इसके अलावा मैं यह आपसे अर्ज़ करना चाहता हूँ कि बिनासपुर-कटनी सेक्षन में जितनी स्पैड से गाड़ियां चलनी चाहिए उतनी स्पीड में नहीं चल रही है। आप देखें कि अनूपपुर से कटनी तक ज्यादा तादाद में कोयला जाता है। इस में कोयले का सचं ज्यादा होता है। मेरा सुझाव है कि अगर इन नेक्स्टन को आप इनेक्स्ट्रिक ट्रेन सेक्स्टन कर दे तो आपका बहुत कोयला बच सकता है और इस तरह में जो ज्यादा कोयला खचं होता है उसमें किफायत हो सकती है।

इसके साथ ही साथ मैं आपसे यह अर्ज़ करूँगा कि इस बक्से जो हमारे यहां देने चल रही है वे ठोक समय पर नहीं चल रही है। जो समय निर्वाचित है वरकिंग टाइम टेबल पर उससे अधिक समय लेनी है। आप टाइम शिड्यूल को देखे तो आपको मालूम होगा कि टाइम टेबिल में एक एक और डेंड-डेंड घटे का मारजिन आप देने हैं। आप देखें कि यहां से मधुरा के लिए आपने कितना मारजिन दिया है। इस पर भी अगर गाड़िया बक्त पर न चले तो कहना पड़ेगा कि हमारे कार्य से एफोसेन्सी की कमज़ोरिया है। इस और भी आपको ध्यान देना चाहिए।

इसके साथ ही साथ जो आपको रेल ६७ या ६८ पाउड की है, मुझे ठोक से पता नहीं, उनको अगर आप ६८ और ११० पाउड की कर दे तो गाड़िया ज्यादा स्पीड से चल सकती है।

आपने जो जोन्स बनाए हैं, उनमें कुछ में तो आपने डिविजनल मैनेजरेंट रखा है।

[सरदार अ० सिं० सहगल]

मैं यह कहना चाहता हूँ कि ऐसे जितने भी रेलवे जोन्ज बचे हुए हैं, जहा पर डिविजनल मैनेजमेंट जारी नहीं किया गया है, उन सबमें उसको जारी कर दिया जाय।

हमारे यहा रुकेला और मिलाई में स्टील-स्लाइट्स बन रहे हैं। आपको वैगन्ज को असेम्बल करने की शाप की भी जरूरत होती—वह चाहे अब हो या दो वर्षों के बाद हो। इस तरह की बैगन शाप साउथ इंस्टन्ट रेलवे के बिलासपुर जक्षन स्टेशन पर, जहा से कि मैं खुद आता हूँ, बनाई जा सकती है। वहा आप को काफी जगह मिल सकती है। वहा पर बोगी-स्ट्रियर की भी व्यवस्था हो सकती है, क्योंकि वहा पर लकड़ी किफायत से मिलती है। इस सम्बन्ध में यह कहा जा सकता है कि इस काम के लिए जिस विस्म की लकड़ी की जरूरत है, वह शायद वहा न मिले। मैं यह अर्ज करना चाहता हूँ कि आप आपने एक्सप्टर्म के जरिये इस बात की छानबीन कराये कि वहा पर बांगीज बनाने के लिए ठीक किस्म की लकड़ी मिल सकती है या नहीं। यह भी सवाल आ मैक्टा है वि हमारे पास जगह कहा है। मैं कहना चाहता हूँ कि वहा पर फदहालार वा जगल—जा कि नहीं के बराबर जगल है—स्टेशन के करीब ही मिल सकता है।

अकलतरा स्टेशन पर माल-धक्का रखने के सवाल पर मैं कुछ शब्द कहता चाहता हूँ। वहा आउटवर्ड और इनवर्ड जो सामान आता है, उसका नक्का मैं आपके सामने रखने के लिए तैयार हूँ। इस बक्त जो आपने जगह रखी है, वह बस्ती की माइड में नहीं है। बस्ती की साइड में जहा तक हो, वह आप बराबर रखे। उसके बाद कितनी दूर से माल आ सकता है, अगर आप यह देखें, तो मालूम होगा कि २७ मील से इधर माल आ सकता है। माल-धक्का आप तोड़ने वाले हैं और तोड़ कर नया बनाने वाले हैं।

अभी आपने काम शुरू कर दिया है। मालूम नहीं कि क्यों उम्मको फिर तोड़ दिया गया था और फिर काम शुरू कर रहे हैं। मैं यह जानना चाहता हूँ कि एक बार बना कर फिर उसको तोड़ दिया गया, उसकी जिम्मेदारी किस पर है। इस तरह जनता का जो पैसा बरबाद किया गया, वह किस के जिम्मे जायगा? कौन अफसर इसके लिए जिम्मेदार होगा? जहा तक मेरा व्याल है और जहा तक मैं इस जिले को जानता हूँ, माल धक्का की तरफ सात, आठ मील से भाल आ रहा है। आप हमसे यह कह सकते हैं कि माई, वहा हमारा द्वितीय पच वर्षीय योजना में तो बहुत ज्यादा लोल चलेगा। मैं यह कहना चाहता हूँ कि कोरबा, छिंदवाड़ा और मैट्रूल इडिया के कोल फीरड वहा पर है। सन् १९५५ में आपका प्राडक्शन ६१ मिलियन टन है। यह बढ़ कर १९६१ में कर्जीब करीब ११६१ मिलियन टन तक जायगी। इसके अलावा शायरन और की प्राडक्शन १९५७ में ४३१ मिलियन टन थी, जो कि १९६१ में १२५१ तक जायगी। यही हालत बाक्साइट और लाटम-स्टोन की है। इन सब बातों की तरफ अगर आप ध्यान दें, तो आपका मालूम होगा कि अगर माल-धक्का बरती की तरफ रखेंगे, तो आपको ज्यादा गुनीता होगा। अगर इस सम्बन्ध में यह वहा जाय कि हमारे सामने फला डिकोल्टीज हैं और यह काम नहीं हो सकता है तो मैं कहूँगा कि यह गलत चीज़ है। बिलासपुर से लेकर शाडमुगड़ा तक कितने ऐसे माल धक्का हैं जो बस्ती की तरफ हैं। इस पर आपको विचार करना चाहिए। वहा रहने वाले लागे की जो राय है, उसकी तरफ आपना ध्यान देना चाहिए। जनता की राय को ठुकराये नहीं।

आपने जो एक्सप्रेस चलाई है, इस उसके लिए आपके शुक्रानुजार हैं, लेकिन अनपुर से जबलपुर तक हर स्टेशन पर बड़ा

करने के बाद भी आप एक्सप्रेस का किराया आर्ज़ करते हैं, यह कोई अच्छी बात नहीं है। आपको इसे एजामिन करना चाहिए। नैशनल कॉसिल की मीटिंग में इस पर बहस हो चुकी है। मालूम हुआ है कि अभी तक इस बार में कोई आर्डर नहीं हुए है।

श्री अ.हनवाल सां : आर्डर हो चुके हैं।

सरदार अ०-सिंह सहगल : आपने यह बड़ी कृपा की। हम पैसेंजर की तरफ से तथा अपने तरफ से आपके बड़े शुक्रनुजार हैं।

अब मैं काशी एक्सप्रेस के बार में कुछ अर्ज़ करना चाहता हूँ। इलाहाबाद तक जो जो बोगी बिलासपुर में जानी है, कटनी में उसे काशी एक्सप्रेस में लगा कर बनारस तक ले जाना चाहिए। इसमें जो ट्रायरेक्ट जाने वाले लोग हैं, उनको फायदा होगा। हमी तरह मे जो काशी एक्सप्रेस बम्बई की तरफ जाती है, उसमें आप बिलासपुर की जो बोगी है, उसे लगाइये और कटनी में उसे बिलासपुर की रात्री की ट्रेन में जोड़ दीजिए। इस तरह आप लोगों की बहुत भद्र कर सकते हैं।

Mr. Chairman: Order, order. I have rung the bell twice and even after that if the hon. Member persists in this way I cannot help calling some other hon. Member.

Sardar A. S. Saigal: I did not hear the second bell, otherwise I would not have continued. Anyhow, I shall resume my seat.

Shrimati Parvathi Krishnan (Coimbatore): Mr. Chairman, Sir, the Railway Minister's speech is most familiar and monotonous in that, as usual, the annual record is there, of patting oneself on the back. I should think he could have put it in a nutshell, he could have finished his speech by saying: there has been all-round

improvement; we are all feeling very happy about it; we would like to smile like a cat that has licked up a saucer of cream. Nobody need worry about it; please leave it all to the omniscient Railway Board and the Railway Ministry.

And it was indeed a welcome change, in the first speech Mr. Anthony on the Railway Budget did start off with this very honest criticism on his part also. It is strange indeed that I should agree with him, because, after all just as there is never any smoke without fire there is never Mr. Frank Anthony without his allergy to the Communist Party, or whatever the communists may say. But I must admit that on this occasion, taking his speech, I am in full agreement with whatever criticism he has levelled against the railway administration, against the manner in which the Budget is framed, and his criticism particularly of the manner in which operational efficiency is being assessed by the administration and by the Ministry, because these are points to which I would also like to draw the attention of both the Minister and the Member of the House.

I agree that the mileage done has gone up; the net tons that have been carried by the railways in the form of goods have also gone up. All these seem to indicate that the railways seem to be doing their bit with regard to the fulfilment of the Plan. But there is one question or one picture which does not come out of this huge bundle of papers that we are given to carry home.

For instance, let us take the question of coal. In the book *Indian Railways: 1956-57*, we are presented with figures and also in the Minister's speech there is reference to the fact that the tonnage of coal that has been carried by the railways has gone up this year. But we are not told whether the amount of coal that has been carried by the railways fulfils the requirements of the country, whether it is in keeping with other parts of

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the Plan, because production is going up, your steel plants are coming up, industry is developing and therefore, the demand for coal is increasing. But, is the capacity for the transport of coal provided by the railways in any way commensurate with the demand for coal that exists in the country? This is what one wants to know.

For instance, in November, 1956, it is said that the minimum guaranteed supply of wagons for supply in West Bengal and Bihar increased from 3,250 to 3,500 wagons per day. But was this commensurate with the target of the Coal Controller? This is what has to be brought out before the Parliament and before the public if we are to judge whether the railways are really doing their bit and doing it with sufficient efficiency and whether they are going to help in overcoming the bottlenecks that exist today in our transport system. In November, 1951, the loaded wagons were 3,116 whereas the target of the Coal Commissioner for that month was 3,699. Similarly in 1952, the loaded wagons were less than the target of the Coal Commissioner and so it goes on right up to 1954. Apart from the fact that they show a net increase in the number of wagons, do the 1956 figures really indicate that the requirements of the Coal Commissioner or the Coal Controller are really being fulfilled? This is what we would like to know, because one remembers that at the time when the discussion on the railway budget was going on last year, there was a very serious situation with regard to the transport of manganese ore. There was a whole quantity of manganese ore worth Rs. 2 crores collected there at pit-heads and there was no transport to move this commodity which gets foreign exchange, to move a commodity which if it was not moved then, would have meant closure and throwing out of a large number of workers out of employment.

We want to know how far the difficulties that exist are being overcome and what other concrete steps the

Railway Board or the Railway Ministry are taking in order to overcome them. I do not think that we are really being taken into confidence in this matter, because by giving these figures showing the net increase, we are in a way made to feel that the railways are improving and things are going up.

I am not going into the question of mileage, as Mr. Frank Anthony has already dealt with that point. So, I do not propose to take up time on that. There is one other factor, namely, when we think in terms of the transport policy in our country, we are as yet unable to conceive or visualise any picture of an integrated transport policy in this country on the part of the Government. It is not the Railway Ministry alone that is concerned, but I would suggest that there should be some committee or some organisation whereby there is an attempt to arrive at an integrated transport policy in our country. For instance, we know that in many cases the railways are having their out-agencies for passenger traffic; but, is there any plan or idea or possibility to have out-agencies for goods traffic? I think this is a very important factor, because now with our growing industries, with the Five Year Plan developing and particularly with the weakness of the railway links in the South where I come from, this question of out-agencies for goods traffic under railway control or under the control of the Government transport authorities is very necessary. Goods in the South, in parts of Konkan for instance, are being transported by lorries and these services are being plied by private owners.

Why is it that the railways do not go into this? In fact, I do not agree with those who say that there should be greater allocation for railways. Very often, the Railway Ministry tries to side-track all of us by saying, "We have not got sufficient allocation; you must pity us. The Planning Commission is unkind and that is why we are unable to cope up with this increased traffic in the country". I do not agree with that. What I feel is that unless

and until the railways and Government as a whole come out with an integrated transport policy with regard to road transport, river transport, sea transport and railway transport, unless such an overall picture is before us, unless we understand why the railways are unable to co-ordinate their rail traffic with the road traffic that may become necessary, unless this question comes before us, a lesser or greater allocation surely does not arise. Therefore, I would like to know what the Railway Ministry is thinking of this, whether the Railway Minister has given his thought to this at all and what is being done about the transport of goods in those areas, particularly for developmental programmes, where the railway link is not there.

Next I come to the question of rolling stock. We are given figures of rolling stock and we are told that the percentage of over-aged rolling stock is going down. I am not reading those figures, because they are available for everybody to see. But at the same time, I want to know why the decrease in the percentage is so very slow. Of course, the Minister will say that there are so many difficulties, the question of materials, the question of finance, the question of resources and so on. But in this connection, I want to bring to the notice of the Minister a very serious affair, not only to the notice of the Minister, but of Members of the House. In Vizag, there is a yard for assembling of wagons that are imported. That is to say, various parts are imported and the wagons are assembled there. I have got some very reliable information and I am quite willing to discuss it with the Minister. But I would also like to refer to it here. I have been told that the contract for the assembling of wagons in the Vizag Yard was given to a particular contracting firm. When tenders were called for, Rs. 2 lakhs security deposit was asked for and this was said to be the firm that was in a position to give this security deposit.

In 1955 this contract was given to this firm and it was made formal

sometime about October or November. I am not going into the details here. According to this contract, the wagons were to be completed within a period of 12 months and they were supposed to supply 30 wagons a day. But as far as I know, the contract is not being adhered to and certainly not even 50 per cent of the job has been done. Another information that has come to our notice is that even as late as October 1957 the contract agreement has not been signed between the contractor and the railway authorities. This is a very serious matter. You give us a whole lot of figures showing that the over-aged rolling stock percentage is going down, that we are doing this, that and the other. You say, this is the production in Perambur, in Chittaranjan and in the Hindustan Aircraft Factory and you give a lot of figures to show that production is going up. In the Minister's speech particularly, he has indicated that the percentage of imported wagons is going down in the coming year. But why is it that such cases are continuing? Why is it that we continue to have cases of big wastage and corruption on the railways? This ought to be gone into, because this particular case is very serious. You find firstly that the contract is not being fulfilled. You find that according to the agreement, the number of wagons that are to be assembled are not being assembled in time. Yet, the Railway authorities do not seem to be taking any action. Even when the local officers write to the Railway Board, they do not take action. I do not know the strange workings of the Railway Board and where they get their inspiration from or who is it that signs their papers. Maybe angels come and sign the papers at night when they are asleep. But, anyway, there seems to be something going wrong somewhere. It is a very serious matter and it must be looked into as soon as possible because this is not only a question of the rolling stock position not improving but this is also a question of serious loss to the railways and it is the general public that is finally made to pay for the loss. Again, the railways have to pay

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demurrage to the shipping companies. For that, probably, they may give the argument that one of the terms of the contract is that the contractor must make good the loss. We know how the contractors get round the losses; and they make good the losses and it is, finally, the railway administration that has to suffer for the losses.

I am told that a report has been submitted to the Railway Board—this was quite some time back—that there is insufficient supervision of the work on the part of the contractors; there is inadequate labour force; there is insufficient number of tools and all that. Therefore, I would request that this sort of thing should be looked into immediately. Not only that; Parliament should be taken into confidence about these cases when such cases arise, about what action has been taken and how you overcome these defects that are existing in the administration.

Another point with regard to operational efficiency. In the report, the Railway Minister has said that the efficiency has gone up; increased mileage is there and so on. At the same time, he does not deal with or take us into confidence about the complaints that have consistently been coming from the railway workers and employees.

Mr. Chairman: The hon. Member must conclude soon.

Shrimati Parvathi Krishnan: Sir, may I place before you that I am speaking on behalf of my group.

Mr. Chairman: I can certainly allow the hon. Member more time if there is something in writing that she is speaking on behalf of the group. If that be the assurance, I can allow more time.

Shrimati Parvathi Krishnan: As the hon. Speaker has said that leaders of groups may get some time more. I am speaking on behalf of my group.

Complaints continue with regard to the non-supply of spare parts. The hon. Deputy Minister is there and it is not necessary for me to go back and quote his reply to a question that was tabled some time in November. He has admitted this himself. This is not a wild accusation. We are told that we make wild accusations and nobody knows where we get our information from and so on. This time my informant is none other than the Deputy Minister of Railways himself. He has said that there is shortage of spare parts and it is being looked into. But, complaints continue. This shortage of spare parts has affected operational efficiency, in the sense that in the loco-sheds and wagon sheds there has been this complaint of shortage of spare parts.

There have been very serious complaints and we would like to know what is being done for overcoming this. Let me give one example. In the South Eastern Railway, about 2 or 3 months ago, a gangman was killed. An enquiry is going on into that and I do not want to comment on that. But, hon. Members will be interested to know how that gangman was killed. He was not killed being overrun by train or anything like that. Those accidents come in the Press. But, the reason why he was killed was that the brake nuts were loose and the brake-block came off and knocked this gangman down resulting in his death. This is just one case that I bring to your notice. It is a very serious matter. It is not only the death of a gangman; but it means that the spare parts are not available and that your rolling-stock is allowed to go on to the lines with defective brakes, which may result in major accidents.

Similarly, I visited a loco shed in the Southern Railway and there I heard some complaints. It is not only the question of spare parts. We are told, for instance, that the railway staff has increased and the numbers are always given category-wise. But, what did I find there in the loco shed?

I found that today you have the same number of workers, to handle 117 engines, as were handling 75 engines. How does this happen? Firstly, they do not get sufficient number of spare parts. Secondly, due to heavy work-load they do not get the time which is necessary for checking these engines and seeing that they are in perfect condition before they are sent back on to the track. This is a very serious matter and I agree with Shri Frank Anthony in pressing upon the Railway Minister that the question of job analysis has got to be taken up immediately and has got to be looked into with all seriousness.

This is a demand that we have been placing time and again. Shri Nambiar, Joint Secretary of the Southern Railway Labour Union, who was a Member of this House, has repeatedly been putting this matter before the Minister and before the administration. But, so far, nothing is done.

In the Goods shed in the same station Erode the staff continues to be the same as in 1938—that is some 20 years ago—but you find that the volume of work that they are handling is very much greater than it was 20 years ago. The hon. Minister himself cannot deny this because that is what he has been saying year in and year out, in every speech that he makes, that the volume has increased. He has himself admitted this, and it is very necessary that this increase in work-load should be gone into.

Another very important fact with regard to operational efficiency is that when you have engine failures somebody is to suffer for it. It is not that the railway administration is in the wrong. Oh, no! how can they possibly be wrong? On the other hand, somebody has to suffer. So, you find that sometimes the engine driver is suspended or demoted or his promotion is stopped or somebody in the loco shed is made responsible. And, all the time, the root of the matter is not touched, that is the question of adequate supply of spare parts and question of properly assessed work-load.

This is where I would like to draw the attention of the hon. Minister to the evidence that was given by Shri G. D. Pande, who was Chairman of the Railway Board and who gave evidence before the Estimates Committee. He made one very important point there, and, I think, it would be well to remind the Members of the Railway Board and the Railway Minister of at least some good things which had been said by him in those days. For instance he said before the Estimates Committee that it was more or less the human element than anything else which accounted for most of these accidents. He was talking about accidents in the railways.

Mr. Chairman: I wish to say that proceedings of the Estimates Committee are confidential unless they have been published.

Shrimati Parvathi Krishnan: I am not a Member of the Estimates Committee, but as a Member of Parliament, I got the evidence.

Mr. Chairman: I am not sure if the evidence is published and is not confidential.

Shrimati Parvathi Krishnan: Anyway Sir, what he said there was that this question of human element is very important with regard to operational efficiency and with regard to accidents. In the railways today, the manner of handling and dealing with the various complaints that come from the employees is such that they are not gone into properly and there is a lot of delay. There are instances of engine drivers being suspended because there has been an engine failure though it is not a fault of his own. Very often you will find that they are made responsible for accidents because they found some defect. But, then, somebody has to be made the scapegoat.

Shri S. M. Banerjee (Kanpur): May I mention for the information of the hon. Member that there was an accident today near Sonarpur—near Calcutta—in which 5 men have been killed and 44 injured?

Shrimati Parvathi Krishnan: I would like to remind the hon. Railway Minister of the assurance he gave on the floor of this House when replying to the discussion on the Railway Budget last year. At that time, during the course of discussions we requested that joint committees should be set up at all levels and at important stations. If those committees are set up, it will help a great deal to improve the relations between one category and another category of workers. At the same time, with their collective knowledge and with their collective thought, they would be able to overcome a large number of defects that exist there, and they would be able to give suggestions also to the Railway Board which it can look into. This is a very important thing. We were assured that such committees would be set up. He gave a general assurance. Unfortunately, until now, one does not see that assurance being translated into real action. It is very urgent and necessary that these committees should be set up because you ask for workers' co-operation and you say that you have a human approach towards them but when it comes to real action, all one has is the nice and sweet words as to how the workers are thought of and we believe in socialism which is going to be a paradise—heaven knows when it is going to materialise—and so on. But when it comes to this very small thing which is not going to cause any expenditure or any revision of estimate but which will really help to raise the efficiency, we do not find the Minister taking this up.

With regard to the question of overcrowding, we have been told that there are a large number of trains and that their number had been increased—119 on the broad gauge and 43 on the metre-gauge in 1956-57 and 118 and 27 respectively during the current financial year upto 1st December, 1957. I do not know where all these increased trains are going because overcrowding continues. That is one of the key troubles.

Shri Shahmawas Khan: The increase in population continues.

Shrimati Parvathi Krishnan: But where have these 119 or 118 trains disappeared? I have not seen them in the area that I come from. We have been asking repeatedly for extra trains on the South Western Section of the Broad Gauge. It is a crowded line. We have asked for an extra janata from Madras to Mangalore, one from Madras to Cochin and more accommodation from Cochin and Mangalore to Bombay. Nothing materialises. But here there are figures which do not convey anything. When I come in the Grand Trunk, I do not see any decrease in overcrowding. The other day, I went to Asansol and I was coming back after visiting the scene of the accident. I found that on this railway also, from Howrah to Delhi, there is a great deal of overcrowding.

Of course women suffer the most because the husband gets the women and children put into the limited accommodation that is there for the ladies. They have to sit there with all the luggage and the children. And periodically at some particular station the husband comes and says "Give my lota I want to have some water to drink". She has to go under all that luggage and take out that

Shri Harish Chandra Mathur. Is the complaint against the railway or the husbands?

Shrimati Parvathi Krishnan. Therefore, I feel very deeply I am only pointing out the failure of the Railway Administration to overcome this problem. The passengers do suffer terribly from this overcrowding and it is to be very seriously looked into.

In the few minutes that are left to me I would touch on one or two problems of the railway workers. Time and again we have raised on the floor of this House the question of victimisation of railway workers. A large number of cases are there. A resolution was discussed in the last session. The reply we get from the Minister with regard to this question is as

monotonous as his Budget speech because in the speech we have this monotony of all-round improvement, in this the monotony of the matter bring "looked into".

With regard to the victimisation of workers whether it be the most diminutive Minister in the cabinet the previous Railway Minister, Shri Lal Bahadur Shastri or the more solid figure that we have before us now, we are always told: "Please bring these cases to me personally. I will look into each one of them. We are certainly interested in the workers." But nothing seems to happen. We have in our list workers who have been victimised from as far back as 1946 and 1948—all under suspension. They have been suspended not because of any dereliction of duty but because all of them or most of them happen to participate in union activities or be seen with Shri Nambiar or Shri Vittal Rao or because they gave a memorandum to the present Governor of Uttar Pradesh. These are flimsy reasons on which they had been victimised. Today we are asking for the co-operation of the workers. But these workers have got the best record as workers in fulfilling their duty. Thus, there is no positive approach towards them at all. We have a list from Bengal which one of our Members will be presenting to the Minister. There 300 workers are under suspension.

I just fail to understand why they are charge-sheeted and suspended in hundreds just because some welfare officer who is very closely connected with the National Federation of Indian Railwaymen gives a report or because the workers belong to some other labour union or outside the ken of the Railway Board. Workers are charge-sheeted and suspended because they have had the courage to come forward with cases of corruption. There is a case of a worker in Howrah—Mr. R. K. Mazumdar—who was charge-sheeted and suspended because he had the courage to come forward and report a case of corruption. Maybe, the sum involved was

not large. The services of a worker in the Southern Railway had been terminated because he had the courage to come and report a corruption case. This is no reward given to people who come forward to co-operate.

You talk in terms of giving the workers complete liberty and every opportunity and ask for their co-operation. There, as usual, there is the ending in the Railway Minister's speech:

"There is, however, no room for complacency and I am sure, that the railwaymen will continue to keep before them the highest ideals of dedicated service to the country."

Whom are these victimised workers asked to dedicate themselves to? Dedicate themselves to starvation, to this kind of discrimination just because they belong to one union or another? I would appeal to the Minister to take up this question of victimised workers as speedily as possible.

Mr. Chairman, as my time is up, I suppose I have to conclude but I would crave your indulgence as I have got two more points which I should mention. One is with regard to the labour welfare. Very little sum is allotted. I have visited some of these railway hospitals and railway quarters in preparation for the Railway Budget so that I should not be misled by the Railway Minister. He has given these increased figures in the number of beds. These figures are misleading as the figures with regard to operational efficiency. It seems we have a disease in the Railway Ministry to give these figures which sound very nice and look very nice in black and white but actually do not convey anything. Take Golden Rock which is a railway colony completely. There is a very big workshop there with 7,000 workers and there is a population of 20,000. The number of beds in the Golden Rock hospital which, we will probably be told, had been increased to ten, will be 105. I ask you: is there any relation between the number of beds and

[Srimati Parvati Krishnan] the railway workers and their families? Apart from this, the Railway Administration is so efficient that for 75 per cent of the time, the full strength of doctors is not there, they are not there, they are either on leave or on transfer or something is going on. Nobody knows except the Railway Board and the Railway Ministry, in their wisdom and of course the General Manager of the Southern Railway whom I have not got enough time to go into. There is the shortage of beds on the one hand as far as requirements are concerned and, on the other hand, the doctors are few. When indents are made for medicines they just lie in the offices for days and days and the railway workers are giving a little bit of coloured water—one colour for the Asian flu, a different colour for the Golden Rock flu and a third colour for the Delhi flu. This sort of thing goes on. This must be looked into because labour welfare is very important, if you want your railways to run efficiently, if you want your workers to be happy. Here I would remind you of the words of Mahatma Gandhi when he addressed a meeting of labourers as far back as 1920 in Madras. What he said at that time was—and I think it is very important that we should remind our Railway Minister about that, because his general attitude towards labour seems to be one of smile and "we will surely look into it" but nothing practical seems to come out of it—this

"A nation may do without its millionaires and without its capitalists, but a nation can never do without its labour."

This is what I would like to remind the Minister of. You victimise your employees. You do not bother about their quarters, their health, their families and the education of their children, at the same time, you want them to come forward and "dedicate" themselves to further slavery under the Railway Administration.

In conclusion, Sir, I would like to come back to the point of having an

integrated transport policy, how very necessary and very important it is if our Plan targets are to be fulfilled. In connection with this general transport policy and general policy of the Government with regard to transport throughout the country, I would like to bring up a very important issue that has been pending for a long time, and that is the question of the nationalisation of Light Railways. You had a Study Group on Light Railways. They have made their suggestions. And, I do not see why the Railway Administration cannot take early steps in this direction. Take, for instance, the Delhi-Shadara-Saharanpur Railway. We have been told that this Railway has got heavy traffic. It is a very important Railway. It is very necessary that the Railway Administration should take over the Light Railways of that type. You have also got the Bokharpur-Bihar Sharif Railway, which the Patna District Board has already said should be taken over by the Railway Administration. They have already said that they are unable to cope up with the traffic. The traffic is increasing there. It is an important pilgrim centre. What are you going to do if that Railway deteriorates? Afterwards you will say that it is going to be very difficult because you have to do this and do that the Railway is in such a bad condition and it will be like a millstone. Therefore before it is too late, evolve your policy which is going to help in all directions, evolve your policy in regard to the Light Railways and nationalise the Light Railways. You will certainly find that you will be able to show something real and true with regard to operational efficiency at least as far as those railways are concerned.

Further, I would also request the hon. Minister to enlighten us as to what is the policy of the Railway Ministry with regard to the allocation of the hundred diesel locos that have been ordered; whether these diesel locos are going to be used in marshalling yards; if so, where are they going to be used. Are you going to give a

larger number to the south? The question of coal is a very important one. That would save you a great deal as far as coal transport from north to south is concerned, because now you spend a lot in subsidizing coal which goes by ship. Unfortunately, Sir, for lack of time I am not going into the details, but I would welcome from the Railway Minister an enlightenment with regard to the policy on Light Railways, an assurance that as soon as possible you will take a decision to nationalise them because that is very important.

Before concluding, Sir, I would once again repeat the plea that the attitude to labour, the attitude towards the recognition of the various organisations should change, and that you must have a more co-operative attitude. This wild charge-sheeting of workers on almost flimsy grounds, victimising workers either because of political opinions or because they are courageous enough to come forward and criticise and give information which lead to enquiries involving higher officials, should be stopped. This attitude should change. The most important of all is that you will get the confidence and the fullest co-operation of railway workers when two things are done by you. One is the formation of joint committees, and the other is the recognition of the various unions in which the workers have confidence. Have a ballot if you like. We are prepared to have that, and on the basis of the ballot decide which is the union to be recognised. We will welcome it and co-operate with you.

Shri Ashok Mehta (Muzaffarpur): Mr. Chairman, Sir, I would like to examine the functioning of our railways and invite your attention to what in my opinion are four significant desiderata.

The first point which deserves our attention is the problem of grouping or regrouping of railways. This problem of grouping is important. I do not know if any kind of rationale about the groupings of railways have been worked out so far.

12.47 hrs.

[**Mr. DURRUTY-SPEAKER in the Chair**]

Only recently a new Railway Zone was constituted; that is, the North-East Frontier Zone. Personally, Sir, I am happy that we have at last provided an administrative set-up in Assam and in frontier areas, which will be able to look after and cater to the transport needs of such a strategic part of our country. But I would like to know whether this decision was arrived at because the strategic importance of Assam was suddenly realised, or there were political pressures at work. I have a feeling—I would be happy if I am told that I am wrong—that certain kinds, certain amount of political pressures were at work, and if these political pressures are permitted it is bound to lead to all kinds of difficulties. I believe that our Railways should be insulated against this kind of political pressures, and if political pressure is to be permitted at one stage—I do not use the term "political pressure" in the derogatory sense—popular pressure or popular views in the matter will have to be taken into consideration elsewhere also.

I find that as a result of regrouping, for instance, the State of Bihar will have not a single, even a regional, office of the Railways. In Orissa, from which my friend comes, there has been a demand for a regional or divisional office. I am told the Railway Minister had said that not only one but the conditions in Orissa State are such that, perhaps, even two divisional offices can be set up. What do we find? Not a single regional office exists there. There are places like Khurda Road and others which are eminently suited. I do not want to go into the details because the Railway Minister knows about it. As many as 96 members of the Orissa Legislative Assembly and a number of Members of Parliament had invited his attention to this matter.

In these matters either such political pressures, popular pressures are to be accepted, or the matter should be viewed and considered from

[Shri Asoka Mehta]

purely operational and economic angle. If these matters are going to be considered purely from an operational and economic angle then the question arises, has such a study been made, and, if such a study has been made, has any kind of rationale been worked out and will that rationale be placed before us. I find, for instance, that the Mudaliar Committee which recently went into the matter has come to the conclusion:

"We consider, however, that such organisational efforts that may be needed to meet the challenge of heavy increase in traffic will not solve the innumerable difficulties that have been created by the formation of large zones in 1952."

"In the high tempo of traffic during the second and third plan periods, this large zone will prove a severe handicap and will most seriously affect the efficiency of operation. It is imperative that every attempt is made to rectify as quickly as possible what was done in 1952 by the creation of the large zones".

This whole question of regrouping was partially and tentatively gone into by the Kunzru Committee. After that it has been decided by the administration, and to the best of my knowledge, as far as the general public is concerned, the decision seems to have been taken in an *ad hoc* manner. This House and the wider public outside must be taken into confidence about what ultimately are the governing criteria on which this problem of regrouping of railways has been, and is being tackled.

Here is an important Committee; a committee that has given us a very valuable report has come to the conclusion that I have just quoted. I have read the minute of dissent and I would invite your attention to the rejoinder that the majority of the members of the Committee have given to the minute of dissent by two railway officials. If you go through the whole

controversy that is there between the pages of this report, you will find that on this matter on which this competent Committee has come to the conclusion, the Railway Board is not in a position to give any kind of clear assessment. The evolution of the right kind of governing criteria ultimately will have to be determined by a body outside the Railway Board. The Railway Board's expert experience and its advice of course will be very valuable, but the final determination has got to reside outside the Railway Board.

This is a question of major importance, because a Committee like this in its report says that the future of the Five Year Plan, so far as the transport component in it is concerned, depends to a considerable extent upon how we regroup our railways. I therefore suggest that this is a matter on which we are entitled to far more informed opinion than we have been given so far.

The next point to which I would like to invite your attention is the systems of organisation. Here we seem to be moving about virtually in a jungle. The Kunzru Committee had said, I believe in 1948, that the Railway Board was against divisionalisation, and the view expressed by that Committee was that "the weight of opinion appears to favour departmental organisation." In 1952-53 we were informed by the then Railway Minister and by the Railway Board through him that the Railway Board favoured regionalisation. In his budget speech in February, 1956, Shri Lal Bahadur Shastri, who was then the Railway Minister, had told us—I am quoting his very words:

"Experience of the working of the regional set-up and the prospects of substantial development in traffic and work load in the coming years have indicated the need for unified control of each area which is a feature of the divisional pattern. It is proposed to introduce this organisational change shortly to.

here, the lines are given—

"and extended thereafter to other railways. It is hoped that this change will ensure fuller co-ordination and greater efficiency."

At that time, I was a Member of this House and I was also one of those who congratulated the Railway Minister on evolving this system. I thought here at least after very careful consideration, even though the weight of the Kunzru Committee's evidence was against it, as a result of mature consideration the Railway Ministry had come to the conclusion that the proper system of organisation is divisionalisation. This particular policy was pursued, because we find that the Mudaliar Committee tells us, and when the report was signed as late as April 1957, that,

"We understand that the question of introducing the divisional organisation generally on the railways with a view to improve the efficiency of performance is being actively pursued"

Ten months back, the policy of divisionalisation which was initiated by Shri Lal Bahadur Shastri was being actively pursued, and then what do we find? One fine morning like a bolt from the blue, even the regional organisation that existed on the North-Eastern Railway was dismantled and overnight it was decided that the district pattern of administration would be introduced on that railway. Simultaneously, I am told that the regional pattern was introduced in the South-Eastern Railway.

Here again I would like to know what ultimately are the governing criteria, what decides, what determines, the adoption of one particular pattern or the other. I would like to know whether, what is sauce for the goose, that is, the South-Eastern Railway, is not also sauce for the gander, that is, the North-Eastern Railway. If that is not so, surely, it should not be done in an arbitrary fashion. I have talked about it to a lot of people, because the part of the

country which I have the honour to represent in Parliament has been deeply agitated by what has been happening. Therefore, we have had ample opportunities of knowing the minds of the people on this subject. They have a feeling that these things are being done in an arbitrary manner. I would never be a party to having a Grand Moghul in our Railway Ministry. He has got to tell us why a particular policy has been followed and explain to us to our satisfaction what precisely is the rationale of the changes. Frequent changes like this, introducing one pattern after another, as the Kunzru Committee has pointed out, have far-reaching effects. They adversely affect the morale of the workers and therefore also affect efficiency.

The Kunzru Committee at least has given us a wealth of statistical data. It has given us a lot of material by which to judge whether one system is good or the other one is good. I am not aware—may be I am ignorant and I would like to be enlightened—of the Railway Ministry having ever taken the trouble to place before this House a detailed report on the working of the different systems—the district system the regional system and the divisional system—and showing in terms of operational efficiency which particular system is the best. Or may be the different systems are suited to different conditions in the country. But surely we should know that these things are not being decided in an arbitrary manner as a result of all kinds of extraneous pressures that are being exerted for the purposes that are best known to those who exert them.

May I invite again your attention to the Kunzru Committee's report on this subject? Ten years back, the Kunzru Committee had warned us that this question of determining the pattern of administration, of what is the most suitable system of organisation for the Indian Railways, will become one of first importance in a few years' time. May I suggest that the time has come when this matter

(Shri Asoka Mehta)

also needs to be gone into thoroughly, not by those who have been making and unmaking these systems to suit their whims and their fancies but again by a competent body in whose judgment we can have the fullest confidence.

This matter is linked up, and has a considerable relationship, with the whole problem of operational efficiency. I will not go into it. Various committees and commissions in their reports have told us how very vital this system of administration is to the problem of operational efficiency. When we are all perturbed about operational efficiency, if this problem is permitted to be resolved in an arbitrary manner in which it has been settled and in a contradictory manner in which it has been settled, I am afraid we shall be guilty of dereliction of duty towards the vital question of operational efficiency.

The next point that I would like to invite your attention to is the need for greater co-ordination between the different Ministries. Some months back, I had the privilege of working on the Foodgrains Inquiry Committee. While I was there, on behalf of the Committee, I sent a set of questions to the Railway Board, which the Railway Board was good enough to answer in great detail. I am sorry that we have given up the practice of publishing the evidence that used to be placed before the committees and commissions in the past. As a humble student of economics, I have learnt a lot from the different volumes of reports and evidence that were published during the British days. But, for reasons which are not known to us, that kind of material is not made available to us now. So, I shall not place before the House the information that was supplied to us by the Railway Board. I may say here that it is for the Government to make this kind of information available.

14 hrs.

I have found from the information that has been supplied that there was considerable amount of lack of co-ordination between the Food Ministry and the Railway Board, though a representative of the Railway Board sits in the Food Ministry and, as far as the normal functioning is concerned, there is certain amount of mutual adjustment. Here is the Food Ministry interested in building up a large number of warehouses and godowns. We have to import a considerable amount of foodgrains; we are also interested in large-scale procurement inside the country. So the question arises: where exactly should these warehouses and godowns be located? Should they be near the ports? Should they be at places where there is likely to be chronic deficit? These reasons and about half a dozen other reasons are vital points, about which I will not go in detail because it will not be good to develop these things here. But we find that over these vital matters over a long period the requisite co-ordination had not been established.

I believe, simultaneously with the publication of the report, probably a better liaison between the two Ministries has been established. If that has happened, I am very happy. But I would suggest that similar liaison is necessary, some co-ordinated thinking is necessary, as far as other Ministries are concerned. For instance, we are all vitally interested in the promotion of our exports. The Mudaliar Committee has gone into the matter and it also comes to the conclusion that:

"We recommend that a small permanent Committee be formed by the Government of India for this purpose and we suggest that the Committee may be composed of a high-level representative of each of the Commerce and Industry Ministry, Finance Ministry, Railway Ministry and such other Ministries as may be concerned in promoting the export drive of the country."

Railways are virtually the sinews of our economy. The entire nervous system spread throughout the body economic of our country impinges upon our administration and our economic life at many points, and it is necessary to have a proper machinery for co-ordination and, here too, unless the Railway Minister is able to remove the doubts and the fears that we have, it would be very necessary that this matter is gone into by some competent body.

The next point that we have to consider is that of co-ordination with other means of transport. I felt quite disheartened when I read the Lokur Committee Report. From the Lokur Committee Report it appears that the possibility of diversion of traffic from rail to sea seems to be very limited. I know that our Minister of Communications and Transport is trying to expand our mercantile marine. Under the circumstances, the railways will have to bear, within a measurable distance of time, almost the entire additional burden which the development of our economy in the country is going to generate.

I shall not repeat what has been said before in this House, and what was clearly expressed this morning by my hon. friend, Mr. Frank Anthony, viz., there is every possibility, there is every likelihood of our railway transport facilities proving inadequate to deal with the goods that we will have to transport in the country. So, we have got to plan from now onwards to meet that kind of contingency.

In this connection, I would like to invite the attention of the Deputy Railway Minister to a very valuable study that was made on behalf of the Government in the United Kingdom. I am sure that he or his Minister must have seen it. As one of the volumes in the official history of the Second World War, Mr. Savage has produced a memorable volume on inland transport. And these were precisely the difficulties that the British railways or the British inland

transport faced during the War years. It is interesting to note that while improvisation went on from week to week and month to month, the rationalisation of transport to meet the contingencies created by the war took three years. So, even in the United Kingdom, they took three long years to work out rationalisation.

In this book you will find that as a result of the experience of the war years in the United Kingdom, they have warned us, the author of that book warns us, that identifying and locating railway problems is not a simple matter. Are we going to wait till this kind of crisis overtakes us?

Mr. Frank Anthony has warned us this morning that we are using up our railway system in a somewhat reckless manner. I do not know if it is so. If it is so, the dangers are even greater. Are we not willing to plan from now onwards? If the Minister will look into the experience of the United Kingdom and compare their experience with ours in India, he will find that even with the limited railway capacity, through proper use, through proper rationalisation, through proper zonings, through imposing certain limits upon facilities given for transport, through priorities, through all kinds of other things that were done either in England or elsewhere, we can make the most efficient use of our limited resources. Now, it would be very wrong, as is happening, to wait for a great crisis to overtake us. I do not know if the Railway Board has set up any study group. I know that the Planning Commission has not got any study group of this kind to go into the matter. Of course, no individual can study this alone. We have got to anticipate the difficulties and try to see that those difficulties do not overtake us. It should be our effort; it should be our constant endeavour, to see that our speed is faster and our anticipation is large than those difficulties which are likely to come, so that we may be able to overtake them. But supposing those difficulties overtake us, we should be prepared with our

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plans to meet them. And it is here that I find that we have a planned economy, but there is no planned mind. There is no incentive for planning. The Minister has assured us that there is no complacency. But complacency is cozing out of the whole administration.

For instance, take cement. I will give you just one instance. The Second Plan has fixed the target, as revised now, of round about 16 million tons, while we are told that the actual production is likely to be round about 13 million tons. May be that we will produce up to 16 million tons. But if we produce 16 million tons to meet the housing requirements and the requirements of other industries in the country, the inland transport will have to carry that load. But the railways, I believe, will be able to carry only 9 million tons. What is going to happen to the balance of cement that we shall produce? So road transport will have to be promoted. In England there were certain schemes to promote road transport. I do not want to go into details because I am neither an expert nor an authority on the subject. But I want to know all this from them.

They give us all kinds of papers, which are valuable as far as they go. But unless they tell us either on this occasion or a future occasion what precisely they are doing in this matter, all that we will be doing will be a *post mortem* and I have personally no interest in *post mortem* examinations. I just want to warn them about possible calamities. So, even at the risk of being called a Cassandra, I warn the Minister against the dangers that may be lurking in the future.

I think it is common knowledge as the Railway Board should know, that there is close inter-connection between flow and speed. With increase of flow that is to say, the more goods that we carry, the greater the traffic we carry, the speed is bound to suffer, as it is suffering. Again, I have no

quarrel over that. But does the Railway Board realise that with increased flow there is a corresponding rise in the inventories also? In the Plan we have said that about Rs 400 crores will be needed for inventories. I do not know whether the Planning Commission or the Railway Board or anybody has gone into the question as to the extent the flow will increase, to what extent the speed is likely to be impeded, and if there is an increase in flow, correspondingly if we have not provided for larger inventories, we shall have to pay in terms of higher prices, we shall have to pay in terms of wind-fall profits to the profiteers. Here again, it is possible to look ahead and to be pre-warmed. I find that the Railway Ministry is just not interested in that kind of pre-warning.

The fourth point which I want to press is slightly different from that of Mr Frank Anthony. There is a decline in the net surplus, that is, capital formation in the railways. The capital formation has declined by Rs 7 crores in 1956-57 than what was anticipated. It declined by Rs 9 crores in 1957-58 than what was anticipated in the budget. With this decline in capital formation we are going to make all kinds of claims on our Railways. These claims will be fulfilled to the extent we are in a position to find the wherewithal for development. A considerable portion of the wherewithal inevitably have to come from capital formation inside the Railway system. This precipitous decline in capital formation which he pointed out, as I said, from a slightly different angle, needs very careful consideration.

These are the four things—the question of re-grouping the system of administration, the question of anticipating difficulties and being prepared for them beforehand, the sharp increase in expenditure and disturbing decline in the capital formation in respect of our Railways that deserve careful consideration. It is not alone who has this feeling. I find that those

who are thinking on the matter are feeling equally disturbed May I invite your attention to what the *Times of India* had to say in its editorial on January 18th, 1958?

"It was ten years ago that the Kunzru Committee made a tentative report on the railway system. It is time another high powered committee examined its working."

I am not enamoured of committees. This is a matter on which either the Railway Board is able to satisfy us through an exhaustive and satisfactory report or I am afraid a demand will have to be made for a probe not because there is any kind of corruption or anything of that kind but because there are all kinds of *ad hoc* ways of functioning, arbitrary methods of reaching decisions, operational efficiency is suffering and co-ordination of railways with the developing economy is not being achieved. The Mudaliar Committee has devoted some attention to this and half a dozen pages have been devoted to it. This is a matter of very great importance and if we are caught napping, in the years to come, we may have to pay heavily for it.

I have only one more point to make and I have done. When one travels round the country and looks at the Railway map of India, it appears as if like Abraham Lincoln's two nations inside one State, or like Dickens' *Tale of Two Cities* we have two kinds of railway systems in India, one on that side of the Ganges and one on this side of the Ganges. On that side of the Ganges it is not just India. The trams do not run to time. There is no punctuality except in the case of one train. Only the Mail train runs to time, the others do not bother. I have waited there for hours on end never knowing which train will come and whether I will be able to get into any train. There is no distinction between the classes, the first-class compartments are occupied by third-class passengers and third-class com-

partments by ticketless travellers. They all talk of pilot projects and checking of ticketless travelling and all that. The Kripalani Committee has gone into the question of ticketless travelling. I have been going round that part of the country and I find it is just scandalous. I think the people who buy tickets must be rather absolutely odd and the people who do not buy tickets and sprawl themselves on the seats are the valued passengers in these trains.

The trains are in a ramshackle condition. They do not run to time. I was amazed one day I was coming from Saharsa. The train came out of Saharsa or whatever the name of the particular station and it stopped. We were already late by four or five hours. I asked a companion to find out what was happening. I was told that some private party wanted to send some cement somewhere and the train that pulled out of the station, stopped to pick up cement for that gentleman. And after half an hour or one hours delay,

An Hon. Member: A Minister?

Shri Asoka Mehta: It was not a Minister. I have nothing to do with them. I would not like to involve any Ministers at all.

Shri Raghunath Singh (Varanasi): What is that Railway?

Shri Asoka Mehta. North-Eastern Railway

Things like that. These are my personal experiences.

I am amazed that people tolerate this. I am not willing to tolerate it. It is the responsibility of this administration to look into the matter. The North-Eastern Railway should have that much of efficiency and that much of dependency that we find in the rest of the country. I cannot be a party to having two nations as far as the Railways are concerned, in this country. What are the difficulties? It is

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for them to tell us. The fact remains that the Railway Minister knows that part of the country much better than I can ever hope to know. That seems to be a scandalous indifference, an indifference which, if public opinion was alert or public opinion was really effective, would not have been tolerated for a single day.

I would be failing in my duty if I do not bring this matter up: not because I represent a constituency from that part of the country but having gone round that part of the country in recent months, having seen day to day and week by week the kind of transport facilities we are providing to the people across the Ganges, I say it is a crying scandal. Unless it is corrected, the Railway Minister has, I believe, no justification for claiming that he is doing all that could be done. Ministers have resigned for an accident. What is an accident? It is a bad thing. It is a tragic thing. An accident is bad enough. An occasional strangulation of a person may be very bad. But, the constant strangulation that goes on, who knows, to numberless people in that part of the country is a matter that ought to deserve the closest attention of the Railway Minister and his colleagues. The Railway Minister comes from that part of the country. He has an intimate knowledge of that part of the country. I have no doubt in my mind that he has the deepest devotion to that part of the country. I hope and trust that during his tenure of office, he will look into the matter and see to it that this crying scandal is set right.

Once again, may I through you appeal to the Railway Minister that the desiderata that I have pointed out appear to me at least vital and they need to be gone into. It may not be out of place if a competent committee, in case it becomes necessary, is appointed to look into the matter. Let it not be said that once again we were guilty of doing too little and too late.

डॉ रम तुम्ह तिह (सहकाराम) : मुझे इस बात की प्रसवता है कि रेलवे मंत्री महोदय ने रेलवे की उपर्युक्ति की बच्ची अपने बजट के भाग में की है। जितनी ही उपर्युक्ति होगी उतना ही रेलवे मंत्रालय और लास कर मंत्री महोदय अन्यवाद के पात्र होंगे। लेकिन मेरे यह नहीं चाहता कि कही कीं भी जनता अपनी तकलीफों को बताने के लिये श्री प्रशोक मेहता जैसे प्रभावशाली व्यक्ति को प्रतिनिधि चुने क्योंकि सरकार का, और लास कर वेलफेर सरकार का यह कर्तव्य होना चाहिये कि वह जनता की जरूरतों को बगैर किसी के बताये हुए ही समझने की चेष्टा करे। वेल सहर्सा ही ऐसा स्थान नहीं है और भी बहुत से बीहड़ स्थान हैं जहाँ पर कठिनाइयाँ बहुत बहुत ज्यादा हैं, और उन कठिनाइयों की ओर पहले ध्यान जाना चाहिये। एदिएम एप्र किंशनड डब्बों की आवश्यकता समझते हैं, या उस की व्यवस्था करते हैं, या फस्ट और मेंटेंड ब्लाम की व्यवस्था करते हैं, तो उन्हें पहले आप को थड़ ब्लाम का इन्तजाम दरना चाहिये। प्रशोक मेहता जी ने कहा कि जो फस्ट ब्लाम का डिब्बा होता है उस में दूसरे भी आ कर क्यों बैठ जाते हैं। लेकिन सब की जरूरत एक तरह की है। मेरे चाहता हूँ कि सभी ब्लामों को तोड़ दिया जाय और एक ही लास रहे जिस में हर आदमी को कम से कम बैठने के लिये जगह मिले। सोशलिस्ट सोसायटी नहीं हुई सकती जब तक कि ब्लासेज, प्रबालिश नहीं होंगे। हमें किसी को भी छोटे व्यक्ति पर तरजीह नहीं देना चाहिये।

डॉ पाप्परम नहोदय : क्या आप वंसे ही ब्लासलेस चाहते हैं जैसे कि आप ने बताये?

डॉ रम तुम्ह तिह : मेरा विचार यही है कि एक तरह का ब्लास चाहिये।

मांवी जी जहां रेल में चलते थे तो वह कलास थे ही चलते थे और काम करते जाते थे । यदि आप को या स्वीकर साहब को यहां से कलकत्ते जाना हो तो आप भी ऐसे ही चल सकते हैं । कम्प्युनिस्ट पार्टी ने उप नेता ने गांधी जी का जिक्र किया, मैं चहूंगा कि कम्प्युनिस्ट पार्टी भी गांधी जी के अद्वारों पर चले । यहां जो कलास या एम्प्रे कंडिशन्ड या ओजनालय हैं उन्हें लगे रहते हैं वे सब इस लिये लगे रहते हैं कि वहें लोगों को और हम लोगों को भी तरजीह दी जाय । लेकिन यदि देश की जनता को उसी तरह से सकर करना पड़ता है या उससे भी बदतर हालत है, जैसे कि अबोक मेहता जी ने कहा, तो ऐसी रेलवे अंत्री में प्रायंना होती कि अपर दर्जे को एवोलिश कर के जन ग के लिये तीसरा दर्जा या उससे भी छाना कलास कम लंबे में बने और ऐसे लंबे की व्यवस्था करें यहां की समस्ता को हल किया जाय ।

यहां कहा गया है कि पैसेन्जरों की यात्रा में १५ प्रतिशत की वृद्धि हुई है, लेकिन ट्रेनों में ओवरकार्डिंग होती है उसके दूर होने की कोई उम्मीद नहीं है । मैं इस उम्मीद को पूरा करने के लिये यह सुझाव देता हूं कि मैलून जो है वह न लगाये जायें, फस्ट कलास को हटा दे, एम्प्रे कंडिशन्ड कलास को हटा दें, डिलक्स ट्रेन हटा दे । साधारण लोगों के लिये या जो स्कूलों के लड़के हैं, उन के लिये डब्बों का प्रबल्ल करना चाहिये । हर शहर में यह स्थिति है, पटना शहर में है, दिल्ली में है, कलकत्ता में है । लड़कों को यहां रहने की जगह नहीं मिलती, उन लोगों के पास इतना रुपया भी नहीं है । जो बड़े बड़े घर के सड़के हैं वे तो इंडियन में या दूसरी बड़ी बड़ी जगहों में जा कर रहते हैं और पढ़ते हैं । छोटे घर के सड़के कलकत्ते जाते हैं, ३० मील, ३५ मील की दूरी से दिल्ली और पटना में भी आते हैं । उन सब की

सहूलियत के लिये यह आवश्यक है । लड़कों पर कूठमूठ दोषारोपण किया जाता है कि वे इन्डिसिलिन्ड हो जाते हैं । कई स्वानों पर उन के प्रति कड़ाई भी की गई । वैसी कड़ाई में नहीं चाहता । अगर उन की जरूरत को महसूस किया जायेगा तो वे लुद बखूद बफादार होने वाले हैं क्योंकि वे योग्य नागरिक बनने के लिये स्फून कलेजों में जाते हैं । हम लोग अगर अपनी जरूरत को कम करेंगे तो उन पर भी असर पड़ेगा और वे बहुत अच्छी तरह से काम करेंगे ।

रेलवे देश की एक बड़ी घरोहर है और उस में जितने आदमी हैं उन की संख्या बहुत है । बेंद्रीय सरकार के कर्मचारियों में करीब आधी संख्या रेल कर्मचारियों की है । उस की आमदनी भी बहुत काफी है । औसतन करीब ३०० करोड़ रुपया उस की आय होती है और यहां की सरकार को, नैशनल एक्सेकर में, भी ४५, ४६ करोड़ के करीब हर साल बह देती है । ऐसी स्थिति है कि यह हमारे देश का बहुत बड़ा नैशनलाइज्ड कंसर्न है । हमारा यह माना हुआ सिद्धान्त है कि हमारे बर्कें का पार्टिसिपेशन मैनेजमेंट में किया जाय । प्रति दिन ऐक्सिडेंट्स होते हैं हालांकि बड़े बड़े बादे किये जाते हैं । यहां दो तीन बर्जों की बात है, सन् १९५३-५४ में बादे किये गये थे । छोटा सा एक गांव बह जाता है सिकरिया, वह मेरी कस्टिट्यूएन्सी में भी नहीं है । भोजनिया ले से कर कर्मनाशा तक अनेक गाव पानी लगाने से बह जाते हैं बादे करने के बाबजूद आज तक नहीं बन गये । यह सब दिक्कतें हैं । इस पर व्यान जाने के लिये मैं चहूंगा कि बर्कें के पार्टिसिपेशन का जो सिद्धान्त माना गया है वह इस कंसर्न पर भी लागू किया जाय क्योंकि यह सब से बड़ा कंसर्न है जिस में बर्कें की तादाद देश के जितने भी कारबाने हैं, नैशनलाइज्ड कंसर्न हैं, उन से बहुत ज्यादा हैं ।

[डा० राम सुभग सिंह]

‘आज अक्सर एक्सडेंस होते हैं : आज बैनर्जी साहब ने बच्चों की कि पाच आदमी मरे हैं, कैटल १५ मरे हैं । इसी तरह से इंजन चले गये । हजारों घटनाये होती हैं । आगला कमिशन की भिकारियों को सरकार ने, अगर स्वीकार नहीं किया होता तो सरकार पर बहुत कम विश्वास रह जाता देश का । उस को मान कर उन्होंने बहुत अच्छा किया और देश का विश्वास और ज्यादा बढ़ा दिया । सरकार को ऐसा ही करना चाहिये । लेकिन जो यहा ग्रॅन्डेट हुआ था, रेलवे ने उस के बारे में जो जाच कमेटी बनाई थी, उस ने जो भिकारियों की उस को नहीं माना गया । मैं समझता हूँ कि बैसा नहीं करना चाहिये । अब तब तो आप जाच कमेटी मत बिठाइय यदि आप खुद व खुद सतुर्प हैं कि हमारा वाम अच्छा हुआ है । लेकिन जब आर जाच कमेटी बिठाते हैं तब किसी भी आदर्मा को उस में बचने की कोशिश नहीं बर्ती चाहिये । और जो यहा के अफमग्न न राय दी सरकार को कि मत मानिये जाच कमेटी की भिकारियों को, मैं उम राय का गलत मानता हूँ । और इसी में चाहता हूँ कि छाट छाट वर्कर्न के जो प्रतिनिवित हैं उन का प्रान्तिनिवित रेलवे मैनेजमेंट म जरूर हाना चाहिय, यानी रेलवे बोर्ड में होना चाहिये ।

यहा दिक्कत इम निये होती है कि जिनमें वर्कर्न है उन की ट्रेनिंग अच्छी नहीं होती । हजारों आदमी हैं । स्टेशन मास्टर या गार्ड, टिकेट कलेक्टर, ट्रन एजेंशिनर, केबिन मैन, और छोटे छोटे कर्मनारी । उन वे रिफ़ेशर्म कोर्स की गुजाइश नहीं है । प्रति दिन तरह तरह की चीजे ईजाद हानी हैं, कल पुर्जे निकलते हैं, हमारे यहा ईस्टन रेलवे मे २६५२ गार्ड्स हैं, ३४४६ असिस्टेंट स्टेशन मास्टर हैं और ७४११ प्लाइट्समैन हैं, लेकिन वहा दो ही ट्रेनिंग सेन्टर हैं सियालदह और सिउनी । एक साल मे केवल १६४

गार्ड्स गये रिफ़ेशर कोर्स मे, ३४४६ असिस्टेंट स्टेशन म स्टरो मे से २५८ ट्रेनिंग मे गये और ७४११ प्लाइट्समैन मे से २११ गये । जब इतनी कम लादाद मे शिक्षा की व्यवस्था है रिफ़ेशर कोर्स मे तो घटनाये होती ही । प्लाइट्समैन का यदि मालूम नहीं है कि किंवद लाइन जायेगी और जब नहीं देगा लाइन तो मरेंगे आदमी । रोज रोज यह घटनाये होती हैं । जब उस को ट्रेनिंग अच्छी तरह मे नहीं है तो और क्या होगा ? अच्छी तरह मे सुपर्विजन होना चाहिये और ईमानदारी से होना चाहिये । यह नहीं कि इन्स्पेक्टर रेलवे चले और हर स्टेशन पर उस का बधा रहे, उसकी स्लिडमत करने के लिवे लोग नैयार रहे । चाहे स्टेशन स्टाफ उस की खुशामद मे कुद्र करे, बर्गर किमी चीज वा ख्याल विप्रे विना वह लिपोर्ट देता चला जाय । यह जो चीजे रेलवे मे है, उम पर ध्यान दिया जाय और जिस की गलनी हा, उम पूरी सजा मिलनी चाहिये ।

इस वे अनावा मे यह भी चाहता कि रेलवे वर्म-नाइटो का जा दायित्व है, जरूर उम वा कों कड़ाना य पालन करे लेकिन उन के लिये ज्यादा भे ज्यादा सुविधाये दी जाये मुझ इन की बड़ी खुशी है कि कवाटम का इनोजाम हा रहा है ज्यकन लड़का के पढ़न का इनोजाम, छोटे लड़का पर जा ग्नशन मास्टर रहत है उन वे लड़को के पढ़न के लिय नहीं । स्कूल नहीं है । इन सब चाचा का मुख्यार दा जा रहा है, उसुल्य ह, मर्म-इम की प्रशसा करेगे । लेकिन बात यह है कि जमा यहा पर कहा गया है, बगा हाना भा चाहय ।

हमें एक खबर मिला है जो कि प्रशसा की चीज है । हमारे रेलवे मनालय न घावणा की कि चोबे दर्जे के लोगों को बड़ा मे बड़ा अकर हान का भौका देंगे । अभी इम की सिकारिया तपास साहब करेगे, लेकिन अभी भाठ नाम मिले है, उन सबो को-

नीचे दर्जे से हिर्वाय श्रेणी का अफसर बनाया गया। लेकिन आज तक ईंटर्न रेलवे में उनको भीका नहीं मिल रहा है क्योंकि कुछ लोगों के आदमी हैं जो कि सुपरएन्यू-एटेंड हो गये हैं, उनको रिटायर करने के बाद रख लिया गया है। आप कहे तो मैं उनके नाम पढ़ कर बतला सकता हूँ। किसी को कर्मशियल सुपरिंटेंडेंट रखा गया है, किसी को असिस्टेंट कर्मशियल सुपरिंटेंडेंट रखा गया है, किसी को क्लेम्स प्रिवेंशन आफिसर की जगह रख लिया गया है, किसी को डिवीजनल सुपरिंटेंडेंट क्लेम्स करके रख लिया गया है। इस तरह मैं ये आठ आदमी हैं जो कि सुपरएन्यूटेंड थे और जिनको इस तरह से रख लिया गया है। इस बजह मे और लोगों का भीका नहीं मिल पा रहा है।

चौथे दर्जे के १६१ आदमियों का नगरकी दी गयी है लेविन नार्थ ईंटर्न रेलवे मे मन् १६५३ मे आज तक इनन बरन हा गये उनको पर्सेन्यल निश्चित नहीं की गयी है। इस्पेक्टर जो चलत है उनका ट्रर स्टेशन मे कुछ बधा हुआ रहता है

अभी लखनऊ मे आलमबाग मे कितने ही सौ खलासियों की भरती हुई। मैं चाहूँगा कि इस मामले की जाच हो। शायद इस बारे में कुछ जाच हो भी रही है। मैं चाहता हूँ कि ईमानदारी से जाच हो और इस मामले में एक्शन लिया जाये। कहा जाता है कि निशानी किसी की ली जाती है और रुपया लेकर भरती किसी और को कर दिया जाता है। मैं चाहता हूँ कि इस मामले में कोई कितना भी बड़ा अफसर हो अगर उसकी गलती पायी जाये तो उसके खिलाफ एक्शन लिया जाये।

ट्रेन एग्जामिनर्स की तनख्वाह भी टैकनि-कल सुपरवाइजर्स के बराबर होनी चाहिये। अभी रेलवे स्टाफ में ड्राइवर और गाड़ी को माला जाता है। लेकिन टी० टी० ई० और

कंडक्टर को नहीं माना जाता। वे बेचारे बराबर गाड़ी के साथ रहते हैं लेकिन उनको रेलिंग स्टाफ नहीं माना जाता। अगर आप अफसरों से पूछेंगे तो वे यही कह देंगे कि उनको नहीं मानना चाहिये क्योंकि वे तो पुरानी लकीर के फकीर हैं। लेकिन मैं कहूँगा कि जो स्टाफ गाड़ी के साथ चलता है उस सब को रेलिंग स्टाफ माना जाना चाहिये और यह गुजाइश होनी चाहिये कि पर्याप्त कसालीडेंड एलाउस भी उनको मिले। इसके लिये आईंगर हो गये हैं पर उन पर अमल नहीं हो रहा है।

कैबिन मैंन को देखिये। वह कैबिन मे पड़ा रहता है। इन चौथ दरज के कर्मचारियों को तरकी की ओर तनख्वाह बढ़ने की गुजाइश होनी चाहिये। पे कमीशन की रिपोर्ट की बजह से उनको कुछ सह-लियत तो हुई है। क्योंकि अभी पे कमीशन बैठी है और वह उनकी सरविस कंटीशन्स आर्ड के बारे मे फैसला करेगा इसलिये मैं इस बारे मे और अधिक नहीं कहना चाहता।

एक बात और है। यदि कोई आदमी सभा करने की कोर्शन करता है तो उसे समर्पेंड कर दिया जाता है। मुगल सराय में एक सभा करने की कोर्शन की गयी थी। जब बहुत दिनों तक लिखापढ़ी करने के बाद उनके सम्बन्ध मे कुछ नहीं किया गया और उनको अपनी बात की सुनवाई मे सफलता नहीं मिली तब उन्होंने सभा करनी चाही थी। रेलवे भ्रातालय को इन बीजों पर व्यान देना चाहिये।

एक बात मे और कहना चाहता हूँ। हमारे यहा रोहतास का एक पिछड़ा दुष्टा इलाका है। वहा पर छोटी लाइन है। सरकार को चाहिये कि इस ओर भी व्यान दे। आज रेलवे एक ऐसी जीज है जिस पर कि दूसरी पचार्चीय योजना की सफलता

[डा० राम सुभग तिहा]

निर्भर करती है। अगर रेलवे के प्रबन्ध में बदलावी होनी या यातायात के साधन ठीक नहीं होंगे तो उसी अनुपात में दूसरी पर्यावरीय योजना की सफलता पर असर पड़ेगा केवल यह कह देना काफी नहीं है कि हम बड़े बड़े कारबानों को कलेक्ट कर रहे हैं। उनको रेलवे से कलेक्ट करना भी अच्छी चीज़ है क्योंकि वे भी द्वितीय पर्यावरीय योजना के अन्त हैं। लेकिन उन इलाकों के लिये भी यातायात के साधनों का प्रबन्ध होना चाहिये जहा कि अच्छी फसलें होती हैं या जहां से कैटिल बाहर भेजे जाते हैं या जहा और चीजें होती हैं। आप यातायात के साधनों का इंटीग्रेटेड डा० से विकास करने के लिये बधे हुए हैं। चाहे बस चलाने का सवाल हो, चाहे ट्रक चलाने का सवाल हो, चाहे रिवर ट्रैफिक का सवाल हो, चाहे रेलवे का सवाल हो, आपको देखना है कि किस तरह से सबको मिलाकर विकास किया जाना चाहिये। इसमें आप अब तक असफल रहे हैं। इसका कारण यह है कि रेलवे जितना माल ढो सकती है उतना नहीं ढोती है। आप कहते हैं कि बड़ी लाइन पर ६ पर सेट और बीटर गेज पर साड़े ६ पर सेट माल की ढुलाई में बृद्धि हुई है लेकिन मैं समझता हूँ कि इससे दुगनी और तिगुनी बृद्धि हो सकती है अगर इस और ठीक से व्यान दिया जाये। हमारे यहा आरा ससाराम लाइट रेलवे है। उसकी कैपेसिटी ८५ लाख मन है लेकिन वह इनना नहीं ले जाती। सिर्फ १७ लाख मन ढोती है। जिन छोटी लाइनों को गवर्नरेंट सबसिडी देती है आपको देखना चाहिये कि उनका विकास हो। कुछ ऐसी छोटी लाइनें हैं जिनको सेंट्रल गवर्नरेंट मदद नहीं देती बल्कि डिस्ट्रिक्ट बोर्ड मदद देते हैं। उन पर भी व्यान दिया जाना चाहिये। जिन छोटी लाइनों को सेंट्रल गवर्नरेंट मदद नहीं देती उनमें से कुछ ये हैं शाहदरा शाहरनपुर लाइट रेलवे, आरा ससाराम रेलवे,

बस्तियारपुर बिहार लाइट रेलवे, डेहूरी रोहतास लाइट रेलवे, जगाहरी लाइट रेलवे। इन रेलों के मैनेजरों को आपके बड़े अफसरों जितनी ही तनखाह मिलती है। आप कहेंगे कि ये साइरें अनाइकानामिक हैं इसलिये इनको नहीं लेना चाहिये। लेकिन इनके अनाइकानामिक होने का कारण यह है कि इन के बड़े बड़े अफसरों को बड़ी बड़ी तनखाहें मिलती हैं। जनरल मैनेजर को ३२०० रुपया मासिक तनखाह मिलती है। वे लोग अपने भाई बन्दी को बड़ी बड़ी बड़ी तनखाहे देते हैं और उनको बड़ी बड़ी तनखाहे देते हैं और इस तरह से घाटा दिला देते हैं ताकि गवर्नरेंट या डिस्ट्रिक्ट बोर्ड को कुछ न देना पड़े। हमारे यहा जो आरा ससाराम लाइट रेलवे है वह डिस्ट्रिक्ट बोर्ड को तीन चार हजार रुपया देती है। डेहरी रोहतास लाइट रेलवे भी देती है क्योंकि वहा कालिज आदि बहुत खुल गये हैं और वहा काफी डेवेलपमेंट हुआ है। लेकिन इस डेवेलपमेंट के कारण वहा की यातायात की आवश्यकता की पूर्ति इस छोटी लाइन से नहीं हो पाती है। आज आवश्यकता है कि सरकार जल्दी से जल्दी इन छोटी लाइनों का नेशनलाइज कर दे। इन में से एक को डिस्ट्रिक्ट बोर्ड १२-१०-५८ को ले सकती है। अगर वह ऐसा नहीं करेगा तो मात्र बरस के लिये फिर मामला जायेगा। लेकिन बिहार में यह दुखद स्थिति है कि वहा पर डिस्ट्रिक्ट बोर्ड के चुनाव ही नहीं हो पा रहे हैं ताकि जनता की आवाज ऊपर पहुँच सके। इसलिये जो ये पाच छोटी लाइने हैं जैसे आरा ससाराम, बस्तियारपुर बिहार, बाकुडा दामोदर रिवर रेलवे, दसवरा जमालपुराज रेलवे, कालीचाट फलता रेलवे, बर्दवान कटवा रेलवे, फनवा इसलामपुर रेलवे, इनको सरकार जल्दी से जल्दी ले जौ और खुद ही चलावें। अभी भी नीरो

नेत्र की २८०० भील की गाड़ियां सरकार चलाती हैं। इसके लिये सरकार का विचार है। ३५४ भील की गाड़ियां लेनी हैं। इनका प्रबन्ध आसानी से हो सकता है। आप इनको ले लें और ३२०० दूधे भानीने पाले बाले जनरल मैनेजरों को हटा दें। आपके दिवीजनल आफिसर इनकी वेकरेज कर सकते हैं। इनमें आरा-साराम और डेहरी रोहतास रेलवे से तो आय भी होती है।

मैं चाहता हूँ कि राबट्स गंगा से गढ़वा तक जो लाइन खुल रही है उसे डेहरी से मिला देना चाहिये चुंके फैक्टरी तक क्योंकि वह पिछड़ा हुआ इलाका है। ऐसा करने से बहां के लोगों को ज्यादा से ज्यादा सह-सियत हो जायेगी। दूसरे ओटो लाइन को बिकरमगंगा से बढ़ाकर मुहानिया और भगुधा, चाद तथा मोहनिया से जगदीशपुर होते हुये विहिया ले जाना चाहिये। यहीं सुझाव मंत्री जी ने शास्त्री जी को दिये थे। इसलिये हम आशा करते हैं कि वे इन सुझावों का पालन करेंगे।

Shri Jaganatha Rao (Koraput): At the outset, I wish to express my sense of appreciation of the progress achieved by the railways during the last year. The railways are the largest undertaking in the public sector, and they are not only a public utility concern but also a revenue-earning undertaking of the State.

It is really gratifying to note that the income of the railways during the last year rose to Rs. 347.57 crores. The Railway Minister has given us a graphic description of the progress made by the railways during the last year, and he has also painted a rosy picture for the future.

Regarding the achievements of the railways during the last year, it is really gratifying to know that 124 million tons of goods were lifted as

against 114 million tons in the previous years. The wagon loadings also rose by 8.3 per cent on the broad gauge and 9.5 per cent. on the metre gauge, up to the end of December, 1957. The overall coal loading in the country also increased by 6 per cent, and there was a better utilisation of rolling-stock. On the broad gauge, the net ton-miles per wagon-day increased from 570 miles in 1956-57 to 630 during the period April-November, 1957, and on the metre gauge, it rose from 210 to 228 miles.

It is also a matter for satisfaction to find that the indigenous equipment of railway stock has also increased considerably. In the year 1957, 258 locos were manufactured, and 1500-coaches and 16,800 wagons. It is also to be noted with pleasure that the manufacturing capacity in the country will conserve our foreign exchange, because out of Rs. 87.95 crores provided for the purchase of rolling-stock in this budget, Rs. 60.17 crores are going to be spent within the country, and only Rs. 27.78 crores are going to be utilised for the import of rolling-stock.

In the field of amenities provided for third class passengers also, it is to be noted that much progress has been made. The income of the railways from third class fares is about Rs. 110 crores, while it is only Rs. 14 crores from first class fares. From this point of view, whatever has been done for third class passengers towards amenities is not only not sufficient, but much more has still to be done. The railways have done well in reserving coaches for III class passengers travelling up to certain distances, and also by providing them facilities for advanced booking and giving them reservation for sleeping berths. Regarding the amelioration of the working conditions of the staff, the railways have also done much. The railways have introduced a pension scheme in addition to the provident fund scheme and the employees who were in the employ of the railways up to November, 1957, were given the option to

[Shri Jaganatha Rao.]

choose the provident fund or the pension scheme. All the new entrants will be entitled to the pension scheme. In the matter of medical and educational facilities also, much has been done. This is one aspect of the matter for which I have expressed my appreciation.

There is the other aspect of the matter for which the railways still owe a duty to the country. The public mind is now greatly agitated because of the increasing number of railway accidents resulting in loss of life and property. In the year 1953-54, there were 3,282 accidents which resulted not only in loss of life but loss of property worth Rs. 29 lakhs and odd, in addition to the money that was spent on compensation for loss of life and property. In the year 1955-57, there were 7 major accidents resulting in loss of life and property. This year started with the unfortunate accident at Ambala on the 1st January resulting in the death of 36 persons and loss of property. The public have a right to know from the Railway Minister and the Railway Board as to what the Railway Board is doing to ensure safety to the travelling public.

In the year 1954, the Railway Accidents Enquiry Committee presided over by the hon. Deputy Minister, Shri Shahnawaz Khan, made certain recommendations. For reviewing them another committee was appointed under the same Chairman. It made certain recommendations. The Railway Board reviewed all those recommendations; and observed that some of them have been implemented and some are going to be implemented. The cause of most of these accidents is stated to be the failure of the human element and in a few cases only there was the question of sabotage. But what is it that the Railway Board have done to ensure that there will be no failure of the human element? The Railway Accidents Enquiry Committee recommended that there should be training for the class IV staff, that the

reduced, that they should be paid amply and so on. But what is it that the railways have done to see that there is satisfactory working on the part of the staff? It is the duty of the Railway Administration to see that staff become safety-conscious, so that the people can travel with safety. Everyone who travels now has a feeling that air travel is more safe than railway travel. I hope the Railway Ministry and the Railway Board would see that such accidents do not occur, because the fear has started with the major accidents.

I would next with claims. The hon. Minister in his speech has said that the number of claims pending have been considerably reduced to 47,847 cases by November, 1957. But we have no idea as to the money that was paid in 1957 towards compensation and the money that is covered by the pending claims. In the year 1955-56, Rs. 3 crores and odd were paid towards compensation for claims. In the year 1956-57, a sum of Rs. 2,50,00,000 was paid. I could not gather from the literature supplied to us what amount was paid in the year 1957 and the amount that is still payable if the claims are to be allowed. In this connection, I would refer to the recommendations of the Railway Freight Structure Committee regarding the suitable amendment that they have suggested, so that the railways could take up the liability as common carrier of goods in transit. The freight has been increased by 12½ per cent surcharge from 1st July, 1957, but there is no corresponding advantage conferred on the consignor or the consignee, the reason given being that the recommendations of the committee are still under consideration. The consideration is almost complete and very shortly the Minister would come forward with the revised rates. I ask, when the 12½ per cent surcharge has already been levied from the 1st July, 1957, why should not this amendment suggested by the Railway Freight Structure Enquiry Committee

be implemented? If that amendment is carried out, it will go a long way to relieve the hardship that the public are now undergoing

Another disquieting feature of the railway administration which is revealed from the budget papers is that there is an increase in the ordinary working expenses of the railways which rose to Rs 268.35 crores in the present year, which means an increase of Rs 9.9 crores. This increase is said to be due to the additional staff, the additional pay paid, etc. We find from the *Report by the Railway Board on the Indian Railways, page 100*

'The total cost of staff including that of staff on loan from the Indian Audit and Accounts Service increased by Rs 7,51,97,000 during the year as compared with the figure for the previous year. The increase in cost is chiefly on account of the increase in the number of staff.'

As compared with the previous year, there has been an increase in the total number of staff employed on Government Railways during 1956-57 by 27,482 on open line and by 2,053 on construction."

I would like to ask why so much staff should be employed. Though I can see that there is an increase in traffic has the increase in traffic justified the employment of such huge staff and such huge increase in expenditure? The expenditure should not exceed disproportionate to the return that we get thereby.

Then, I would like to refer to the operational efficiency of the railways. The speed of the goods train has come down from 9.84 in 1955-56 to 9.60 in 1956-57. The speed has been declining steadily from the year 1950-51. This is on the broad gauge. On the metre gauge also, the speed has decreased from 8.41 in 1955-56 to 8.27 in 1956-57. There also, the wagon-mile on the metre-gauge is very un-

satisfactory. From 32.4 miles in 1950-51, it has come down to 28.7 in 1956-57, though the net ton mile has increased from 203 to 210. The dairy wagon-mile during 1956-57 is 46.7, but the speed is only 9.60 miles per hour, which means that the wagon is kept moving for 5 hours a day to cover 48 miles, which is not a satisfactory progress.

Another fact I would like to draw attention to is that we have been crediting to the development fund the net surplus. The appropriation to the development fund is much less in comparison to the rate of withdrawal which is heavy. The amount of Rs 13 crores in the Development Fund would be reduced to Rs 6.8 lakhs by the end of the year. At this rate, the Development Fund will be depleted.

Then I wish to refer to some of the local problems relating to the State of Orissa to which I belong. I would first refer to the need for the location of the divisional headquarters at Kurda Road, which was alluded to by my hon. friend, Shri Asoka Mehta. This Kurda Road was the headquarters under the Bengal-Nagpur Railway. There is also now the office of the District Transportation Superintendent as also that of the Railway Engineer. Kurda Road is centrally situated between Howrah and Waltair which is the terminus of the South-Eastern Railway. It is really necessary that the divisional headquarters should be located at Kurda Road. I do not know why the Railway Board is not in a position to decide this question so far, though the other four Divisions have been operating already.

Then I would refer to the light railway which is running in between Nowpada and Parlakimedi which lies in Orissa. The distance is only 56 miles. The engines are of the puranic age. There are four of them. They are named Rama, Sita, Hanuman and Parasuram. This railway was started sometime in the year 1908 or so. I understand that Parasuram is now

[Shri Jaganatha Rao]

taking rest. Only three engines are there. According to the time-table, the distance of 56 miles is to be covered in 7½ hours.

Mr. Deputy-Speaker: Is Parasuram taking rest intentionally or made to rest?

Shri Jaganatha Rao: I am not in a position to say. The Railway Board may be able to say. I understand that it refuses to come back to the line.

I would be glad if this distance is covered in 7½ hours, but it takes 12 hours and no passenger can be sure of reaching the destination. I raised this question last year; the position is worse today.

Last year, the Railway Board converted the metre gauge line from Gudur to Renigunta, a distance of 52 miles into a broad gauge. This year, there is a proposal to convert the metre gauge from Gudiwada to Bhimavaram. I suggest that at least the metre gauge lines that have been dismantled elsewhere may be used here. That would not cost the Railway Board much.

Now I will refer to the subject of opening of new lines. I know that no new lines are going to be opened nor are any new surveys going to be made. Scientists have proved that reaching the moon has become easy. But to get a new line is yet not so easy. The district of Koraput lies between the Bastar region and the Visakhapatnam harbour. This district is rich in mineral resources, but at present no industry has been developed there because of want of communications. I understand that a Japanese firm is negotiating with the Government for iron ore mines in Bastar district. They want to have a railway line from there to the port. I hope Government would consider the desirability and feasibility of having a railway line passing through the district of Koraput to the port of Visakhapatnam which would benefit the people there.

Shri Thakur Das Malhotra (Jammu & Kashmir): Sir, the Railway Budget of 1958-59 is worthy of appreciation in all its aspects and the Ministry of Railways deserves congratulations on this. But with all respect to the Government of India and the Railway Ministry, I have no hesitation in saying that the Budget, worthy of appreciation otherwise, is most disappointing to the people of Jammu and Kashmir State.

Before 1947, there was a railway line from Sialkot to Jammu which was linking the State with other parts of the country. But after 1947, that link was cut off. Since 1947, not even an inch of that State is brought under the railway line. The demand from the people of the State is very pressing and it is, I should say, Statewide. It is not only the people who have made the demand from there, not only their representatives here, but the most popular and beloved leader of the people of that State, Bakshi Ghulam Mohammed has made this demand not once but many a time to the Government of India and the Railway Ministry. Not only this, but the Sadar-i-Riyasat, Yuvraj Karan Singh, has also made mention of it in his recent Address to the Joint Houses of the State Legislature. This shows the keenness of the people of the State for the demand. In spite of all this, no heed is being paid to it.

I wish to submit here this it is not only out of any consideration of luxury or the sentiment of beautifying the State that this demand is being made. I should say it is the fundamental right of the people of that State, and it is essential for the State to develop in all respects. Railway lines are laid for various reasons. The most important of those reasons is the political necessity for the line to be laid in a certain part of the country. If we examine this question from this point of view, I can safely say that it is certainly a necessity. The State is situated on the border of India. It is a border-State and it will remain to be a border-State for all times to

come. Troops ought to be stationed there and the movement of troops is, and will be, more there than in any other part of the country. Provisions have to be brought to that State from India. As it is, without railway line there, we have to take those provisions and effect the movement of our troops through other modes of transport, whereby the cost must be and is much more than it can be if a railway line is laid in the State.

It is not only from the political and military point of view but otherwise also, it is a necessity. There is a sentiment, a feeling in the mind of the common man there. He asks why this step-motherly treatment to the State in this respect. When it is as good a State as other States in India, why is such treatment being shown in this respect? We have to remove this sentiment and the sooner we do so the better it is for the country. Apart from all these reasons, it will also be profitable for that State and for the Railway Ministry to have a railway line there.

15 hrs.

From the economic point of view also, it is a necessity. When we had a railway line from Sialkot to Jammu, there was a sugar mill working near that line and it had to stop when that link was cut off due to the partition of the country. That sugar mill was working there for a number of years and it can even now work there. Capital can be invested there for other mills too but it is not being invested only because there is no railway line. It is not only that, but even to improve the agricultural production of that State and to ensure the due price for the agricultural produce to the peasants of that State, it is necessary that we should lay a railway line by which all the necessary implements, manures and other things needed to improve and increase the produce can be had on cheaper cost.

Apart from that there are many industries which are undeveloped only because of the absence of the railway line. There are iron deposits. We

have coal there. We can develop iron mines and there are other resources too which can be developed but are not being developed only because of the absence of railway transport. Our ill luck is that no attention is being paid to us in this connection.

The main industry of that State is the tourist industry. That is also suffering very much because of the absence of a railway line. We can develop many stations there which can serve as hill stations. It is not only Srinagar or parts of the Kashmir Valley but there are many stations in Jammu Province also which could be developed. But only because of no easier means of transportation, those parts of that State are left undeveloped.

Then there is the timber industry. Timber industry is the main industry of that State. This industry is also suffering from the absence of this railway line. We have to export timber from there and the cost is too high to be profitable to export to its maximum quantity. The Government of that State is deprived of much of its revenue because of the absence of better means of transportation and the industry to yield its full profits.

Apart from this we have to see as to how we can develop the social relations, I mean the social contacts of the people of that State with those of other States of India. Unless and until we develop those contracts and create better and easier means of conveyance for our people to come to India and see how the people here live, what facilities have they got, how they are developing the country, how they are serving their motherland, it is not possible for us to educate them in that respect and prepare them to be able to serve the country as well as others are doing.

From all this, what I mean to say is this, Sir, that from the political point of view, from the economic point of view and from the social point of view, it is essential and absolutely necessary that we should

[Shri Thakur Das Malhotra]

take up the work of constructing the railway line in the State as soon as possible. I have to submit here, Sir, that three or four years back this work was taken in hand by the Ministry. There was a survey also and that survey was made from Madhopur to Kathua which is about eight miles in distance. That survey was made and there was great encouragement among the people of that State. We thought that this line would be taken up soon. It might not be possible for the Government or for the Railway Ministry to take it up as a whole, so it might be taken up in parts. The survey was made. It was completed too. After that survey was completed, then nobody knows, at least I do not know, what happened to it and why there was no further progress in that direction. What I mean to submit here, Sir, is that if it is not possible for the Government to take up the whole line from Madhopur to Srinagar, or from Madhopur to Jammu at a time, it may be done in parts, but at least the first part, the survey of which has been completed, should be taken in hand and the railway line should be laid as soon as possible there.

Then, Sir, there is another point which may be a little less in importance, but still it is important from the point of view of the public. Kashmir Mail, which runs from Pathankot to Delhi—there is only one train—it is insufficient for the heavy traffic that we have there. In summer, a duplicate is run, but my submission is that instead of that duplicate Kashmir Mail, there may be one permanent additional train to run. It may be called "Kashmir Express" or it may be called by any other name, but it should not be stopped in winter also and should run throughout the year.

With these words, I beg to submit through you, Sir, to the Hon. Minister of Railways that he should give his attention towards the construction of a railway line in Kashmir State at his earliest possible convenience.

श्री ब्रह्मराज सिंह (फिरोजाबाद) : उपाध्यश्म महोदय, पिछले वर्षों की भाँति इस वर्ष भी रेलवे मंत्री महोदय ने बजट पेश करते हुए यह कहा है कि रेलों में प्रगति हो रही है और जो देश की जरूरतें हैं, उनको पूरा करने के लिये रेल आगे आ रही हैं। लेकिन मैं पूछता चाहता हूँ रेलवे मंत्री महोदय से, कि रेलों की उन्नति किंविर हो रही है और जिस तरह और जिस तरफ रेलों की उन्नति हो रही है उससे किन लोगों को फायदा पहुँचने वाला है? क्या वाकई यह फायदा आम जनता को पहुँचने वाला है? हिन्दुस्तान के करोड़ों लोगों के लिये जिनको कि आज रेलवे लाइनों की आवश्यकता है, रेल यह तात्पात्र की सुविधा की जरूरत है, क्या उनके लिये आप कुछ करने जा रहे हैं? सौ साल के अंतर्वर्ती बीचे राज्य में जहा एक दिन थे एक मील रेलवे लाइन बिछानी थी वहा आजादी मिलने के बाद पांच सालों में यानी १९५१-५२ से ले कर १९५६-५७ तक आप सिर्फ ६२५ मील लाइन बिछा सके हैं। क्या इसमें आप यह कह सकते हैं कि रेलों में प्रगति हो रही है तथा रेलवे लाइन का विस्तार हो रहा है? अमेरिका यहा राज्य था इतना काम कर सकते थे तो आप उतना क्यों नहीं कर रहे हैं। आपकी तो आमदनी भी बढ़ रही है, आपके साधन भी बढ़ रहे हैं। ऐसी हालत में क्या यारंग है कि हम और अंग्रेज लाइन बिछाने में समर्थ नहीं हो रहे हैं।

अपने बजट भाषण में मंत्री महोदय ने यह भी कहा है कि रेलपथ का मिलना आसान हो गया है, रेलपथ को बिछाने के लिये जो लाइन है उनका मिलना आसान हो गया है। जब ऐसी बात है तो क्यों नहीं इस भाषण में इस बात का संकेत किया गया है कि हिन्दुस्तान के जो पिछड़े हुए इलाके हैं उनमें रेलवे लाइन बिछाने की कोशिश की जायेगी।

आप आप यह कहते हैं कि भीड़ बहुत कम होने की आशा नहीं की जा सकती है। निकट अविष्य में आप इसके विषय में कुछ भी नहीं कर सकते। इसके साथ ही माय आप यह भी कहते हैं कि जनता के हित में रेलों का कम कर रही है। जब ऐसी बात है तो भीड़ को कम करना भी तो जनता के हित में ही है और क्यों नहीं इसके बारे में कोई कदम उठाये जाते हैं। आपवे यह घोषणा भी की थी कि रेलों में जो दर्जे हैं उन्हें घटा कर एक दर्जा किया जाएगा या कम से कम उनके दो दर्जे कर दिये जायेंगे। इसके बावजूद हम देखते हैं कि रेलों पर पहला दर्जा भी कायम है, दूसरा भी कायम है, तीसरा भी कायम है, और इसके साथ ही माय एक और दर्जा जिसको आप बातानुकूलित दर्जा कहते हैं, जोड़ दिया गया है। आपने जो आकड़े दिये हैं उनमें पता चलता है कि ऊचे दर्जों से १६५७-५८ वें बजट में आय १३ करोड़ ७५ लाख रुपया और तीसरे दर्जे में १ अरब ७ करोड़ १५ लाख रुपया होने की आशा है। बड़े ताज्जुब की बात यह है कि ऊचे दर्जों के बारे में यह नहीं दिलाया जाता है कि प्रथम श्रेणी से कितनी आय होती, द्वितीय श्रेणी से कितनी आय होती, तथा बातानुकूलित डिब्बो से कितनी होती। इन सब दर्जों को आप ऊचा दर्जा मानते हैं। इतना होने पर भी जो तीसरे दर्जे से आय होती है वह ऊचे दर्जे के डिब्बो की आय से आठ गुना है। हम यह भी जानते हैं कि बातानुकूलित और द्वितीय दर्जे तथा प्रथम श्रेणी का किराया तृतीय दर्जे के किराये से करीब करीब औसतन तिगुना बैठता है। आठ का तीन गुना चौबीस होता है। तो अब क्या तीमरे दर्जे के यात्रियों के लिये ऊचे दर्जे के यात्रियों के मुकाबिले में चौबीस गुना स्थान रेलों में सुरक्षित है? यह नहीं है। कूफ़ इतना स्थान उनको नहीं मिल पाता है, इसलिये भीड़ कम नहीं होनी है। हम यह भी देखते हैं कि जो बातानुकूलित डिब्बे होते हैं वे खाली जाते हैं, फस्ट ब्लास्ट के डिब्बे खाली जाते हैं, दूसरी

ब्लास्ट के डिब्बे खाली जाते हैं और इसके मुकाबले में तृतीय श्रेणी के डिब्बो में बहुत अधिक भीड़ होती है। इस भीड़ को कम करने के लिये आप कहते हैं कि आपके पास डिब्बे नहीं हैं, जिनको आप लगा सकते। मैं पूछना चाहता हूँ कि इसके पीछे कौन सा मिट्टान्त है जिसका आप पालन कर रहे हैं?

इस सदन में पिछले साल भी यह आलोचना हुई थी कि हमारे जो अफसर लोग हैं वे सैनूत में चलते हैं यह नहीं होना चाहिये। इसने उत्तर में यह कहा गया कि रेलों पर निरीक्षण करना होता है, अधिकारियों वे साथ ठहरना होता है, उनके साथ सम्पर्क स्थापित करना होता है। हम यह जानते हैं कि अधिकारियों के ठहरने की बात एक बहाना मात्र है। वैसे भी अगर वे चाहें तो सम्पर्क स्थापित कर सकते हैं। रेलवे के जो अफसर हैं, वडे वडे अफसर हैं, उनकी मस्त्या से ही यह परखा जा सकता है कि आप उन पर कितना लब्ज़ कर रहे हैं और क्यों इतना लब्ज़ कर रहे हैं। यह लब्ज़ हर साल बढ़ रहा है। इस साल करीब पाँच दो लाख स्पया आप अधिक लब्ज़ करने जा रहे हैं बेवल रेलवे बोर्ड के ऊपर। एक एक ही जगह पर आप दो दो अफसर नियुक्त करने जा रहे हैं। उनमें बेतन मी आपकी समाजवादी समाज रचना के मिट्टान्त का अनुसार नहीं है। बेतनों की अधिक से अधिक सीमा भी आपको निर्वाचित कर देनी चाहिये थी। आपको स्पष्ट शब्दों में कहना चाहिये था कि किस किस्म की समाजवादी समाज की रचना आप करना चाहते हैं और अधिक से अधिक कितनी आमदानी किसी व्यक्ति की होगी। आप, एक सौ में कम किसी की नहीं और एक हजार से अधिक किसी की मासिक आमदानी नहीं होती ऐसी व्यवस्था कर सकते थे। लेकिन हम देखते हैं कि नए नए अफसर नियुक्त होते हैं और उनकी तानखाहें ३२०० और ३५०० महीना नियत कर दी जाती हैं। इन बड़े बड़े अफसरों के लिये ही आप सैनूत की व्यवस्था करते हैं। यह सब चीजें हमें

[भी बजराज सिंह]

पुरानी परम्पराओं की याद दिलाती है। हमारे रेलवे मिनिस्टर तो फस्ट क्लास में चल सकते हैं, हमारे भूतपूर्व रेल मंत्री संकिंच क्लास में चलने के लिये तैयार थे तब हमारे आफिसर लोग जिनको सफेद हाथी कहा जाना चाहिये, क्यों इन दर्जों में सफर नहीं कर सकते हैं। मुख्य सवाल यह है कि क्या आप अपनी नीति में कोई कानूनिकारी परिवर्तन करने जा रहे हैं और ऐसा परिवर्तन करने जा रहे हैं कि जिससे जनता यह महसूस करे कि रेल हमारी है और कुछ अफमरों की ही सुविधाओं के लिये नहीं है जो केवल सैलून में चल कर अपनी शान दिखलाना चाहते हैं। इसके बारे में हमें बड़ा कटु भ्रमित है। पार्लियामेंट का मैंबर तो थड़ क्लास में चल लेता है क्योंकि उसको फस्ट क्लास में जगह नहीं मिलती है या वह उसमें जाना नहीं चाहता है। इसके विपरीत इनाहाबाद से दिल्ली के लिये आगर कोई भैनेजर साहब आते हैं तो उनके साथ जिनने भी फस्ट क्लास के डिब्बे होते हैं, उन पर भी क्लास कर लिया जाता है। आज कल इस तरह की भावना दृष्टिगोचर होती है। इतना होने पर भी आप यह कहते हैं कि हमारे पास डिब्बे नहीं हैं और हम भीड़ को कम नहीं कर सकते हैं। यदि आप भीड़ को कम करना चाहते हैं तो आपको कोई कानूनिकारी परिवर्तन करने होंगे। आपको लोगों के सामने एक मिसाल बनना चाहिये। आपको जो बुनियादी चीज़ है उसको पकड़ना चाहिये। आप कहते हैं कि हम एक या दो दर्जे ही रखना चाहते हैं, तो आप इसको अमल में क्यों नहीं लाते हैं। आप सैलून को खरी करके इसकी शुरुआत कर सकते हैं। इससे काफी जगह आपको मिल सकती है। इतना ही नहीं, ये सैलून स हमको पुरानी परम्पराओं की याद दिलाती हैं, अंग्रेजों के जमाने की याद दिलाती है। सैलून में चलने वालों का जनता से सम्पर्क नहीं होता है। मैं निवेदन करता चाहता हूँ कि यदि ये लोग

तीसरे दर्जे से नहीं जा सकते हैं, तो ये सड़क से कार के द्वारा जा सकते हैं, हवाई अड्डे की व्यवस्था है और ये लोग उसमें सफर कर सकते हैं। कौन सी ऐसी आवश्यकता है कि आप नए नए दर्जे कायम करते जाते हैं। इससे कोई लास आमदनी नहीं होती है। मैं पूछता चाहता हूँ कि इस १३ करोड़ ७५ लाख रुपये की आमदनी का कितना हिस्सा सरकार के लजाने से जाता है। हमारे जो बड़े बड़े अफसर होते हैं, पार्लियामेंट के मैंबर होने हैं या दूसरे लोग होते हैं जिनको कि प्रथम श्रेणी में चलने का विशेष अधिकार प्राप्त है, उनके लिये रेल का जो किराया लच्च करना पड़ता है, वह सरकार को ही करना पड़ता है। मैं समझता हूँ कि इस राशि का एक बहुत बड़ा हिस्सा सरकार को ही लच्च करना पड़ता है। मैं जानता हूँ कि आगरे से फैक्ट्रियाबाद तक एक पैसेंजर चलती है। उसमें प्रथम श्रेणी का एक डिब्बा लगाया जाता है। मैं मानतीय मंत्री जी से पूछता चाहता हूँ कि क्या उस प्रथम श्रेणी के डिब्बे में कभी कोई आय होती है? मुझे मालूम है कि उससे कोई आय नहीं होती है। उससे लोग बिना टिकट सफर करते हैं। या वे लोग सफर करते हैं जिनके पास पास होते हैं। ऐसे स्थानों पर प्रथम श्रेणी के डिब्बे लगाने की क्या आवश्यकता है? इसलिये मैं चाहता हूँ कि आप कोई कानूनिकारी परिवर्तन करे जिससे रेलों में भीड़ की समस्या, जिसे आप कहते हैं कि हल नहीं होता है, हल ही सके। यदि आपने कुछ कानूनिकारी परिवर्तन किये और फिर भी भीड़ कम न हो तो कम से कम लोगों को यह पता तो लगेगा कि आप का उद्देश्य भीड़ को कम करने का है और उसको कम करने के लिये आप कार्य कर रहे हैं।

यह कहा गया है कि हमारी आमदनी हर साल बढ़ रही है। यह कहा गया है कि पिछले वर्ष की अपेक्षा इस साल मैं हमें २३ करोड़ रुपये के करीब आवृक्ष आमदनी होगी।

इसके साथ ही साथ यह भी कहा गया है कि हम २ अरब ६० करोड़ कपया निर्बाध, मध्यीन इत्यादि पर लार्ज करने जा रहे हैं। इसमें से अधिकातर आप वहाँ लार्ज करने जा रहे हैं जहाँ पर लार्ज करने की कोई आवश्यकता नहीं है। इलाहाबाद रेलवे स्टेशन की बात कही नहीं है। यह बताया गया है कि वह इमारत ६० साल पुरानी है, इससिये उसको तोड़ देना चाहिये और उसकी जगह पर दूसरी बनानी चाहिये। इस काम के लिये ३७ लाख और कुछ हजार लार्ज करने की आवश्यकता की गई है। इस बर्ज मी कुछ लार्ज किया जा रहा है। मेरे पूछना चाहता हूँ कि क्या उसको इसीसिये तोड़ा जा रहा है कि वह बहुत पुरानी हो चुकी है या आकर्ष उसके गिरने का खतरा है? मेरे बहाँ गया हूँ और मुझे लोगों वे बताया कि वह टूटी नहीं है और उसको तोड़ने में मुश्किल पड़ रही है। जब ऐसी बात है तो आप क्यों नहीं इमारत बनाते हैं और क्यों ऐसे ही रुपया लार्ज करना चाहते हैं? आजकल जो निर्माण कार्य आप कर रहे हैं उनकी यह हालत है कि टूटला स्टेशन पर आपने नया निर्माण कार्य किया है और इसको किये हुये केवल दो बर्ज ही हुए हैं। इन दो बर्जों में वहाँ की छत से पानी आने लग गया है और वह चूने लग गई है। आपकी बनाई हुई इमारतें तो दो साल में ही खारब हो जाती हैं और वह पुरानी इमारत अभी तक खारब नहीं हुई है किर क्यों आप उसको तोड़ रहे हैं? क्या आप उसको इसी बास्ते नया बनाना चाहते हैं कि प्राइम मिनिस्टर साहब चाहते हैं कि वह नई बने और वह कहते हैं कि जब मेरा बालक था तो भी इस स्टेशन को इसी तरह से बेक्षता था और आज जब मेरा प्राइम मिनिस्टर हूँ तो भी इसी तरह से इसे देखता हूँ। यह हिन्दुस्तान में समाजवादी समाज की स्वापना का तरीका नहीं है। इस तरह से भीड़ कम नहीं हो सकती है। आप इस पैसे का नई रेल्स खोलने के लिये उपयोग कर सकते हैं। निर्माण का काम आप करते हैं, उसमें पुरानी बिल्डिंग्स

को क्यों आप तोड़ते हैं और उनकी जगह नई बर्जों बनाते हैं जब कि उनकी कोई आवश्यकता नहीं होती है? मेरे निवेदन करना चाहता हूँ कि रेलवे मंत्री महोदय और रेलवे के बड़े अधिकारी जरा इसकी गहराई में जायें और सोचें कि आखिर इस गड़बड़ी को कैसे बन्द किया जा सकता है। जो ठेकेदार वहाँ लगे रहते हैं वह रेलवे अफसरों से मिले रहते हैं। वे अफसरों से कहते हैं कि हमारे पास काम नहीं है हमारे लिये कुछ काम निकालो मानो हिन्दुस्तान में निर्माण का कोई काम ही नहीं रह गया है। अपने ठेकेदारों को काम देने के लिये ऐसे नये नये काम निकाले जाने हैं जैसे एक बने बनाये स्टेशन को तोड़ कर उसकी जगह दूसरा स्टेशन बनाना या जो फ्लेटफार्म पहले रोड़ी बिल्डिंग कर बनाया गया है उसको रोड़ी के बजाय बीमेंट डाल कर बनवाना। रेलवे मंत्रालय का ज्यादातर बपया जो खर्च होता है वह इस तरह के छिलूल कामों पर लार्ज होता है।

द्वितीय पंचवर्षीय योजना काल में रेलवे मंत्रालय अपने कर्मचारियों के लिये ६४ हजार क्वार्टर्स बनाना चाहता है। यह अच्छी बात है और स्वागत योग्य है लेकिन आप कर्मचारियों की सुविधा के नाम पर अफसरों के बड़े बड़े आलीशान फ्लैट्स बनायें और उसके लिये लाखों रुपये सालाना की किराये की जमीनें, यह उचित नहीं है न यह कोई कर्मचारियों को सुविधा देने का सबाल ही है। मेरे रेलवे मंत्रालय और मंत्री महोदय से पूछना चाहता हूँ कि हिन्दुस्तान जैसे गरीब मुल्क में जहाँ कि एक आदमी की सालाना शौसत आमदनी २२३ रुपये १२ घण्टे है वहाँ पर रेलवे के बड़े अधिकारियों को ३५०० और ४००० रुपये प्रतिमास तनहुआ है देना कहाँ तक उचित और न्यायसंगत है? ऐसे अफसरान के बास्ते जो कि इतनी भोटी तनहुआ है पात हैं इस तरह की सुविधा या सहायता देने की क्या आवश्यकता है?

[श्री बाबराज सिंह]

दूसरा सबाल यह आता है कि आपके कोयले का खर्च बढ़ रहा है। ठीक है इस्टी पड़ जाने से उसकी कीमत बढ़ गई है लेकिन मैं आपसे निवेदन करना चाहता हूँ कि कोयले के सम्बन्ध में इस तरह के उदाहरण मौजूद है कि खुर्जा और टूर-ए-रेलवे म्टेनेजरों के कर्मचारी और लक्ष्मणराज मिल बरके असली कोयले को जला हुआ कोयला बना कर नीचे निकाल देते हैं और इस तरह लाखों रुपये का अच्छा कोयला चोरी चला जाता है। मैं चाहता हूँ कि रेलवे मत्री महोदय इस ओर ध्यान दें और आवश्यक कदम उठाये ताकि कोयले की यह चोरी बन्द हो। आज होता यह है कि अच्छे कोयले को रास्ते में डाल कर नीचे निकाल दिया जाता है और अगर पूरे हिन्दुस्तान का हिसाब लगाया जाय तो मैं समझता हूँ करोड़ों रुपये का कोयला इस तरह चोरी में चला जाता है। मैं पूछता चाहता हूँ कि इस चोरी और भ्रष्टाचार को रोकने के लिए आप क्या करने जा रहे हैं?

रेलवे पब्लिक सर्विस कमिशन इलाहाबाद और दूसरी जगहों पर बना हुआ है। क्या मत्री महोदय को मालूम है कि वहाँ पर जो उम्मीदवार नौकरी के लिये दरखास्ते देते हैं, रजिस्टर्ड पोस्ट से अजिया भेजते हैं, दफ्तर के बाबुओं के द्वारा उन दरखास्तों की चाय बना सी जाती है और सिर्फ उन्हीं दरखास्तों पर विचार किया जाता है जिनके कि भेजने वाले सम्बन्धित कलंक को १००, २०० रुपये दे देते हैं और सिर्फ उन्हीं को कौल लेटर्स भेज कर बुलाया जाता है? स्पष्ट है कि जहाँ इस तरह का भ्रष्टाचार चल रहा हो उस देश में समाजवादी समाज की रचना नहीं की जा सकती और साथ ही रेलवे के अन्दर जो हम प्रगति करना चाहते हैं वह भी नहीं कर सकते। इलाहाबाद में रेलवे के एक कलंक महोदय जो कि

अब नौकरी से हट गये हैं उन्हें लाख रुपये नाजायज तौर पर पैदा किये और १ लाख की उनकी बिलिंग खड़ी हुई है। क्या मत्री महोदय का ध्यान कभी उस ओर जाता है कि आखिर यह भ्रष्टाचार कैसे चल रहा है और कैसे रेलवे बाबुओं की आमदानी बढ़ रही है और कैसे वे इस तरह के बड़े बड़े भकान छोटी सी तनखाह के भीतर लड़े कर लेते हैं? मैं अपने रेलवे मत्री महोदय और रेलवे बोर्ड से निवेदन करना चाहता हूँ कि वह इस भ्रष्टाचार को रोकने के लिये आवश्यक कदम तत्काल उठायें। आज होता यह है कि लाखों पड़े लिखे लोग नौकरी चाहते हैं, दरखास्ते भेजते हैं लेकिन उनकी अजियों को रही की टोकरी में फेंक दिया जाता है और कौल लेटर के बाल उन्हीं लोगों को भेजा जाता है जो कि सम्बन्धित बाबू को पैसा देते हैं। एक छोटे से कलंक के हाथ में इतनी बड़ी ताकत दे रखती है और जो बड़े अधिकारी हैं वे इस ओर नहीं देखते हैं। मैं रेलवे मत्री महोदय से पूछता चाहता हूँ कि वे इस ओर क्यों नहीं देखते हैं?

रेलवे में विकास कार्य पर रुपया खर्च हो रहा है उसमें भी हम देखते हैं कि विकास पर जो रुपया खर्च होने जा रहा है वह ऐसे कामों पर खर्च हो रहा है जैसे प्लेटफार्म को तोड़ कर फिर से नये डिजाइन का बनाना। जैसा मैंने पहले अर्ज किया उन टेकेडारों को जो कि अफसरों से मिले रहते हैं उनको काम देने के लिये बेकार के कामों पर रुपया खर्च किया जाता है। जहाँ पर वाकई जरूरत होती है कि प्लेटफार्म बनाया जाय वहाँ पर नहीं बनाया जाता। मिसाल के तौर पर मैं बतलाना चाहता हूँ कि कानपुर के पास ही जुही का

स्टेशन है वहां पर रेलगाड़ियां लड़ी हीती हैं, वहां कोई प्लेटफार्म नहीं है हालांकि वहां पर एक प्लेटफार्म का होना चाहती है जिससे लोग आ जा सकें। प्लेटफार्म की सुविधा वहां पर होनी चाहिये। मैं निवेदन करना चाहता हूं कि आप पूरे दूषितकोण में परिवर्तन कीजिये और यह देखिये कि आपको किस तरीके से देश का विकास करना है और किस तरीके से देश में रेलों का जाल बिछाना है। अगर उसके लिये वह कहा जाय कि रेल पथ नहीं मिलते हैं, रेल लाइनें नहीं मिलती हैं और लोहे और इस्पात की कमी होने के कारण हम रेल लाइनों का विकास नहीं कर सकते तो फिर हमें इस और व्यान देना चाहिये कि किस तरीके से रेल और रोड का कोआर्डिनेशन हो, किस तरीके से उनमें सहयोग हो और किम तरह से हम अपनी सड़कों का विकास कर सकें। आप कहते हैं कि विकास हो रहा है, प्रगति हो रही है लेकिन आपको यह देखना होगा कि वाक़ई क्या ठीक और तेज रफ्तार से वह काम हो रहा है। पहले अंग्रेजों के जमाने में एक दिन में एक मील लाइन डाली जाती थी और चार दिन के अन्दर एक रेलवे स्टेशन बनाया जाता था लेकिन आज अगर हम देखें तो पायेंगे कि हमारी रफ्तार बहुत धीमी है और इसलिये यह बहुत जरूरी हो जाता है कि हम अपने विकास कार्यों की गति को बढ़ायें। आज हम देख रहे हैं कि हमारी रेलों पर यातायात बढ़ रहा है इसलिये रेलों को कार्यक्षमता बढ़ाई जानी आवश्यक है। मेरा निवेदन है कि इन सब चीजों की तरफ व्यान दिया जाय और उसके लिये आप अपनी चल रही पुरानी नीति में कान्तिकारी परिवर्तन लाने की जात सोचिये।

जहां तक रेलवे कर्मचारियों को सुविधा देने का सबाल है आप रनिंग स्टाफ को तो भत्ता देते हैं लेकिन टी० टी० ई०

लोगों को कोई एलाउंस नहीं दिया जाता है हालांकि वह भी दूसरे रनिंग स्टाफ की भांति इयूटी देते हैं और गाड़ी में चलते हैं। मैं पूछना चाहता हूं कि आखिर टी० टी० टी० के साथ इस तरह का सोलेला सलूक क्यों बर्ता जाता है जब कि दूसरे लोगों को इस प्रकार की सुविधा दी जाती है? मैं चाहता हूं कि टिकट चैकर्स को भी यह सुविधा दो जाय।

यहां पर कहा गया है कि लोग रेनों में खानपान की व्यवस्था को प्रसंद कर रहे हैं तो मैं पूछना चाहता हूं कि इन खानपान की व्यवस्था को प्रसंद करने वालों की तादाद कितनी है। इस व्यवस्था को वही लोग प्रसंद कर रहे हैं। जो कि प्रथम श्रेणी में और बातानुकूलित डिब्बों में चलते हैं और इस देश में इस श्रेणी में आने वाले लोगों की तादाद बहुत कम है थड़े क्लास में चलने वाले लालों और करोड़ों लोगों के मुकाबले नगद्य है। रेलवे की सबसे अधिक आमदानी थड़े क्लास के यात्रियों से होती है और उसको सबसे अधिक पैसा उन लोगों से मिलता है जो अपनी धोती को ऊपर किये हुये और कंधे पर पोटली लटकाय डिब्बे के ढंडे से लटका रहता है और उसको पता नहीं रहता है कि वह त्रिवेणी में स्थान करने पर सकुदाल वापिस लौट भी सकेगा या नहीं और अक्सर लोगों की रेलवे मिगनल से टक्कर हो कर मृत्यु हो जाती है।

इस खानपान के सबाल के नाम एक दूसरा सबाल भी जुड़ा होता है और वह यह है कि जिन ठेकेदारों वे ठेकेदारों पहले में चल रहे होते हैं वहीं चलते रहते हैं और इसी की वजह है कि खुर्जा रेलवे स्टेशन पर बासलेट की पूँजी खाने को मिलती है। यह ठेकेदार बड़े बड़े अफसरों से मिलते

[श्री बबराज सिंह]

रहते हैं जिसके कि कारण इस तरह की गड़बड़ी चलती है और लोगों को बासलेटी पूँछी खाने को मिलती है और उससे जनता की तंदुरुस्ती खराब होती है। मैं पूँछना चाहता हूँ कि क्या ममी महोबय का ध्यान इस ओर गया है?

जहा तक रेलगाड़ियों में खाने पीने के डिब्बे चलाने का सवाल है, मेरा कहना यह है कि उनसे कोई खास कायदा नहीं हो रहा है। खाने पीने की कंटीन, आपका केटरिंग डिपार्टमेंट स्टेशनों पर है और अच्छा है लेकिन मैं चाहता हूँ कि उसको रेलवे विभाग खुद चलाये। आखिर इस देश से ऐसे लोग उगालियों पर गिने जा सकते हैं जिनके कि पास रेडियो, तार और टेलीफोन हैं। इस देश में ३८ करोड़ लोग ऐसे बसते हैं जिनके कि पास उनमें से कोई सुविधा नहीं है। मैं पूँछना चाहता हूँ कि रेलवे विभाग उन लोगों को सुविधा देने की तरफ क्या ध्यान दे रहा है? आप सानपान के विषय में यह ध्यान रखिये कि वह ठेकेदार जो पुराने चले आ रहे हैं उनके ठेकों का जल्दी से जल्दी खात्मा हो और अगर आप डिपार्टमेंटल केटरिंग वहां पर नहीं चला सकते हैं तो जो भी आप चलाय उसे आप कोआपरेटिव बेसिस पर और सहयोग के आधार पर चलाये।

श्री शाहमुकाम ज्ञा. खुजा मे कोआपरेटिव वैडिंग है।

श्री बबराज सिंह: जैसी है वह सब जानते हैं कि कैसी चल रही है। मैं इस अवसर पर उसके बारे में ज्यादा नहीं कहूँगा। बहत नहीं है।

जहा तक विकास का सम्बन्ध है आप रेलवे न विजली लगा कर उसका विकास करना चाहते हैं। ७५ करोड़ रुपये

१०६२ भीम में विजली से रेलगाड़ी चलाने पर लाभ करने जा रहे हैं लेकिन मैं इस बारे में इतना कहूँगा कि हिन्दुस्तान के पूरे विकास के लिये एक गलत तरीके से चला जाता है। छोटी मशीहे तो बनाई नहीं और विजली पैदा कर ली। अब विजली का कोई खास इस्तेमाल तो हैं नहीं इसलिये रेल में लगा दी और कोयला इस्तेमाल न करने के लिये आर्ट्यूमेंट यह देते हैं कि भाई कोयले से कपड़े काले होते हैं इसलिये विजली लगाते हैं।

मैं निवेदन करना चाहता हूँ कि आप विजली से रेल चलाने की कोई खास जरूरत नहीं। लेकिन चूंकि आप के सामने समस्या यह थी कि विजली हम पैदा कर चुके हैं, और उस विजली का कहीं उपयोग नहीं है, इसलिये रेल विजली से चलाते हैं। यह भी आप देखेंगे कि जहा आवश्यकता होती है नई लाइन डालने की, नये डब्बे बनाने की, बगन बनाने की जिस से देश का यातायात बढ़े, उस में सुविधा मिले, उनकी और ध्यान नहीं दिया जाता। पुराने क्षेत्र ह जहा रेलवे लाइन नहीं है, खास तौर से वह क्षेत्र जहा लडाई के जमाने में रेलवे लाइन थी, लेकिन उस बहत तोड़ी गई थी। आप क्यों बहुत से ऐसे स्थान मिलेंगे जहा रेलवे लाइन चली नहीं है। जो लाइन डिस्ट्रिक्ट की गई है वह नहीं बन पाई है। मैं निवेदन करना चाहता हूँ कि जहा तक पूरी योजना का सवाल है, रेलवे के विकास का सवाल है, उस में जो विजली का सवाल आता है, या कोई और सवाल आता है तो आप सिद्धान्त रूप से गलत तरीका ले कर चलते हैं। आप पहले ऐसे काम कर लेते हैं जिन के उपयोग करने का सवाल पहले नहीं आता। उसका स्वाक्षर बाब में पैदा होता है। तो मैं निवेदन करूँगा कि आप जिस बीज की आपा करते हैं वह

तभी पूरी हो ८०००। जब हम देश की पूरी जनता के सहयोग से और उस की भलाई के लिये कार्य करें। मेरा चाहूंगा कि रेलवे बिनिस्टर महोदय, जहां तक रेलवे बोर्ड का सबाल आता है, उसके काम को बोलने के लिये और पूरी रेलवे के काम की जांच पढ़ताल करने के लिये सदन की एक स्टैन्डिंग कमेटी कायम करें और वह कमेटी सब काम को देख भाल करे, रोजमर्दी की चीजों की देख भाल करे और पूरे देश के रेलवे की आमदनी और लाचं पर आपना ध्यान दे। जैसा कि रेलों के लिये आप ने कहा कि इस साल ४ अरब, ७ लाख रुपया आमदनी के के रूप में पाने को है। उन से वही काम किये जायं जो कि जनता की भलाई के हो। अगर आप समाज के लिये काम करने का अपनी प्रतिष्ठा को बढ़ाना चाहते हैं तो इस सदन की एक कमेटी बनाने के प्रसन पर विचार किया जाना चाहिये। मुझे आशा है कि रेलवे मंत्री महोदय इस बात पर विचार करेंगे।

स्वामी रामानन्द तीर्थ (मौरंगाबाद) : उपाध्यक्ष महोदय, रेलवे मंत्री का भाषण पढ़ने के बाद जो कार्य रेलवे मंत्रालय से इस साल में हुआ है, उस के बारे में प्रश्नांसा करना जरूरी हो जाता है, इसलिये कि हर पहलू से कुछ तरक्की नजर आती है। जिस टनेज का यहां जिक्र किया गया है उस में बृद्धि हुई, बैगन लोड में बृद्धि हुई, आमदनी भी बढ़ी है, लाचं भी हृद से बाहर बढ़ गया है और बहुत सी बातें इस में बताई गई हैं। मैं इन तमाम बातों के बारे में कुछ अधिक नहीं कहना चाहता। यह काफी है कि मंत्रालय ने अपने काम में तरक्की जरूर की है। हालांकि तरक्की का जो सिलसिला है उस का जिक्र कुछ हृद तक करना मुनासिब होता है, लेकिन जब कुछ काम होता है या जो तरक्की की गई है उस में

अनुभव आता है, जो दोष रहते हैं उन को दूर करने के सम्बन्ध में ज्यादा ध्यान देना जरूरी हो जाता है।

मैं कोई एक्स्पर्ट के नाते बोलने का दावा नहीं करता क्योंकि मैं किसी प्रकार का एक्स्पर्ट नहीं हूं, लेकिन जो भी सुनने में आता है, उस की बिना पर मैं कुछ निवेदन करना जरूरी समझता हूं। यहां पर आपरेशनल एफिशिएंसी का जिक्र किया गया है। मुझे यह कहने में कुछ हिचकिचाहट नहीं है कि बाल्यम बहुत बढ़ गया है। आपरेशनल की भी तरक्की होना जरूरी है और उचित बात है कि जब तरक्की होती है तो आपरेशनल भी बढ़ते हैं। लेकिन मुझे यह कहने में कोई संकोच नहीं है कि आपरेशनल एफिशिएंसी उस स्टैन्डर्ड तक नहीं पहुंची है जिसनी की होनी चाहिये। यह कोई समाजानकारक बात नहीं है क्योंकि इस के बारे में बहुत कुछ कहा जा सकता है। लेकिन जो चीज मंत्री महोदय ने एक्सडेंट्स के बारे में कही है वही चीज दूसरी चीजों के बारे में भी हम समझ सकते हैं। हमारी रेलवे को चलाने वाले, रेलवे के एम्प्लायीज और दूसरी छोटी श्रेणी के लोग हैं। मैं समझता हूं कि कुछ हृपूर्ण एलिमेंट भी काम करता है। जहां रिस्पासिलिटी होती है वहां शिकायतें भी होती, ग्रीवान्सेज होते हैं, मैं यह भी मानते के लिये तैयार हूं कि एम्प्लायीज जो हैं उन को तरफ आफिससं का इन्टालरेन्स और विकिटमाइजेशन का भी कुछ एटीट्यूड हो सकता है, हालांकि यह नहीं होना चाहिये और इस बारे में जो जिम्मेदार लोग हैं उन को काफी ध्यान देना चाहिये क्योंकि अगर एम्प्लायीज असन्तुष्ट रहते हैं, उन को सन्तोष नहीं होता है, तो काम ठीक नहीं चलेगा। यह एक सेल्स इंटरेस्ट की बात हो सकती है, लेकिन जो शिकायतें हैं वह दूर नहीं का गई, इस लिये कोई अपने काम में दुर्लक्षण करे, नेमिजेन्स करे, और एक्सडेंट्स हों, यह बात मेरी

[स्थानी रामान द तीथ]

समझ मे नही आती। मे आपने बचपन मे रोडमाइड स्टेशन्स पर रहा हू क्योंकि मेरे जो अच्छल्स बर्गरह थे यह स्टेशन मास्टर थे और मे कुछ दूर से बैठ कर, किस तरह से आपरेशन होता है मिनगल बर्गरह का इम का मे दूर से अध्याम करता आया है। मेरी समझ मे यह बात नही आती है कि जब एक लाइन पर एक गाड़ी लड़ी रही है और जो लाइन पर टमर गाड़ी आकर टक्कर लेती है तो इस म टेक्निकल बान क्या हो सकती है। अगर कछ है भी तो ५ परमेन्ट या १० परमेन्ट एलिमेंट होगा ६० या ६५ परमेन्ट एलिमेंट हूमून नेशनल बास का है। अगर यह बान मही है तो उस की जिम्मेदारी किस पर है। मे इस चीज को इसलिये दोहरा रहा हू कि यह बहुत मे मैम्बरो ने यह बात कही कि आज लोगो मे यह फीलिंग आ रही है कि रेल से सफर करना एक धोखे की बात है, एक खतरनाक बात है। इस फीलिंग को आप लोगो के दिलो मे कायम रख कर चलेग तो प्रगति तो जरूर की है आप ने, वह प्रशंसनीय है, लेकिन जो दोष आप क मैनेजमेंट मे हो रहा है, उस के बारे मे आप को गहरे से सोनना चाहिये। मे समझता है कि इस को काम्प्ल-सेन्टी कहना शायद गलत होगा। लेकिन इस के बारे मे जैसा ध्यान दिया जाना चाहिये उतना नही दिया गया।

मे एक और बात कहा जो कि मेरी समझ मे नही आ रही है। कुछ दिन पहले जा हमारे लेनदेन मिनिस्टर थे और आजकल उन्नर प्रदेश के राज्य पाल है, गिरि माहब उन्होने एक पालिमी एनन्डिएट की थी। वह यह है कि एक इडस्ट्री के लिए एक ही यूनियन होनी चाहिए। रेलवे मे दा यूनियन है। इस बारे मे माननीय मन्त्री जी अपनी तरफ से भी कुछ कदम उठा रहे हैं। अच्छी बात है। लेकिन आप इस मसले को आखिर रिजाल्व कर करेगे और कैसे करेगे? क्या यह चलता

हो रहेगा? हर साल जब बजट पर हम बहस करते हैं तो यही सबाल सामने आता है कि दो यूनियन्स हैं। आखिर कुछ मंथड है या नही इसको रिजाल्व करने का, या साल व साल यह इसी तरह से चलता रहेगा? मे कहता हू कि सरकार को या किसी यूनियन को यश मिले, लेकिन आप डिमार्केटिक ढग से राय लेकर एक यूनियन को कपा रिकागनाइज नही करते। इसमें आपको क्या आपत्ति है? अगर इम्पलाईज कम्प्युनिस्टो की यूनियन को ज्यादा भीजू समझते हैं तो उसको रिकागनाइज किया जाये। आखिर आपने केरल मे तो कम्प्युनिस्ट पार्टी के एडमिनिस्ट्रेशन को भी तो मान लिया है। तो पोलीटिकल प्वाइट आब व्यू से इस मामले को नही देखना चाहिए और दो यूनियन्स के दबाये एक यूनियन रिकागनाइज की जाये ऐसी मेरी राय है।

मे पालिमी मैट्स पर कुछ ज्यादा नही कहता चाहता क्योंकि मेरे पास जो बक्त है उसमे मे अपनी जरूरियात के बारे मे भी जिक करना चाहता हू। जब श्री लाल बहादुर जी शास्त्री रेलवे मन्त्री थे तब से यह जिक होता आया है और अब सैकिंड फाइव इंप्रेल्प्लान का एक साल गुजर गया, और दूसरा गुजर रहा है, फिर भी हमारे ग्रीवासेज जैसे थे वैसे ही है। इसलिए मे मन्त्री जी और रेलवे बोर्ड के मैम्बरो के ध्यान के लिए एक दो बाते कहना चाहता हू।

मनमाड जबशन काफी अहमियत रखता है। अगर हमारे मन्त्री जी वहा थोड़े समय के लिये भी रुकेंगे तो उनको अनुभव होगा कि वहा के बेटिंग रूम्स की ओर वहा के प्लेटफार्म की क्या हालत है। और खास करके जो लाइन हैदराबाद जाती है, मेरा स्वय का अनुभव है, उस तरफ के प्लेटफार्म की हालत बहुत खराब है। एक ही प्लेटफार्म

ही और अगर गाड़ी कुछ लेट आती है तो दूसरी लाइन पर जड़ा होना पड़ता है। इधर एक गाड़ी जड़ी होती है। बायसें होते हैं। दूसरे और बच्चे उन से गिरते हैं। अगर यहां पर एक और प्लेट फार्म बना दिया जाये तो उसमें फार्मिन एक्सचेंज का क्या सवाल उठता है। यह नियंत्र के अनुभव की चीज़ में पेश कर रहा हूँ।

दूसरी बात मुझे यह कहनी है कि श्रीराम-बाद एक बड़ा मशहूर स्थान है। यह इंटरनेशनल रिप्यूट का स्थान है और यहां दुनिया के तमाम हिस्सों से लोग आते हैं। यहां पर थड़े क्लास और सीर्किड क्लास के मुसाफिरों के बैठने के लिए अच्छा बेटिंग रूम नहीं है। थड़े क्लास के बेटिंग रूम में लोगों के ऊपर से होकर गुजरना पड़ता है। यह हालत है।

उपाय्यल महोदय : यहां हाउस में माननीय सदस्य रेलवे बोर्ड को कुछ न कहें। सीधा चेयर को कहें।

स्वामी रामानन्द तीर्थ : तीसरे नानदेड स्टेशन पर उस लाइन में सब से अधिक ट्रैफिक है। हम तीन साल से कहते आ रहे हैं कि इस इलाके में ११६ से ११८ डियो तक टैंपरेचर रहता है। लेकिन यहां पर प्लेटफार्म पर शैड नहीं है। मैं नम्रता से कहना चाहता हूँ कि वे तो मामली बातें हैं। प्लान तो बढ़ता जाता है और चीजें होती जाती हैं। नई रेलवे लाइन का जिक किया था, वह तो अब चली गयी, लेकिन रेलवे स्टेशनों पर जहां रोजाना हजारों मुसाफिर आते जाते हैं वहां पर कुछ मामूली सुविधायें करने की तरफ अगर रेलवे मंत्रालय व्यान देगा तो हम उसके बहुत शुक्रगुजार होंगे। जब मैं सफर करता हूँ तौ लोगों की दशा देख कर मुझे दुःख हाना है। मुझे आशा है कि इस बाई मंत्रालय इस तरफ कुछ व्यान देगा।

एक बात आखिर में यह कह कर मैं अपना भाषण समाप्त करने वाला हूँ। भिन्न भिन्न मिनिस्ट्रीज में फिस प्रकार कोआडिनेशन होना चाहिए और इंटीग्रेटेड ट्रांस्पोर्ट पालिसी कैसी होनी चाहिए इस बारे में हमारे दोस्त श्री अशोक भेहता ने काफी सुझाव पेश किये हैं। मैं इस बात के बारे में कहना चाहता हूँ जो कि मेरा स्वयं का अनुभव है। जब मैं विकारालाद से परती और पूर्ना से आदिलालाद की लाइन पर सफर कर रहा था तो कुछ लोगों ने मुझ से कहा था कि आप किसी दरजे में जाकर देख सकते हैं कि बहुत से यात्री बिना टिकट के यात्रा कर रहे हैं। मैंने वह चीज़ तो नहीं की क्योंकि मैं जानता था कि ऐसे बहुत से लोग होंगे और मेरा ऐसा करने से कुछ एमबेरासमेंट भी होगा वहां के इनचार्ज लोगों को। लेकिन मैं ने अच्छे रिलायेबिल सोसेंज से यह मालूम किया है कि इसमें गाड़ी, ट्रेवलिंग टिकट इंस्पेक्टर और स्टेशन मास्टर की कांसपिरेसी रहती है और इस प्रकार रेलवे को जो हमारी सबसे बड़ी इंडस्ट्री है नुकसान होता है। सैकड़ों लोग रोजाना बिना टिकट सफर करते हैं। बन्द व्यक्तियों ने मुझे कहा है कि अगर कोई इनकाग निटो वहां भेजा जाये तो यह बात उसके अनुभव में आयेगी।

इतना ही कह कर मैं रेलवे मंत्रालय ने जो प्रगति की है उसके लिये उसे बधाई देता हूँ।

श्री राम छप्पण (महेन्द्रगढ़) : उपाय्यल महोदय, मैं आपका बहुत मशकूर हूँ कि आपने मुझे रेलवे बजट पर बोलने का योका दिया। रेलवे बजट को देखने से यह मालूम होता है कि पिछले दो भाल में जो काम इस मुहामें मैं हुआ है उससे यह अन्दाजा लगाया जा सकता है कि सीर्किड फाइब्र इयर प्लान का जो रेलवे से ताल्लुक है वह काम

[भी राम कुम्हण]

का हिस्सा पूरा हो जायेगा । उदाहरण के तौर पर सैकिंड फाइबर इंधर प्लान के मुताबिक पांच साल में ८४२ मील के करीब नई लाइन बनाई जायेगी । पिछले दो सालों में २५० मील के करीब नई लाइन बन चुकी है । और ५०० मील के करीब नई लाइन पर काम हो रहा है । इससे हम यह अन्दाजा लगा सकते हैं कि पांच साल के अन्दर ८४२ मील के परीब नई लाइन जरूर मुकम्मल हो जायेगी ।

दूसरे जहां तक आमदनी का ताल्लुक है उसको भी देखने से पता चलता है कि पिछले दो सालों में आमदनी भी बढ़ रही है उदाहरण के तौर पर सन् १९५६-५७ की आमदनी ३४७ करोड़ ५७ लाख थी जब कि इस साल की आमदनी का अन्दाजा ४०५ करोड़ के करीब है और सब से ज्यादा लूप्ती की बात यह है कि यह जितनी ज्यादा आमदनी बढ़ी है यह तमाम डेवलपमेंट फंड में रखी जा रही है जिससे कि रेलवे के लिये सैकिंड फाइबर इंधर प्लान के लिये जो चीज़ें रखी गई हैं वे आसानी से पूरी की जा सकती हैं ।

नई रेलवे लाइन को बनाने के लिये इस बजट में २६ करोड़ रुपया रखा गया है । मैं समझता हूँ कि यह रकम बहुत थोड़ी है । इसलिये मेरी राय है कि मुख्क के जितने ज्यादा हिस्सों में रेलवे लाइन बन सके उतना ही अच्छा है । इसलिये इस रकम को बढ़ा दिया जाये । जहां तक नई लाइनों के बनाने का सबाल है उसके बारे में मेरी यह राय है कि कम से कम इस एक नई लाइन को अल्ट से जल्द बनाया जाये । भिकानी और रोहतक पंजाब के हिन्दी स्पीकिंग एरिया के सबसे प्रधान शहर हैं । उनका कासला सड़क के जरिये ३० मील पड़ता है जब कि रेलवे से जाने में ढेर सी मील का कासला

तै करना पड़ता है । इसलिये मेरी तज्जीज है कि इस लाइन को जरूर बनाया जाये । दूसरे इस लाइन को बनाने से एक कायदा यह भी होगा कि दिल्ली और रियादी के बीच गाडियों के आने जाने में दिवकत रहती है और गाडियां काफी लेट हो जाती हैं यह दिवकत दूर हो जायेगी । इस लाइन के बन जाने से बहुत से ट्रेफिक के लिये दूसरी आस्टर-नेटिव लाइन ही जायेगी क्योंकि कादला पोर्ट से जो सामान पंजाब के लिये आवेगा वह रोहतक और भिकानी होता हुआ पंजाब जा सकेगा । इसलिये मेरी तज्जीज है कि इस लाइन को जरूर बनाने की कोशिश की जाये । और इस मीके पर मैं यह भी बतला देना चाहता हूँ कि सन् १९५७-५८ में दौरान में लडाई शुरू होने से पहले इस लाइन को बनाने का फैसला हो गया था । लेकिन बाद में लडाई के कारण यह काम रुक गया । इसलिये मेरी तज्जीज यह है कि अब इस काम को दोबारा शुरू किया जाय ।

इसके बाद मे पैसेजर्स एमिनिटीज के बारे में कुछ बातें कहना चाहता हूँ । इस साल के बजट में इसके लिये २८०,००,००० रुपये की रकम रखी गई है, जो कि मेरे स्थाल से बहुत थोड़ी है । इसको भी जरूर बढ़ाया जाय । इसके अलावा सब से ज्यादा कोशिश इस बात की होनी चाहिये कि इस रकम का ज्यादातर हिस्सा तीसरे दर्जे के मुसाफिरों को सहूलियत बहम पहुँचाने के लिये लच्च किया जाय, क्योंकि रेलवे को पैसेजर ट्रैफिक से जितनी आमदनी होती है, उसका ६० फी सदी हिस्सा तीसरे दर्जे के मुसाफिर कान्ट्री-व्यूट करते हैं, जब कि उनकी बेहतरी के लिये उनको आराम पहुँचाने के लिये, बहुत कम रकम लच्च की जाती है । पिछले साल के बजट में तीसरे दर्जे के मुसाफिरों से होने वाली आमदनी का अन्दाजा ११०,६७,००,००० रुपये का है । जब कि अपर क्लासिज से होने वाली आमदनी का अन्दाजा १४,०६,००,००० रुपए का है । इसके बावजूद हम देखते हैं

कि आज जितनी दूरी हालत तीसरे दर्जे की बोगीज़ की है और जितनी तकलीफ़ तीसरे दर्जे के मुसाफिरों को उठानी पड़ती है, वह इतनी ज्यादा है कि उसको बयान नहीं किया जा सकता। उदाहरण के तौर पर तीसरे दर्जे की बोगीज़ में पानी और बिजली का ठोक इन्तजाम नहीं है और तमाम गाड़ियों में पेंच भी नहीं लगाये गये हैं। इसलिये मैं सास तौर पर यह अपील करूँगा कि हमारी सब से ज्यादा कोशिश यह होनी चाहिये कि यैसेजर्स एमिनिटीज़ के लिये जो भी रुपया खर्च किया जाय, वह ज्यादातर तीसरे दर्जे के मुसाफिरों को आराम पहुँचाने के लिये और उनकी दिक्कतों को दूर करने के लिये किया जाये।

पिछली दफ़ा भी मैंने यह अर्ज किया था कि जब से भीटरेज़ के हिस्सों को बैस्टर्न और नार्देन जोन्ज़ में मिलाया गया है, भीटरेज़ सेक्शन को एफिशेन्सी खत्म हो गई है। बैस्टर्न रेलवे में तकरीबन ४,००० मील भीटरेज़ का सेक्शन है, जब कि ब्राडगेज़ का सेक्शन सिर्फ़ १,६०० मील के करीब है, लेकिन हेड आफिस बम्बई में रखा गया है, जब कि भीटरेज़ का सेक्शन, जो कि अहमदाबाद से शुरू होता है, वहां से नीन सौ मील से भी ज्यादा दूर है। जो नार्देन जोन बनाया गया है, उस में २,००० मील के करीब भीटरेज़ का सेक्शन है। बैस्टर्न रेलवे में जो भीटरेज़ का सेक्शन है, वह उसके साथ पैरालल चलता है, बल्कि कई जगह दोनों सेक्शन एक दूसरे को टच करते हैं। इसलिये एफिशेन्सी के नुक्ता-एन-ज़र से, मुसाफिरों को आराम पहुँचाने के लिये और खर्च को कम करने के लिये यह ज़रूरी है कि इन दोनों भीटरेज़ सेक्शनों को मिलाकर एक नया जोन बनाया जाय। हम देखते हैं कि बम्बई में बैस्टर्न रेलवे और सेंट्रल रेलवे इन दो रेलवेज़ के हैड-आफिसिंज़ हैं। मेरा स्पष्ट है कि वहां एक हैड-आफिस रखना ही

काफ़ी है। मेरा व्याल है कि अगर बैस्टर्न जोन के भीटरेज़ सेक्शन को निकाल कर एक नया जोन बना दिया जाय और जो बाकी ब्राडगेज़ का सेक्शन बचे, उसे सेंट्रल रेलवे में मिला दिया जाय, तो एक ही आफिस से तमाम काम चल जायेगा और इस प्रकार भीटरेज़ सेक्शन की तरफ ज्यादा ध्यान दिया जा सकेगा और लोगों को ज्यादा फ़ायदा पहुँचेगा। इसलिये मेरी तज़ीज़ है कि इस तरफ भी ज़रूर ध्यान दिया जाय।

इस सिलसिले में मैं यह भी अर्ज कर दूँ कि शुरू शुरू में जोन्ज़ बनाने की जो स्कीम बनाई गई थी, उसमें तमाम भीटरेज़ सेक्शन मिला कर एक जोन बनाया गया था। मेरी समझ में नहीं आता कि क्या कारण था कि दो तीन महीनों के बाद ही तमाम स्कीम को बदल दिया गया और भीटरेज़ सेक्शन को दो हिस्सों में तकमीम कर दिया गया।

15.53 hrs.

[SHRI BARMAN in the Chair.]

अब मैं ओवर-काउंडिंग के बारे में कुछ कहना चाहता हूँ। जैसा कि मैंने प्रभी कहा, भीटरेज़ सेक्शन में और सास तौर से नार्देन और बैस्टर्न जोन्ज़ में ओवर-काउंडिंग बहुत ज्यादा है। वहां गाड़ियों की तादाद बहुत कम है और नई गाड़ियां जितनी भी चलाई गई हैं, वे ज्यादातर ब्राडगेज़ सेक्शन पर ही चलाई गई हैं। इसलिये इस ओवर-काउंडिंग को दूर करने की तरफ भी प्रयत्न दिया जाय।

आज हम देखते हैं कि दिल्ली से खांडवा या काडला जाने के लिये कोई सोची गाड़ी नहीं है, जिसको बहुत ज्यादा ज़रूरत है। वाया आर० पी० स०० कोई मेल-गाड़ी नहीं चलती है। इसलिये वाया आर० पी० स०० दिल्ली से खांडवा और दिल्ली से कांडला तक ज़रूर गाड़ी चलाई जाय।

हिंसर चंडीगढ़ से काफ़ी दूर है और हिन्दू स्पीकिंग एरिया के सदर्न हिस्से से

[भी राम कृष्ण]

काफ़ी दूर वाक्या है। वहां के लोगों को चंडीगढ़ जाने के लिये सहूलियतें देने के लिये एक गाड़ी जिसार से चंडीगढ़ ज़रूर चलाई जाय।

आजकल जोधपुर भेल वाया रत्नगढ़ जोधपुर आती है। अगर वह वाया फुलेरा जोधपुर जाय, तो बहुत फायदा हो सकता है। वाया रत्नगढ़ जाने से उसको ४०० मील का सफर करना पड़ता है, जब कि वाया फुलेरा जोधपुर ३४० मील के बरीब है। इस गाड़ी के बाया फुलग जाने से ६० मील का सफर बच जायेगा और खर्च भी कम होगा। साथ ही साथ नादनें रेलवे में दो घटे के बाद बीकानेर भेल उस संक्षण पर चलती है। इसलिये इस गाड़ी को डाइवर्ट करके वाया फुलेरा चलाया जाय, जिससे मुसाफिरों को ज्यादा आराम पहुंचे और खर्च भी कम हो।

जहां तक रेलों की स्पीड का ताल्लुक है, मैं यह कहना चाहता हूँ कि इसमें कोई खास तस्लीबस्था तरक्की नहीं हुई है, बल्कि गाड़ियां काफ़ी लेट चलती हैं। उदाहरण के तौर पर रेवाड़ी से जो पैसेजर गाड़ी सुबह साढ़े छः बजे चलती है, तकरीबन साढ़े तीन, चार घटे में दिल्ली पहुंचती है। इसी तरह दिल्ली से जो गाड़ी सुबह चलती है, वह भी उतना ही टाइम लेती है। इस तरफ ज्यादा ध्यान दिया जाना चाहिये, ताकि गाड़ियों की स्पीड बढ़ सके और कम से कम बक्त लग सके।

जहां तक डिविजनलाइज़ेशन का ताल्लुक है, माननीय मंत्री जी ने अपनी स्पीच में इस बात का जिक्र किया है कि यूर्जज कन्सल्टेटिव कमेटीज़ डिविजन-वाइज़ बनाई जायेगी। मैं समझता हूँ कि यह बहुत अच्छी तज्जीज़ है और इसको जल्दी से जल्दी अमली जाया पहनाया जाय, ताकि मुसाफिरों को ज्यादा से ज्यादा आराम मिल सके और उनकी सह-लियत के लिये ये कमेटियां ज्यादा काम कर सकें।

भी गतिशील राम (जैनपुर-रक्षित-अनुसूचित जातियां) : बेयरमैन महोदय, मैंने भी अपना नाम भेजा है, लेकिन मुझे अभी तक नहीं बुलाया गया है।

Mr. Chairman: I am calling Shri Das Gupta. The hon. Member will have his chance later.

Shri B. Das Gupta (Purulia): Mr. Chairman, let us look at the Railway Budget from the socialistic point of view and also from the common man's point of view, The railway is a nationalised concern. It is run by the Government and its pattern is declared by the Government to be socialistic.

First of all, everything has increased. We have got the budget figures of 1958-59 and all other figures up to 1956-57. The surplus has increased In 1955-56 the surplus was Rs. 14.2 crores. Then, we find, in 1958-59 the estimated surplus is Rs. 27.34 crores. The railway has made rapid stride in everything. Of course, there has been increase in fare too. This is for the common man, the third-class passengers. For upper class passengers, of course, it has been proportionately decreased. With the increase of earnings, everything has increased. The passenger traffic has increased from 13 million to 14 million miles, to keep pace with this progress, the death roll in accidents has also increased the number of passengers killed and injured in train accidents in 1955-56 was 16, in 1956-57, it has gone up to 276.

16 hrs.

In this plethora of increases, I may be permitted to speak a word or two about the third-class passengers. Their amenities also have been increased, it is claimed. But how do they fare? The earnings from the third-class passengers in 1955-56 were Rs. 94 crores. In 1958-59, the estimated earning is Rs. 110 crores. From

upper class passengers, in 1955-56, it was Rs. 12.85 crores and in 1958-59, the estimated earning is Rs. 14 crores. The major railway earning, after the goods traffic, is from third-class passengers. But, the major sufferers also are they. I shall now deal with this problem.

Over-crowding in the train remains the same. It can be alleviated. But, the outlook and approach in this direction are, I may say, unsocialistic. The tragedy is that the Govt. are not going to admit it and take any suggestion which may be of use to them. It has been stated in the report that all available resources are being exploited to alleviate the overcrowding of third-class passengers. But, what do we find? I may venture to suggest to the hon. Minister or Deputy Minister, that if they will take the trouble just to board a train in Asansol or Patna they will find it a herculean task to get into the train. All sorts of acrobatic feats are required to get into a train. Fortunately if you can have admission into the train, you are sandwiched whether you are standing or whether you are sitting. It is not a very pleasant thing for our masters—so we call our people—to have this experience. This is the kind of way in which we are managing the railways for our masters.

In these circumstances, air-conditioned coaches are still being increased. The other day, the hon. Minister of Railways said that he would consider this question of air-conditioned coaches. But, recently, I found from a newspaper report that from Howrah to Howrah, air-conditioned coaches are being introduced in a train. May I know, in our country, what is the necessity for these air-conditioned coaches? What is the necessity in our country for these vestibule air-conditioned third class trains? Is there any necessity? We have done without these so long, we can do without these now too. I must say these are for the convenience and comfort of that privileged section against whom we have declared our goal to be a socialistic pattern. So, I

find that the Railway administration's arrangement and management is not primarily for the common man. Otherwise, we could have done something for them. It is not that we have got no funds or something like that. The difficulty is, our approach, our outlook is different.

Therefore, we are not able to find ways and means of giving facilities to the common man. If we do anything, we think that we are distributing favours to them. It is not so. We are not doing anything for our masters—we have no realisation of that. I tell you, the people have not yet realised that they are the masters of the country. But, the moment they realise that they are the masters of the country, I think the Railway Board will have to take recourse to a different way.

Railway is a nationalised concern. But, there is difference between nationalisation and socialisation. It is not socialised. At least when the Government have declared their goal to be a socialistic pattern, I think they should have given their attention towards converting this Railway administration to a socialistic pattern. Unfortunately, we do not find that.

Now, leaving the common man, let us come to the administration itself. Let us take the Demand No. 1. I have made a hurried calculation—of course, I am speaking subject to correction. What do I find in the Demand No. 1 regarding the expenditure for the Railway Board? One hundred and ninety nine officers get a pay from Rs. 500 to Rs. 4000. The total provision made for them is Rs. 24,29,000. When we come down to the Establishment, what do we find? The average pay ranges from Rs. 37 to 144 and their number is 532. Just imagine. India has a socialist pattern of Govt. and we are providing Rs. 24,29,000 for 199 persons and in the same department, in the same stage, we are providing only Rs. 7,29,000 for 532 employees. When these employees cry for their bread, they demand for their subsistence.

[Shri B. Das Gupta]

they are given the President's notice, they are given the sack. You cannot just provide regular amenities and emoluments for them, but you can provide the sack for them. This is the administration in our socialistic pattern of Govt. So dissatisfaction is rampant and why should it not be rampant?

Accidents are increasing day by day—why? Have we enquired into that? Of course, it is the carelessness of the staff on the spot, no doubt, but, what do we find? You do not consider it worth just to care the lowest officers, the employees in the lowest grade. The signalman, when he enters his cabin, if he is to think of his starving child or of his starving wife, it becomes very difficult for him to keep his brain cool at the lever on which depends the safety of the passengers. This is the real condition of the staff and the employees whom you are employing and whom you are harassing. You just do not realise your responsibility regarding this matter.

16.10 hrs.

[PANDIT THAKUR DAS BHARGAVA in the Chair.]

Even if you had half-realised this responsibility, you would have had a different course for them. This rampant dissatisfaction is for another thing also, and that is for injustice. One thing which I have found is that I cannot expect any justice from the administration. I am not criticising just for the sake of criticism. It is a fact. The persons whom you are employing have no confidence in you and they do not expect any justice from you.

I have referred some matters regarding the injustice done to the doctors of the South-eastern Railway—to the Railway Board, to the General Manager and to the Minister concerned. Time and again for the last three months I have been knocking and knocking. The Railway Minister,

I may be permitted to say, happens to be a friend of mine of thirty-five years' standing; दूसिंह राजद्वारे राजद्वारे We have been together. I have gone to him and I have placed this matter before him. He has assured me of justice. But now I find after so many days a letter from the General Manager of the South-eastern Railway that everything is O.K. I can place all these papers before you and even a layman will find that sheer injustice has been done to the railway doctors. Not only this. In several cases I have found that the general trend is that the railway employees have lost faith in justice. If that is not to be seriously considered, if we ignore this and if we claim that everything is O.K., then I think we will be living in a fool paradise.

Coming to the amenities, we are building big things such as the Allahabad station and so on. Now about a small thing, rebuilding—an over-bridge in Purulia station in the South-eastern Railway—which was constructed when the railway line was constructed first long ago. Now the passenger traffic has increased, but unfortunately the over-bridge remains the same. We have cried hoarse; we have appealed again and again and made representations, just to reconstruct the over-bridge, but of no avail. There is another small thing, a railway crossing in the Purulia station on the highway. The traffic has increased; we have appealed again and again for the diversion. There has been a survey; inspectors and managers came, but unfortunately, nothing has been done.

A new railway line is being constructed from Phusrup to Muri. It is meeting the line from Purulia to Ranchi at Begunkodar, at a distance of 25 miles from Purulia—the narrow gauge line which now exists from Purulia to Ranchi. This distance of 25 miles of Narrow gauge should be converted into broad gauge. You are spending crores of rupees, and this is not going to cost much, but I do no

find any proposal to convert it into broad gauge. That area is going to be industrialised soon. There is going to be a cement factory started at Jhaldia. Unfortunately, this has not been taken into consideration.

These small things should not be ignored, because the common man judges the administration only by these small things. Our people become grateful to the administration if they can find a little accommodation in the train; they are satisfied if they can find some small amenities and conveniences. The demand of our people is not much. They are satisfied with very small things, but still we are unable to provide even those small amenities to them, and that is the tragedy. It is not due to want of means, but it is due to want of a proper approach and outlook that we are being unable to provide these things to our people. We call them our masters. It is a scandalous thing to see our masters running hither and thither at a railway junction, and knocking about here and there, not able to get into the train.

As regards the consideration for the common man, I wish to bring to your notice a news item which illustrates how consideration is shown for the common man in an independent country. It was published in the *Hindusthan Standard* of 25.2.1958:

"Parliament is to hear of an appeal by a 50-year-old baker to amend a law so that he can wake up in time to get to work.

The baker and his wife, both deaf and dumb, are today reported to have disclosed their unique problem to Brigadier Sir John Smyth, a Member of Parliament.

The husband Ted Shephard has to get up at 4 a.m. to work in a small bakery—and nothing yet invented can wake him up in time.

He has tried keeping the lights on and practising 'I must wake at 4' auto-suggestion to no avail.

Often he has to sit up for most of the night in order to guarantee getting to work.

Mr. Shephard wants Parliament to amend legislation forbidding night baking which came into force last year.

He seeks the right to start work at 11 p.m. and go on until 7 a.m. permanently.

Brigadier Sir John Smyth is quoted today as saying he is taking up the matter with the Minister of Labour."

This is how in a democratic country the common man is taken into consideration. But here in our country, do you feel, do you do anything for the common man? Nothing. We find our common men are ignored; they are devoid of all sorts of amenities which we can provide for them.

We should find out the root cause of all these things. We all want that the railway administration should be better, should at least serve the common man and the employees too. I think it is time to think seriously of reconstructing the Railway Board, which is practically conducting the whole show,—in a different way. Let us build a pyramidal structure from that base. Make the workers feel that the concern is their own; let them work with that feeling, and realise that it is their own concern, that it is their responsibility, and that they are working for the nation. Unless we have a new approach and a new outlook, unless we can learn to appreciate the feelings of the common man, whatever we may declare, we will not be able to accomplish our task.

श्री भ० श० शिष्य (केसरांज बह-
राइच) : रेलवे मंत्रालय द्वारा प्रकाशित
भारतीय रेलवे का १९५७-५८ का संवित्त

[भी भ० दी० निध]

विवरण देखने के बाद यह पता चलता है कि इस विभाग ने सर्वतोमुखी उभति की है और सभी दिशाओं में इस प्रयत्न से काम किया गया है कि जिस से कि यह विभाग जितने भी राजकीय व्यवसाय के और विभाग है उन में अधिक से अधिक सफल सिद्ध हो और हुआ है। इस का उपरोग अधिक से अधिक जनता को सुविधाओं के लिये है। इस के द्वारा अधिक से अधिक धन की भी प्राप्ति होती है और साथ ही साथ यह जनता की सुविधाओं की दृष्टि से उत्तरोत्तर हर दिशा में उभति करता जा रहा है। रेलवे स्टेशन्स, प्लेटफार्म्स, जगह जगह की गाड़िया समुचित तरीके पर देने का प्रबन्ध, इन दिशाओं में अच्छी तरह से उभति करने की इस ने चेष्टा की है। लेकिन इस के साथ ही साथ हमे यह देखने की आवश्यकता है कि जिन दिशाओं में यानी जिस प्रकार से इस रेलवे भवनालय ने सुविधाये देने की चेष्टा की है वह सुविधाये जनता को कहा तक प्राप्त हुई है। इस बात का निरीक्षण मेरी समझ में समुचित तरीके पर नहीं हो रहा है। सुविधाये गवर्नरमेट के द्वारा काफी रक्खी गई है, और इस दृष्टि से रक्खी गई है कि हिन्दुस्तान की जनता, जिस का सम्पर्क रेलवे व्यवसाय से अधिक से अधिक से अधिक सुविधाये प्राप्त करे। लेकिन मैं देखता हूँ कि इस के निरीक्षण की कमी के कारण जो सुविधाये उपलब्ध होनी चाहिये, वे पूरी तरह से उपलब्ध नहीं हो रही है। हमारा जो निरीक्षक वर्ग है, उस के लिये, अभी हमारे एक मित्र ने कहा, संलग्न की व्यवस्था है और जो नीचे के निरीक्षक वर्ग हैं वे भी जब चलते हैं, मैं देखता हूँ कि हर एक कर्मचारी को पता चल जाता है कि आज कोई रेलवे का विशेष कर्मचारी भा रहा है। सारी व्यवस्था डिवाप होती है। देख पड़ता है कि पानी की सुविधाये भी वहा रहती हैं, हर जगह भिट्ठी की सुविधा रहती है, जो भी सुविधाये रक्खी गई है, वह सब होती है। समय समय पर डब्बे में सफाई करने के लिये भी लोग आने तै हैं।

Shri Jadhava (Malegaon): May I point out that there is no quorum in the House?

Mr. Chairman: The bell is being rung.

Now there is quorum. The hon. Member, Shri Bhagwan Din Mishra may continue.

भी भ० दी० निधः श्रीमान्, बजट में यह भी दिलाया गया है कि यातायात में काफी बढ़ि हुई है।

16.26 hrs.

[Mr. DEPUTY-SPEAKER in the Chair.]

और उम के द्वारा धन भी अधिक प्राप्त हुआ है और भविष्य में और प्राप्त होने की आशा है। लेकिन इस के साथ ही साथ वह धन हमारे डेवेलपमेंट विभाग को दिया जाय यह ठीक है, दिया भी जाना चाहिये। लेकिन जिस विभाग से वह प्राप्त हो रहा है उम के लिये सुविधाये देने की प्राथमिकता देनी चाहिये। आज भी द्वितीय श्रेणी और तृतीय श्रेणी में जो असुविधाये चलने वालों को प्राप्त, उन को देखने वालों को आकस्मिक तरीके से जानने की चेष्टा करनी चाहिये। हमारे माननीय मंत्री महोदय या उपमंत्री महोदय या उन के माय जो उन के विशेष कर्मचारी हैं वे आकस्मिक दौरे किया करे तो इस बात का पता चलेगा कि इन डिब्बों में किस तरह से यात्रियों को असुविधाये हैं। यात्रियों की यातायात मरुस्या बढ़ने के बाद भी द्वितीय और तृतीय श्रेणी में पूरी तरह से व्यवस्था नहीं की जा रही है और उन को बैठने तक की सुविधा प्राप्त नहीं है। इस के अतिरिक्त में यह देखता हूँ कि कुछ लाइने तो ऐसी है कि जिन पर रेलवे विभाग ने अभी तक व्यापार भी नहीं दिया, जो बाच लाइनों के नाम से मशहूर हैं। उन के डिब्बे तो मैं समझता हूँ कि शायद ५० वर्ष पुराने हैं या ६० वर्ष पुराने हैं। किसी में सिडकिया मिलती है, किसी में नहीं मिलती है, किसी में दरवाजे बन होते हैं।

किसी में अद्य नहीं होते। मैं समझता हूं कि उन की तरफ आज तक किसी तरह से भी व्यान नहीं दिया गया। बात हर बहन यह कही जाती है कि सोलालिस्टिक पैटर्न होगा और रस के साथ साथ तृतीय श्रेणी के यात्रियों के लिये अधिक से अधिक सुविधाओं भी नहीं दी जाती। यह भी धांकड़े मौजूद है कि तृतीय श्रेणी के यात्रियों से अधिक में अधिक धन रेलवे विभाग की प्राप्त होता है। लेकिन उन को सुविधाओं में अधिक से अधिक कमी भी जाती तक नज़र आती है। इसलिये मैं रेलवे विभाग का व्यान खास तौर से इह और आकर्षित करना चाहता हूं कि तृतीय श्रेणी के डिव्ह्यों को काफी बढ़ाना चाहिये और इस के साथ साथ जो बांच लाइनों के डिव्ह्ये रिजेक्टेड हैं, एक दम बुरी हालत में हैं, उन को बदल कर उन की अवस्था ठीक करनी चाहिये।

बजट में यह भी जिक्र किया गया है कि बिना टिकट यात्रियों की संख्या भी अधिक है। मेरे एक मित्र ने भी इस बात की चर्चा की है कि बिना टिकट यात्री अधिक चलते हैं। मैं समझता हूं कि यह समाज का एक बहुत बड़ा दोष है और इसे दूर करना हर तरह में आवश्यक है। विवेक की दृष्टि से जनता में अगर यह भाव पैदा हो तो अच्छा है, अन्यथा भय की दृष्टि से ही ऐसा करने की चेष्टा करनी चाहिये। रेलवे भजिस्ट्रेटों की नियुक्तियों की गयी है और मैं उत्तर प्रदेश के सम्बन्ध में कह सकता हूं कि उन की नियुक्तियों के फृज-स्वरूप बिना टिकट यात्रियों की संख्या में बहुत कमी हुई है। लेकिन उन की मेदाओं का हमारे इस विभाग ने यह आदर किया है कि आठ आठ नी नी वर्ष उनको काम करते हो गये हैं लेकिन वे भी तक स्थायी नहीं हो सके हैं। पिछ्ले साल शायद सोचने के बाद एक वर्ष की उम्पत्ति उनको दी गयी है। मैं पूछना चाहता हूं कि जिस विभाग द्वारा आपके यहां का हर तरह से अटाकार कम होता हो और जिसकी सेवाओं से आपकी मामदनी भी बढ़ती हो और समाज की बुराइयां दूर होती हों

और लोग बिना टिकट यात्रा न कर सकें, क्या उस विभाग के कर्मचारियों के लिए आपका यही उपहार है कि वे नी नी वर्ष की सेवा करते के बाद भी आज अस्थायी हैं और उनको पिछ्ले साल केवल एक साल की तरफकी दी गयी है। मैं देखता हूं कि दूसरे विभागों में अगर किसी कारणबाट तरकियाँ रुक जाती हैं तो जब उनको तरकियाँ दी जाती हैं तो तीन तीन वर्ष की या दो दो वर्ष की तरफकी दी जाती है, जितनी कि उनको मिलनी चाहिए। लेकिन मैं देखता हूं कि इन लोगों की ओर रेलवे विभाग ने व्यान नहीं दिया है। इस ओर व्यान देना चाहिए। अक्सर यह कहा जाता है कि इनका सम्बन्ध प्रान्तीय सरकार से है। प्रान्तीय सरकार कही है कि इनका सम्बन्ध केन्द्रीय सरकार से है। मेरा कहना है कि उनका सम्बन्ध चाहे जिससे हो लेकिन उनके साथ व्याय तो होना ही चाहिए।

बजट को देखने से मालूम होता है कि खास तौर से पूर्वोत्तर रेलवे में मालगाड़ियों के जरिये से अधिक मामदनी होती है। लेकिन जिस प्रकार मालगाड़ियों की अवस्था की गयी है उससे मालूम होता है कि उनकी तरफ कमी व्यान ही नहीं दिया जाता। मैं बहराइच जिले का उदाहरण दे सकता हूं। इस जिले से आजकल इस खास समस्या के जमाने में १५ या १६ लाख मन गल्ला बराबर बाहर जाता है। लेकिन मेरे प्रयत्न करने के बाद भी वहां लोगों के लिए गाड़ी की अवस्था नहीं हो सकी। मैंने हो बार टेलीफोन द्वारा जनरल मीनेजर और स्वेशन सुर्पर्टेंट से मुलाकात करने का प्रयत्न किया लेकिन सकल नहीं हो सका। जहां तक गल्ले के व्यवसायों का सम्बन्ध है उनके लिए भी मैं चाहता हूं कि रेलवे विभाग पूरा पूरा व्यान रखे। जैसा कि कहा गया है देश में एक का दूसरे से सम्बन्ध ठीक तरह से होना चाहिए। आज खास समस्या के कारण चारों ओर आन्दोलन सा हो रहा है। लेकिन वहां गल्ला मौजूद है, जहां

[बी अ० द० मित्र]

मार्गों ने गल्ला लेकर रखा हुआ है, उसके लिए वे बेंकों से बपदा भी नहीं ले सकते हैं, रेलवे विभाग को देखना चाहिए कि उनके माल को दूसरी जगह भेजने में जो असुविधायें हैं उनको दूर करे। इस कठिनाई को दूर करने का पहले कुछ प्रयत्न किया गया था। माल भेजने वालों की एक जिस्ट लैथार की आती थी उसके अनुसार माल भेजने की व्यवस्था की जाती थी। लेकिन वह नहीं के बराबर है। विभाग के कर्मचारी जिस तरह से छासका प्रयोग करते हैं उसको बहुत सूक्ष्म दृष्टि से देखने की आवश्यकता है।

जहाँ तक रेलवे विभाग के कर्मचारियों की नियुक्ति का सम्बन्ध है हमारे एक मित्र ने कहा है कि इस और विभाग का व्यान जा रहा है। आज आम जनता में यह बात फैली हुई है कि रेलवे विभाग में नियुक्ति तो बिला किसी विशेष साधन के नहीं हो सकती। इसलिए इस बात की भी आवश्यकता है कि जो नियुक्तिया की जाये और जो लोग इटरव्यू के लिए बुलाये जाये उनको इस तरह से नियुक्त किया जाये ताकि बिला किसी साधन के होते हुए भी सही आदमी नियुक्त हो।

जैसा मैंने विद्युत वर्ष निवेदन किया था आच लाइन्स मे आज भी बिजली और पत्ते का प्रबन्ध पहले जैसा ही है। आज एक वर्ष के बाद भी हमें वही बात फिर दुहराने का अवसर हो रहा है कि पत्ते और बिजली की व्यवस्था ठीक नहीं है। आप गोडा से रुपेंडीहा तक चले जाये अधिकतर आपको बिला रोशनी और पत्ते के यात्रा करनी होगी। प्रथम धेणी के आश्रियों के लिए भी यह सुविधा नहीं होती फिर दूसरी और तीसरी श्रेणियों की तो बात ही क्या है। ऐसी अवस्था में मैं यह कहना चाहता हूँ कि जो यहा निवेदन किये जाते हैं उन पर व्यान दिया जाये और ये निवेदन अरप्परोदन साधित न हों। जो बातें यहा कही

जायें उसकी तरफ व्यवस्था बदल दिया जाता है चाहिए तभी समूचित व्यवस्था हो सकती है।

इस बर्ष में दुर्भाग्य से दुर्घटनायें बहुत हुई हैं और उनमें चर्चा बराबर इस भवन में होती रहती है। यह हमारे लिए लोद का विषय है। अभी अभी कहा गया है कि कर्मचारियों की एक ही यूनियन होनी चाहिए उनको पूरी पूरी सुविधायें दी जानी चाहिए। लेकिन साथ ही उनके कर्तव्य पर भी अधिकाधिक व्यान रखने की आवश्यकता है। एक कर्मचारी की भूल से, या एक कर्मचारी की अव्यवस्था से संकड़ों की जानें लातेरे में पड़ जाती है। यह अव्यवस्था किसी तरह से भी सम्भव नहीं कही जा सकती। इसलिए आवश्यकता इस बात की है कि जो दुर्घटनायें होती हैं उनके बारे में हम और आप मिल कर विशेष व्यान दें। कर्मचारियों को अधिक अशिक्षण देकर उनके द्वारा ऐसी व्यवस्था करायी जाये कि हमको इस प्रकार की दुर्घटनायें देखने का अवसर ही न दिले।

इसके साथ ही साथ इस बात की तरफ भी व्यान दिलाना आवश्यक है कि कर्मचारियों में अनुशासन की बहुत कमी है। मुझ से एक रेलवे के ओवररिसियर ने कहा कि मैं यह बात तो मानता हूँ कि लेवर को उचित सुविधायें दी जायें लेकिन मैं देखता हूँ कि उन पर यूनियन का यह प्रभाव पड़ रहा है कि वे अनुशासन को मानता जान्ती नहीं समझते। तो मैं आज एक ओवररिसियर हांते हुए भी, लेवर की सहायता के बिना इस विभाग को कैसे समुच्छत कर सकता हूँ। इसलिए आवश्यकता इस बात की है कि जहाँ यूनियन्स लेवर की समुच्छती भी हर तरह से बेष्ट करें वहा यह भी उनको अपना फ़ज़ जैसा समझना चाहिये कि वे लेवर में भूत्तेंदी से अपना काम करने की आवश्यकता है। आज लोगों में यह आवश्यक बहुती जा रही है, जैसा कि अभी एक नहानुसाद के रहा था, कि रेल से सफर करना बद्दले के

आती नहीं है वर्तोंकि भाजकल मुर्बंटनायें असनी यक्षी यह रही है। इसलिए इस और मैं विभाग का विशेष ध्यान दिलाना चाहता हूँ।

अस्त में मैं यह कहना चाहता हूँ कि पच-वर्षीय योजना में जलबल रोड से भिनगा तक एक नई रेलवे लाइन की योजना बनायी गयी थी लेकिन वह अस्तव्यस्त हो रही है। मैं आपका ध्यान इस और दिलाना चाहता हूँ कि इस नई लाइन से रेलवे विभाग को बहुत कुछ लाभ होगा और बहराइच जिले और नैपाल की सरहद से जो कच्चा माल प्राप्त है उसको लाने या ले जाने में बहुत सुविधा हो जायेगी।

इन शब्दों के माध्यमे अपने रेलवे बिनिस्टर साहब से निवेदन करूँगा कि वे यहां दिये सुझावों पर अमल करने की अधिकाधिक चेष्टा करे और जो उनका निरीक्षक वर्ग है यदि वह ममय ममय पर ठोक से निरीक्षण करे तो जनता को पूरी सुविधाये प्राप्त हो सकेगी।

Mr. Deputy-Speaker: I understand Shri Yadav wants to speak today as he wants to go out tomorrow. If that is so, he may speak now. Otherwise, he may speak tomorrow.

श्री गणपति राजूँ उपाध्यक्ष महोदय, मेरा नाम तो शुरू मे दिया हुआ है। परन्तु दस बारह बजता बाल चुके अभी तक मेरा नाम नहीं बुलाया गया।

Mr. Deputy-Speaker: Order, order. This is not the way to conduct oneself in the House.

Is Shri Yadav going out of station?

Shri Yadav (Barabanki): Yes

Mr. Deputy-Speaker: Then he may have his turn now. Shri Bhanya Deo may speak tomorrow.

श्री यादव : उपाध्यक्ष महोदय, आप ने बोलने के लिये मुझे जो भीका दिया है, उस के लिये मैं आप को धन्यवाद देता हूँ। मैं रेलवे बजट पर अपने विचार प्रकट करना चाहता हूँ।

मत्री महोदय ने अपने भाषण में पच-वर्षीय योजना का काफी जिक्र किया है और इस बात पर जोर दिया है कि जहां तक रेलवे मत्रालय का सम्बन्ध है, पच-वर्षीय योजना कितनी जरूरी है। इस मे कोई शक नहीं कि हिन्दुस्तान की सारी पच-वर्षीय योजना की सफलता रेलवे की सफलता पर निर्भर है, परन्तु प्रश्न यह है कि क्या वास्तव मे रेलवे मत्रालय किसी योजना के अनुसार कार्य कर रहा है, क्योंकि जब हम योजना के सम्बन्ध मे किए जाने वाले उस के कार्य को देखते हैं, तो हमे इस विषय मे सन्देह होता है। यदि योजना का मतलब कुछ करोड़ रुपए लंब कर देने से हो, तो शायद इस को योजना कहा जा सकता है। परन्तु मैं समझता हूँ कि योजना का मतलब यह है कि सारे भारतवर्ष मे जहा जहा यातायात की सुविधा उपलब्ध नहीं है, वहा रेलो की व्यवस्था की जाय, यदि इस दृष्टि से देखा जाय, तो जिस प्रकार रेलवे मत्रालय कार्य कर रहा है, उस को कोई योजना नहीं कहा जा सकता है। मिसाल के तौर पर मैं यह कहना चाहता हूँ कि बिजली के द्वारा रेलगाड़ी चलाए जाने का कार्य हो रहा है। मैं यह निवेदन करना चाहता हूँ कि जहा पर पहले से ही रेल-यात्रा की सुविधाये थीं, वहा पर अब बिजली द्वारा रेलगाड़ी चलाना किसी योजना के मात्रहृत नहीं है, बल्कि यह तो एक तरह को फिजूलसर्ची का कार्य है। होना तो यह चाहिये या कि रेलवे मत्रालय यह देखता कि देश के किन किन भागों मे यातायात की कठिनाइया और असुविधाये हैं और वहा पर रेल की सुविधाये प्रदान करने का प्रयत्न करता और अपना ध्यान उन दिशाओं की तरफ देता और

[भी बातें]

विज्ञाली द्वारा संचालित रेलों का कार्य बिल्कुल बन्द कर देता।

भाज-कल ट्रैफिक का प्रैशर ज्यादातर बाडगेज पर है, लेकिन उस के लिए तिर्फ ८,४३१ वैगन्ज तैयार किए गए, जब कि भीटरोज के लिये, जहां कि प्रैशर ज्यादा नहीं है, १६,५०० वैगन्ज तैयार किए गए अगर योजना का यही काम है, तो मेरी समझ में नहीं भाता कि यह योजना हम को किस दिशा की तरफ ले जायेगी। अगर योजना का कुछ मतलब है और रेलवे मंत्रालय उस के अनुसार कार्य करना चाहता है, तो उस को चाहिये कि वह एयर कंडीशनिंग और बड़े बड़े स्टेशनों—दिल्ली, लखनऊ और इलाहाबाद इत्यादि—की बड़ी ऊंची इमारतें बनवाने और विशेष प्रकार की सुविधायें उपलब्ध करने के कार्य छोड़ कर सब से पहले यह अवस्था करे कि जहां यातायात सुविधायें नहीं हैं, वहां उन को प्रदान करे और तीसरे दर्जे के मुसाफिरों के लिये बैठने की जगह का प्रबन्ध करे। भाज परिस्थिति यह है कि एक तरफ एयर-कंडीशनिंग बढ़ती जा रही है और सैलूनों के द्वारा रेलवे के उच्चाधिकारियों की यात्रा बढ़ रही है और दूसरी तरफ तीसरे दर्जे के यात्री ज्यादा से ज्यादा यातनाएं ज्ञेन रहे हैं और तकलीफें उठा रहे हैं।

मैं ने यात्रियों की सुविधा के सम्बन्ध में एक किलाब पढ़ी है। मुझे आश्चर्य होता है कि रेलवे मंत्रालय को यह जुर्त कैसे होती है कि वह यात्रियों की सुविधाओं की बात करे। मैं यह कहना चाहता हूं कि जब तक तीसरे दर्जे के मुसाफिरों के लिये बैठने की जगह नहीं मिलती है, तब तक सुविधाओं की बात करना इस सदन और देश को भ्रम में रखने के समान है—तब तक किसी प्रकार की यात्री-सुविधा का प्रश्न ही नहीं उठता है। यदि तीसरे दर्जे में बैठने की जगह ही नहीं

है, तो वहां पर संसे लगाने की बात हम कैसे कर सकते हैं? सरकार के बनाए हुए विषय सरकार के द्वारा ही टट रहे हैं। आज तीसरे दर्जे के कम्पार्टमेंट में लिका होता है कि वह पञ्चीस यात्रियों के लिए है, लेकिन वहां पर ७५ आदमी बैठते हैं और वहां लोगों का इस बूटने लगता है। इस अवस्था में यात्रियों की सुविधा का क्या प्रश्न है? मैं समझता हूं कि जब तक यात्रियों को बैठने की जगह ही नहीं मिलती है, तब तक गुसलखाने, लैट्रिन और अन्य यात्री सुविधाओं की बात करना चोखा मात्र है।

यह बड़े ताज्जुब की बात है कि यह सब होते हुए भी तीसरे दर्जे का किराया बढ़ता जा रहा है। भजेदार बात यह है कि यात्रियों को वहां बैठने की जगह तो बिल्कुल मिलती नहीं है, लेकिन उन से किराया ज्यादा लिया जा रहा है। जगह की कमी है और किराये बाराबर बढ़ रहे हैं। यह बहुत आवश्यक है कि किसी सुनिहित योजना के मात्रात वातावरण कार्य किया जाय और वह भी इस तरह से कि कमल की लेती जैसे कार्य न किए जायें—बड़े बड़े ऊंचे ऊंचे सविवालय, स्टेशन बनाना और सैलून, एयर-कंडीशनिंग इत्यादि तैयार करना बन्द कर के सारी इनर्जीज़, सारी शक्ति और सारा रुपया-पैसा तीसरे दर्जे के मुसाफिरों को सुविधायें देने और जिन जगहों पर यातायात सुविधायें नहीं हैं, वहां रेले बनाने में लगा दिया जाय। कई स्थानों पर पहले रेलगाड़ी थी, लेकिन लड़ाई के जमाने में उन को बन्द कर दिया गया। भिसाल के तौर पर बाराबांकी के जिसे मैं पहले बाडगेज की लाइन थी, जिस को लड़ाई के जमाने में डिसमेंटल कर दिया गया। देश को आजाद हुए दस वर्ष हो गए हैं, इलैक्ट्रिफिकेशन होती है, लेकिन पुरानी लाइन को रेस्टोर करने की कोई बात नहीं की जा रही है। जब तक यह नहीं होता है, तब तक इह

प्रकार की योजनाओं से जनता को कोई कायदा नहीं होगा।

इस सदन के सभी माननीय सदस्यों का व्याप रेलवे में होने वाली दुर्घटनाओं की ओर गया है। मैं चाहता हूँ कि माननीय मंत्री का व्याप भी विशेष रूप से उस ओर जाय। आज सरकार इस विषय पर विचार करने के लिए तत्पर नहीं है। सरकार सिर्फ दिलाऊ काम करती है। उस का सारा काम-काज समारोहिक हुआ करता है। जब पिछले आम चुनाव होने वाले थे, तो एक दुर्घटना के नाम पर भूतपूर्व रेलवे मंत्री, श्री लाल बहादुर शास्त्री, ने लिंगान्त रूप में इस्तीफा दे दिया। जब से आम चुनाव के बाद यह नया सदन आया है, हम ने देखा है कि न जाने कितनी दुर्घटनाएं हुईं, लेकिन मंत्री महोदय आज भी डटे हुए हैं और उन्होंने इस्तीफा नहीं दिया है। सिर्फ देश को दिलाने के लिये और बोट सीचने के लिये भूतपूर्व मंत्री ने इस्तीफा दिया और आज आये दिन दुर्घटनाये होती हैं, किन्तु कोई व्याप नहीं दिया जाता है। बुनियादी प्रश्न एक ही है कि मोजूदा सरकार की नजर में जन-साधारण के प्रति कोई प्रेम नहीं है, उस के जानो-माल की कोई कड़ नहीं है। आज जितने भी गवर्नर, मिनिस्टर और उच्चप्रति हैं, वे सब हवाई जहाज से सफर करते हैं। रेलवे में रोज दुर्घटनाएं होती हैं और लोग डरते हैं और सोचते हैं कि रेल में सफर करना शायद अच्छा नहीं है। प्रधान मंत्री या राष्ट्रपति जब भी रेल से सफर करें, तो एक एक मील पर एक एक कास्टेल लगा दिया जायगा, लेकिन जन-साधारण के जानो-माल की रक्षा की तरफ कोई व्याप नहीं दिया जाता है। सरकार को इस तरफ व्याप देना चाहिये।

जहां तक भ्रष्टाचार का प्रश्न है, वह तो देश के समस्त विभागों और हर एक जगह पर विद्यमान है, लेकिन अगर हम इस रेलवे विभाग की तरफ देखें, तो इस में कहीं व्यधिक भ्रष्टाचार है। जैसा कि एक माननीय सदस्य

ने कहा है, जब खलासियों की भरती होती है तो सौ, दो सौ, पांच सौ रुपये रिश्वत ले कर भरती की जाती है। हम देखते हैं कि नौकरी शुरू करने के बोडे ही दिन बाद उच्चाधिकारियों की हैसियत में—चाहे वे रोलिं स्टाक के हो, चाहे रनिंग साइड के—काफी बड़ा इजाफा हो जाता है। अगर सरकार बास्तव में भ्रष्टाचार को रोकना चाहती है, तो उस को इस तरह का कानून बनाना चाहिये कि जितने भी बड़े उच्चाधिकारी हों—और मैं तो उन के साथ मंत्रियों को भी शामिल करना चाहता हूँ—वे जब आयें, तो अपनी जायदाद का जायजा दें और एक समय नियत किया जाय, जिस के पश्चात यह देखा जाय कि उन की हैसियत और जायदाद में क्या परिवर्तन हुआ है और उन के करीबी रितेदारों की हैसियत किम तरह है। अगर कोई ऐसा कदम उठाया जाय, तभी भ्रष्टाचार रोका जा सकता है, वरना रात दिन भ्रष्टाचार रोकने की बात करने से तो भ्रष्टाचार रुकने वाला नहीं है। इस सदन का और विशेष रूप से माननीय मंत्री का व्याप इस तरफ जाना चाहिये।

आज हम आजाद हैं। सारी व्यवस्था हमारे हाथ में है। आज भी हम देखते हैं कि गाड़ियां लेट चलती हैं और इतनी लेट चलती है कि कोई ठिकाना ही नहीं। मैं समझता हूँ कि गाड़ियों का देरी से छूटना और देरी से पहुँचना एक क्रम सा बन गया है। हमारे एक माननीय सदस्य ने कहा है कि एक्सप्रेस तथा दूसरी गाड़ियां जो हैं उनके अलावा सभी लेट चलती हैं। लेकिन मैं कहूँगा कि एक्सप्रेस गाड़िया भी आम तौर पर लेट होती है। शायद यहां के लोगों में जनताधिक भावना जाग्रत नहीं हुई और यही कारण है कि ऐसा होता है। यदि उनमें अपना कर्तव्य पालन करने की भावना होती और उच्च अधिकारियों से जवाब मांगा जाता तो इस तरह की बात न होती। लेकिन अधिकारियों का इस ओर कोई व्याप नहीं गया है। मैं चाहता हूँ

श्री शाहनवाज खां में माननीय सदस्य श्री जानकारी के लिये बतलाना चाहता हूं कि गाड़िया कई बार इस बजह से लेट होती है कि लोग बैस लीच देने हैं। मैं पूछना चाहता हूं कि क्या माननीय सदस्य इस मामले में सरकार को सहयोग प्रदान करेगे?

श्री यादव में तो कहता हूं कि यदि यहां वे लोगों में कत्तव्य पालन की भावना होती तो चेन नदम बदम पर खीची जाती और गाड़ी को तब तक चलने नहीं दिया जाता जब तक कि उनके बैठने की समन्वित व्यवस्था नहीं कर दी जाती।

जयाप्यक्ष महोदय माननीय सदस्य ने यही कुछ किया है?

श्री यादव जहा तक मेरा सम्बन्ध है तथा मेरे सहयोग का सम्बन्ध है मैं यह नहाना चाहता हूं कि हमको फस्ट क्लास की सुविधा प्रदान की गई है जिसका कि मैं छाड़ने । लिये तैयार हूं। मगर माननीय मंत्री जी का भी चाहिये कि तृतीय श्रेणी । मुसाफिरों की सुविधा के लिये भी वह कोई कदम उठाये।

जहा तक यात्रियों का सुविधाये प्रदान करने का तालिका है, सिवाय बड़े बड़े स्टेशनों के अन्य छोटे छोटे स्टेशनों पर न पानी की व्यवस्था होती है और न बैठने का ही कोई इतिजाम होता है।

श्री शाहनवाज खा हमने हर एक स्टेशन पर पानी का प्रबन्ध कर दिया है।

श्री यादव इसको मैं कैसे मान सकता हूं। मैं नगल गया था। वह काई छोटा माटा स्टेशन नहीं है। वहां पर मुझे पीने के लिये पानी नहीं मिला। मैंने कई बार स्टेशन मास्टर से कहा और तब जा कर मुझे दो बकेट पानी मिला। तब जा कर वहां पानी की व्यवस्था हुई। मैं दूसरे छोटे स्टेशनों की बात नहीं करता,

नगल की बात करता हूं। वहां पर पानी का प्रबन्ध नहीं था।

अब मैं एक दो छोटी छोटी बातें कह कर समाप्त करता हूं। नार्दरन रेलवे पर फैजाबाद के पास जो रोजा गाव स्टेशन है, वहां मैं मुसाफिरलाना है और नहीं बैठने की जगह है। वहां पर इसकी व्यवस्था की जानी चाहिये। नार्य ईस्टन रेलवे पर एक भट्टनी स्टेशन है उसका याड़ बहुत छोटा है। हर साल कोई न कोई दुर्घटना होती रही है और किसी की जान तक चली जाती है। इस और मत्रालय का व्यान नहीं गया है और मैं चाहता हूं कि आप इस और भी ध्यान दें।

जहा तक ट्रेड यूनियन का प्रश्न है सरकार तो ट्रेड यूनियन मूवमेंट को तथा मजदूरों को मारना चाहती है। किस तरह से विष्ट-माइज़शन होता है, इसका एक नमूना मैं आपने सामने पेश करता हूं। एक एस० क० मिश्र ट्रेन कलार्क है जोकि यूनियन में काम करता है। वह बहुत अच्छा काम करने वाला है और बड़ी एफिशेंसी से अपना काम करता है। उसको तरक्की इसलिये नहीं दी गयी कि वह यूनियन का एक सदस्य है। मैं बताऊं कि सरकार तो चाहनी है।

श्री शाहनवाज खां में माननीय सदस्य को ५०० नाम बता सकता हूं जिनका कि तरक्किया दी गई है और जो यूनियन में काम करते थे।

श्री यादव मैं तो कवल इतना कहना चाहता था कि उसके लिलाफ कोई शिकायत नहीं है और वह केवल मात्र यूनियन का सदस्य है। मैं चाहता हूं कि मंत्री महोदय इस और ध्यान दे।

अब मैं सरकार सर्विस रूल्ज जो तबदीली कर रही है, उसका एक नमूना आपके सम्मुख रखना चाहता हूं। इस प्रकार की

इनकीलियां करके सरकार भर्त को भीरत के लिलाफ, भीरत को भर्त के लिलाफ और लड़के को बाप के लिलाफ स्पाइंग करने का प्रोत्साहन दे रही है। रुप ४ की सब-क्लाउड में कहा गया है :—

"It shall be the duty of every railway servant to endeavour to prevent any member of the family from taking part in, subscribing in aid of, or assisting in any other manner any movement or activity which is or tends to be directly or indirectly to be subversive of the Government as by law established and where a railway servant is unable to prevent a member of his family from taking part in, or subscribing in aid of or assisting in any other manner any such movement or activity, he shall make a report to that effect to the Government."

मैं तो कहता हूं कि हिटलर और स्टालिन ने भी इस तरह की बातें नहीं की थीं जिस तरह की यह सरकार कर रही है।

एक छोटी सी बात पैसेंजर गाइड्स के बारे में कह कर मैं ममाप्त करता हूं। जनवरी १९५० में पैसेंजर गाइड्स का स्केल १५०-७-२२५ था। जून में वह १००-५-१८५ रुप्ता। १९५२ में उसके बटा कर ६०-४-१५० कर दिया गया और अब वह ६०-४-१३० कर दिया गया है। कुछ को १५०-७-२२५ का ग्रेड मिला रुप्ता है जबकि दूसरों को इसमें बहुत कम दिया गया है। मैं चाहता हूं कि इस तरह का डिस्क्रिमिनेशन नहीं बरता जाना चाहिये। संट्रल पे कमिशन ने १५०-७-२२५ का ग्रेड रिकोर्ड किया था लेकिन मंत्रालय ने उसको लागू नहीं किया है। मैं चाहता हूं कि मंत्री महोदय इस ओर भी ध्यान दें।

एक सुशाव और मैं आपको देना चाहता हूं जिससे आपको कायदा होगा। यह मरम्मार

बड़े बड़े पूँजिपतियों के हितों के लिये काम करती है। जौनपुर में मिलों में रेलवे साइर्टिंग है। अब इनको बनाया गया था उस समय वह तम पाया गया था कि मिल में लिक कुछ रुपया रेलवे को देंगे। आज लाखों पया बसूल होना बाकी है लेकिन बसूली नहीं की जा रही है। जब कभी इसके बारे में लिक पक्की की जाती है तो मिल मिलाकर इसको ठप्प कर दिया जाता है या तबादले कर दिये जाते हैं। मैं चाहता हूं कि सरकार इस ओर भी ध्यान दे।

श्री गणपति राज : उपाध्यक्ष महोदय . . .

Mr. Deputy-Speaker: Shri Raghunath Singh was at the top; but, he was absent at that time. Therefore, he has suffered.

Shri Raghunath Singh: I am sitting here since the last 4 hours.

Mr. Deputy-Speaker: When his turn came he was not in his seat.

Shri Raghunath Singh: Then, tomorrow, I may get a chance.

Mr. Deputy-Speaker: Surely.

श्री गणपति राज : रेलवे मंत्रालय ने जो विकास कार्य किया है, उसकी जितनी भी प्रशंसा की जाए, थोड़ी है।

लेकिन मैं माननीय मंत्री महोदय तथा रेलवे बोर्ड का ध्यान अपने जिले के दो स्टेशनों की ओर दिलाना चाहता हूं जिस की तरफ इस विभाग का ध्यान आज तक नहीं गया प्रतीत होता। आजादी मिलने के बाद से आज तक कोई भी नया कार्य जौनपुर स्टेशन पर नहीं हुआ है। आजादी के पहले वहां पर एक छोटा सा शेड था जहां पर कि छोटी और बड़ी दोनों लाइनों का ज्वायंट लेटफार्म है। जौनपुर में लाइन पर है तथा एक जंकशन है। लेकिन इतना होने पर भी लेटफार्म पर कोई शेड नहीं है। दूसरी ओर

[भी गणपति राम]

यह भी है कि वहां पर जो बीकिया देवी के दर्शन के लिये मानी आते हैं उनकी बहुत भारी साधारण होती है। ४०० से लेकर १००० के बीच रोजाना उस रास्ते से लोग गुजरते हैं और प्लेटफार्म से होकर आते जाते हैं। इस सम्बन्ध में कई बार लिखा पड़ी हुई है और यह भाग की गई है कि स्टेशन के बाहर से एक ओवरलिंज या अंडरलिंज बना करके मानियों के लिये अलग से रास्ता बना दिया जाए जिससे मानियों को कुछ सुविधा हो सके। लेकिन आज तक इस बारे में कोई कार्रवाई नहीं की गई है मेरा चाहता हूँ कि मंत्री महोदय इस पर ध्यान दें।

वहां पर एक बेटिंग रूम कस्टं क्लास के मानियों के लिये है। जो पानी वहा दिया जाता है वह गंदा पानी होता है। सन् १९५२ से लेकर कई बार मैंने मंत्री महोदय को चिट्ठियां लिखकर तथा प्रश्न पूछकर उनका ध्यान इस ओर आकर्षित किया है लेकिन आजतक अन्यथा पानी संवं करने के बारे में कोई कार्रवाई नहीं की गई है। मेरा आशा करता हूँ मंत्री महोदय इस ओर अवश्य ध्यान देंगे।

शाहगंज का स्टेशन नार्देन रेलवे की मैन लाइन पर है और वहां पर आजमगढ़ से शाहगंज की ओटी लाइन भी आकर मिलती है। कुछ दिन हुए मेरा वहा गया था। मुझे बताया गया कि दोनों प्लेटफार्मों को जोड़ने के लिये एक ओवरलिंज की आवश्यकता है। ओवरलिंज का सामान आकर पड़ा हुआ है और इसको आये हुये ४-६ महीने हो गए हैं। लेकिन अभी तक काम शुरू नहीं हुआ है। एक प्लेटफार्म से दूसरे प्लेटफार्म तक जाने में हर महीने कुछ पैसेंजर मारे जाते हैं। साथ ही जो प्लेटफार्म बड़ी लाइन पर है उस पर कोई कॉसिंग नहीं है। इसका नतीजा यह होता है कि रात के बहुत जब देन वहां जड़ी होती है और पैसेंजर उतरते हैं, तो कभी

कुली सामान लेकर आग जाते हैं और कभी जो चोर होते हैं वे सामान उठाकर चले जाते हैं। इस ओर भी माननीय मंत्री जी का कई बार ध्यान दिलाया जा चुका है लेकिन कोई कार्रवाई नहीं की गई है। मेरा चाहता हूँ कि माननीय मंत्री जी इस ओर ध्यान दें।

उपर्युक्त अनुसूची : बाकी कल के लिये रख ले। अब रेल मंत्री एक बयान देंगे।

STATEMENT RE: RAILWAY ACCIDENT AT SONARPUR STATION

The Deputy-Minister of Railways (Shri Shah Nawaz Khan): Sir, I very much regret to inform the House about an accident which occurred at Sonarpur station on the Sealdah Division of the Eastern Railway this morning.

While S. 241 Up Canning to Calcutta local train was moving out from the branch platform line at Sonarpur Station across the Down main-line, S 370 Dn local train which was approaching from Calcutta, collided with the fourth bogie coach of S 241 Up at 6 A.M.

As a result of this accident, five passengers were killed, ten received grievous and 37, minor injuries. Seventeen passengers with minor injuries were treated locally and discharged. The injured requiring hospital attention have been removed to the N.R. Sarkar Hospital and the B.R. Singh Railway Hospital at Sealdah. 27 have been admitted into the former and three into the latter.

The cost of damage to Railway property is estimated at about Rs. 87,500.

The General Manager is making immediate arrangements to make some *ex-gratia* payments to the persons or the families of those involved in this accident.

It is difficult at this stage for me to say anything about the cause of this accident which will be fully enquired into by the Government Inspector of Railways.

Shri S. M. Banerjee (Kanpur): May I enquire whether the hon. Min-

ister is going to make a further statement tomorrow?

Mr. Deputy-Speaker: When he has some more information, he will inform the House certainly. Now....

Shri Braj Raj Singh (Firozabad): Has any enquiry body been set up?

Mr. Deputy-Speaker: The House will now stand adjourned.

17.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday the 27th November, 1958.

DAILY DIGEST

[Wednesday, 26th February, 1958.]

| Subject | COLUMNS | Subject | COLUMNS |
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| 492 Central Mining Research Institute . . . | 2387—89 | 497 Hindi Encyclopaedia . . . | 2423 |
| 493 Air Survey and Training Directorate . . . | 2389—90 | 499 Financial Assistance to Bihar . . . | 2423 |
| 494 Central Excise Office, Kalimpong . . . | 2391—92 | 503 Manufacture of Jericcons . . . | 2423—24 |
| 495 Indian Science Congress . . . | 2392—93 | 509 Tinned Food . . . | 2424 |
| 496 Industrial and Non-Industrial Employees in Defence . . . | 2393—94 | 510 Re-estimation of Coal . . . | 2424—25 |
| 498 Dearness Allowance to Defence Forces . . . | 2394—95 | 514 Foreign Voters . . . | 2425 |
| 500 Institution of Engineers . . . | 2395—97 | 521 Small Savings for development Finance in States . . . | 2425—26 |
| 501 Juvenile Delinquency . . . | 2397—99 | 522 Ordnance Factories . . . | 2426 |
| 502 Hindi Teleprinters . . . | 2399—2401 | 523 Unesco Aid . . . | 2427 |
| 504 Oil Smell in Well Water at Ludhiana . . . | 2401—02 | 524 Coal Washery at Dugda . . . | 2427 |
| 505 Training of Legal Draftsmen . . . | 2402—03 | 525 Teachers in Delhi Rural Areas . . . | 2427—28 |
| 506 Deficit Financing . . . | 2403—05 | 526 Manipur Territorial Council . . . | 2428 |
| 507 Nationalised Undertakings . . . | 2405—06 | 528 Poor Students Aid Fund . . . | 2428 |
| 508 Traffic Surveys in India . . . | 2406—07 | 529 Settlement of Khas Land in Tripura . . . | 2429 |
| 511 New Engineering Colleges in Kerala . . . | 2407—08 | U.S.Q. No. | |
| 512 Eviction of Tribal Peasants in Tripura . . . | 2408—09 | 597 Machines in Ordnance Factories . . . | 2429 |
| 513 Restrictions on Studies Abroad . . . | 2410—11 | 598 Steel Supply to Orissa . . . | 2429—30 |
| 515 Babma Farmers . . . | 2412—13 | 599 Laboratories under the Indian Bureau of Mines . . . | 2430—31 |
| 516 Forces of Erstwhile States . . . | 2413—16 | 600 Coal Prospecting Programme . . . | 2431—32 |
| 517 Survey of Godavary Basin . . . | 2416—18 | 601 Panna Diamond . . . | 2432—33 |
| 518 Prices of Sugar, Tobacco and Textiles . . . | 2418—20 | 602 Arrangement for Government Litigation . . . | 2433 |
| 519 Compulsory Primary Education . . . | 2421 | 603 Arrears in High Courts . . . | 2434—36 |
| 520 Indian Educational Service . . . | 2422 | 604 Law Practitioners . . . | 2435 |
| | | 605 Stenographers . . . | 2435—36 |
| | | 606 Geological Survey of Rajasthan . . . | 2436—37 |

WRITTEN ANSWERS TO QUESTIONS

—contd.

| <i>U. S. Q.</i> | <i>Subject</i> | <i>COLUMNS</i> |
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| 608 | Voluntary Contributions | 2437 |
| 609 | Untouchability | 2437-38 |
| 610 | Allotment of Iron Sheets to Rajasthan | 2438 |
| 611 | Poppy Cultivation in Rajasthan | 2438 |
| 612 | Income-Tax from Rajasthan | 2439 |
| 613 | Income-Tax Arrears in Punjab | 2439 |
| 614 | Colonies for Scheduled Castes and Scheduled Tribes in Punjab | 2439-40 |
| 615 | Recruitment through U.P.S.C. | 2440 |
| 616 | Power Alcohol | 2440 |
| 617 | Training for the Auxiliary Air Force Airmen | 2440-41 |
| 618 | Airmen of Auxiliary Air Force | 2441-42 |
| 619 | Minerals in U.P. | 2442 |
| 620 | Coal Council | 2442-45 |
| 621 | Location of New Coal Fields | 2445-46 |
| 622 | Training of Defence Personnel | 2446 |
| 623 | Orissa State Museum | 2446 |
| 624 | Ruppe Travellers' Cheques | 2448 |
| 625 | Hindi | 2447 |
| 626 | Tourism in Andamans | 2447-48 |
| 627 | Hindi Numerals | 2448-49 |
| 629 | Indo-Pakistan Financial Issues | 2449 |
| 630 | School Teachers in Himachal Pradesh | 2449 |
| 631 | Dharampur School, Himachal | 2450 |
| 632 | Basic Schools | 2450 |
| 633 | School Teachers in Himachal Pradesh | 2450-51 |
| 634 | Panchayats in Himachal Pradesh | 2451 |
| 635 | Scheduled Caste Students | 2451-52 |

WRITTEN ANSWERS TO QUESTIONS

—contd.

| <i>U. S. Q.</i> | <i>Subject</i> | <i>COLUMNS</i> |
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| <i>No.</i> | | |
| 636 | Scheduled Castes in Himachal Pradesh | 2452 |
| 637 | Bharat Sewak Samaj | 2453 |
| 638 | Non-Combatants Un-enrolled | 2453-54 |
| 639 | Foreign Exchange | 2454 |
| 640 | Seizure of Contraband Opium | 2454 |
| 641 | Shortage of Technical Personnel | 2454-55 |
| 642 | Allotment of Steel | 2455-56 |
| 643 | Primary and Basic Education in Madhya Pradesh | 2456 |
| 644 | Gun Carriage Factory, Jabalpur | 2456 |
| 645 | Output of Coal | 2457 |
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| 647 | Indian Customs Line on Daman Border | 2458 |
| 648 | Territorial Army and N.C.C. | 2458-60 |
| 649 | Tripura Territorial Council | 2460 |
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| 651 | Small Savings Scheme | 2461 |
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| 653 | Kerala High Court Bench | 2462 |
| 654 | Assistant Commissioners for Scheduled Castes and Tribes | 2462-63 |
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| 662 | Displaced Persons in Andamans | 2466-67 |

WRITTEN ANSWERS TO QUESTIONS
—contd.

| <i>U. S. Q. No.</i> | <i>Subject</i> | <i>COLUMNS</i> |
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| 663 | Digi- logy Workers Union | 2467 |
| 664 | Pakistanis in India | 2467 |
| 665 | Scholars for study in West Germany | 2468 |
| 666 | Indebtedness of Sche- duled Tribes | 2468 |
| 667 | Untouchability | 2469 |

**MOTION FOR ADJOURN-
MENT—**

The Speaker withheld his consent to the moving of an adjournment motion given notice of by Sarvashri S.M. Banerjee, Prabhat Kar, V.P. Nayar, Muhammed Elias and Assar regarding the reported police firing on the employees of the Hindustan Aircraft Limited on the 25th February, 1958.

**PAPERS LAID ON THE
TABLE—**

The following papers were laid on the Table :

- (i) A copy of each of the following Notifications under sub-section (2) of Section 479 of the Delhi Municipal Corporation Act, 1957 :—
- (i) Notification No. F. 1/58-Elec. D.M. Cor., dated the 1st February, 1958, containing the Delhi Municipal Corporation (Election of Councillors) Rules, 1958.
- (ii) Notification No. F. 1/58-Elec. D.M. Cor., dated the 8th February, 1958, making certain amendment to the Delhi Municipal Corporation (Election of Councillors) Rules, 1958.
- (ii) A copy of the Annual Report of the National

PAPERS LAID ON THE TABLE—contd.

| <i>Subject</i> | <i>COLUMNS</i> |
|--|----------------|
| Research Development Cor- poration of India along with the Audited Accounts for the period ending the 31st March, 1957 (English and Hindi versions) | |
| REPORT OF COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLU- TIONS PRESENTED | 2477 |
| Fifteenth Report was presented | |
| STATEMENTS BY MINIS- TERS | 2477-78 |

2469-76

- (i) The Deputy Minister of Education and Scientific Research (Shri M. M. Das) made a statement regarding strike by the students of Delhi Polytechnic
- (ii) The Deputy Minister of Railways (Shri Shah Nawaz Khan) made a statement regarding collision between two local trains at Sonarpur on the 26th February, 1958.

**REPORT OF BUSINESS
ADVISORY COMMITTEE
ADOPTED**

Nineteenth Report was adopted

BILL PASSED

The Deputy Minister of Finance (Shri B. R. Bhagat) moved the motion for consideration of the Appropriation Bill. The Motion was adopted. After a clause-by clause consideration the Bill was passed.

**RAILWAY BUDGET - GEN-
ERAL DISCUSSION**

General Discussion on the Budget (Railways), 1958-59 commenced. The discussion was not concluded.

**AGENDA FOR THURSDAY,
27TH FEBRUARY, 1958.**

Further General discussion on the Railway Budget, 1958-59.

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