

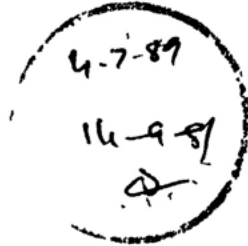
Saturday, 8th March 1958

# LOK SABHA DEBATES

**SECOND SERIES**

**VOLUME XII, 1958.**

*(24th February to 10th March, 1958)*



**FOURTH SESSION, 1958**

*(Vol. XII contains Nos. 11 to 20)*

**LOK SABHA SECRETARIAT  
NEW DELHI**

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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.

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LOK SABHA

Saturday, 8th March, 1958.

The Lok Sabha met at Eleven  
the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Money Order Remittances

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\*754. { Shri S. C. Samanta:  
      { Shri Barman:

Will the Minister of Home Affairs  
be pleased to state:

(a) whether Government have received complaints that some cheats are operating in Delhi who invite money order remittances at fictitious addresses from persons at far off places with the false promise of selling sewing machines, radio-sets etc. in instalments and keeping quiet after receiving one or two instalments of remittances;

(b) if so, the number of such cases reported during 1957; and

(c) in how many cases culprits were apprehended and punished?

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

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

Shri S. C. Samanta: May I know whether such cases were referred to the Ministry before 1957?

Shri Datar: We have made enquiries in respect of such events and we find that there were no such complaints

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at all There were only two complaints. One was against the firm itself for having supplied indifferent material and the other was against certain agents who had taken away the sewing machines and disappeared from the scene.

Shri S. C. Samanta: May I remind the hon. Minister that I myself referred a case to him and he was kind enough to enquire about one association. May I know what happened to that enquiry?

Shri Datar: I do not remember exactly; if the hon. Member kindly points out when he referred the case to me, I shall try to find out.

Oil and Natural Gas Commission

\*755. Shrimati Tarkeshwari Sinha: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether there is any proposal to reorganise the Oil and Natural Gas Commission; and

(b) if so, the object behind it and the progress made so far?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Yes.

(b) The Oil and Natural Gas Commission was set up by a Resolution of Government dated the 14th August, 1956 and certain powers were delegated to it by that Resolution. Experience of the working of the Commission during the last year and a half has, however, shown that for proper discharge of the duties entrusted to the Commission, greater autonomy is needed for the Commission to reach decisions and to implement them quickly. With this end in view, the question of reorganising the Commission is being examined; the matter is still under consideration.

**Shrimati Tarkeshwari Sinha:** While delegating powers, may I know whether power of negotiation for taking certain decisions will also be given to this Commission?

**Shri K. D. Malaviya:** I cannot commit myself to any specific functions of the Commission. The Commission have already begun the work which has been assigned to them. They are examining how best to expedite the work and make them more efficient in working.

**Shri B. S. Murthy:** May I know whether in the reorganisation the question of having separate units at State levels is being thought of?

**Shri K. D. Malaviya:** No, Sir. So far as the Oil and Natural Gas Commission is concerned there is neither the concept of any autonomy given for sections nor for any autonomy at the State level because there is no organisation at the State level.

**Shri Pattabhi Raman:** May I know whether this Commission would be directed to supply annual reports or periodic reports to the House regarding the work done and data collected?

**Shri K. D. Malaviya:** Yes, Sir; they are preparing an annual report of the work which has been handled by the Oil and Natural Gas Commission and we hope we shall soon distribute it among Members of Parliament.

**Shri Joachim Alva:** Is there any proposal to recruit highly qualified university science graduates in this Commission or is it only a question of putting old wine into new bottles?

**Shri K. D. Malaviya:** As and when technicians are needed, we search them from the whole of the country—the universities are included in it—and we select and appoint them and take work from them.

**Shrimati Benuka Ray:** Is it a fact that, in spite of the delegation of powers, this O. & N. G. Commission is not consulted when Government issues licences to oil companies for prospecting and other work and if so, will the reorganisation improve matters?

**Shri K. D. Malaviya:** No, Sir; it is not a fact. Whenever any question of giving any concession according to the policy of Government is before the Government for issuing licences for oil prospecting, the O. & N. G. Commission is the first to be consulted.

**Shri B. S. Murthy:** Is it a fact that requests are pouring in from State Governments for the survey of oil and gas deposits in the States and if so, what are the steps that are being taken by the Central Government to concede the requests of the States?

**Shri K. D. Malaviya:** It all depends on the resources at the disposal of the O. & N. G. Commission and also the priority from the point of view of possibilities of oil finds. As and when we see that there is a greater possibility of oil finds in any region, we do include them.

**Shrimati Benuka Ray:** Was the O. & N. G. Commission consulted when Government entered into agreement with the Caltex refineries?

**Shri K. D. Malaviya:** When the Caltex refineries came into being, the Oil and Natural Gas Commission was not born.

**Shri D. C. Sharma:** May I know from the hon. Minister along what lines this reorganisation is to take place, because it is not clear from the answer?

**Shri K. D. Malaviya:** Yes, Sir; I admit the answer does not make it clear on what lines the reorganisation is going to be made. That is the question which is precisely under consideration.

#### Control over Banks

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\*756. { Shri Mohan Swarup:  
Shri S. M. Banerjee:  
Shri Raghunath Singh:

Will the Minister of Finance be pleased to state the steps taken so far to have greater control over Banks?

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



Companies Act, 1949 and the Reserve Bank of India Act, 1934 provide for the exercise by the Reserve Bank of India of control over the business and operations of both scheduled and non-scheduled banks. Details of the extent to which such control has been exercised are available in the Report on the Trend and Progress of Banking in India, which is published by the Reserve Bank of India every year.

**Shri Mohan Swarup:** What is the viewpoint of Government on nationalising banking business?

**Mr. Speaker:** Why did not the hon. Member put this question straight? This is an indirect method, first asking what is the control and then by way of a supplementary asking a main question.

**Shri N. R. Munisamy:** May I know whether it is a fact that many of the non-scheduled banks in Madras State are getting orders from the High Court for conversion of the banks into funds? May I know whether any application has been received asking for sanction for such conversion?

**Shri B. R. Bhagat:** This relates to control over the banks. Regarding the question whether the High Courts have given them any protection for converting them into funds, I require notice.

**Shrimati Tarkeshwari Sinha:** May I know what is the position of the advance deposit ratio in 1957-58 after the circular was issued by the Reserve Bank of India and how does it compare with the figures for 1956-57?

**Mr. Speaker:** How does it arise out of this?

**Shrimati Tarkeshwari Sinha:** It arises because the hon. Minister just now said that the Reserve Bank exercises control over the different banks and so I asked what is the deposit ratio.

**Mr. Speaker:** Generally the Reserve Bank exercises control; we are going into details as to why control was not exercised with regard to this particular matter.

**Shrimati Tarkeshwari Sinha:** This is control exercised by the Reserve Bank. You think you cannot allow this question.

**Mr. Speaker:** I cannot allow details. Parliament has general control; we are not going into everything.

**Shrimati Tarkeshwari Sinha:** If the Finance Minister replies?

**Mr. Speaker:** It is very wrong. If he replies, it is irrelevant. **Shrimati Renu Chakravartty.**

**Shrimati Renu Chakravartty:** We were told that regarding trading in foodgrains, from banks, it was not possible to give the break-up as to what were the actual foodgrains in which trading had taken place. Now that the credit squeeze has been introduced, may I know whether there is some method to check up what are the advances given against foodgrains according to the foodgrains themselves?

**Shrimati Tarkeshwari Sinha:** Mr. Speaker, you have allowed the hon. Member to put this question. My question is of the same nature. I cannot understand why you did not allow my question.

**Mr. Speaker:** I cannot go on answering all these questions. I am sorry; it is not exactly the same question. All that she says is, with respect to a particular matter, what is the kind of control that is exercised. The hon. Member wanted to know why it was not exercised. With respect to categories, there may be a kind of exercise of control and there may be a different agency. We need not go into the details as to why it was not done in a particular case. The hon. Member is not able to see the difference. What can I do?

**Shrimati Tarkeshwari Sinha:** That is a banking terminology—advance deposit ratio. It refers to the advances given by the bank.

**Mr. Speaker:** The hon. Member will have an opportunity to speak on the general budget.

**Shri B. E. Bhagat:** As regards the question about the foodgrains, in respect of any details as to what is the pattern of trading in foodgrains and advances made for them by the bank, I require notice. But, generally speaking, I can say that as a result of the credit squeeze, the advances against foodgrains have not only been controlled but they have been reduced very considerably at a period when the inflationary pressure was at the highest.

**Shri Joachim Alva:** Has Government found any difference in the methods and practices adopted by the foreign exchange banks on the one side and the Indian banks on the other, and may I know what are the attempts made by Government to equalise, so to say, those practices?

**Shri B. E. Bhagat:** Obviously, the hon. Member wants to know the general practice followed by the exchange control banks and the Indian Banks. Although the Reserve Bank....

**Mr. Speaker:** Is there any difference in control? That is what he wants. Is there any difference in the method of control or the quantum of control exercised over the ordinary banks as against the exchange banks?

**Shri B. E. Bhagat:** No, Sir.

**Mr. Speaker:** Next question.

**Shri Damani rose—**

**Mr. Speaker:** I have allowed a number of questions. The hon. Member gets up after I made up my mind to call the next question. Next question.

#### Thefts in M.Ps. Flats

\*757. { **Shri Punnoose:**  
**Shri Vasudevan Nair:**

**Will the Minister of Home Affairs be pleased to state:**

(a) whether Government are aware that thefts have taken place in the flats of Members of Parliament in South and North Avenues;

(b) if so, the number of such thefts during the year 1957;

(c) whether culprits have been apprehended; and

(d) the steps taken by Government to prevent such incidents?

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

(b) 20.

(c) Five cases have been worked out and property recovered.

(d) Both day and night patrolling is done by the police. The Roberts Road police post is also being upgraded to a police station.

**Shri Punnoose:** May I know whether any theft has been reported from the residences of Ministers and Deputy Ministers?

**Shri Datar:** There were some cases, and burglary was involved in some of those cases.

**Shri Punnoose:** May I know how many of the culprits have been apprehended?

**Shri Datar:** The hon. Member's question relates to burglary or theft in South and North Avenues, and not in a general manner. So far as these cases are concerned;....

**Mr. Speaker:** Are they in the South and the North Avenues?

**Shri Punnoose:** I mean that the M.Ps. become Ministers and Deputy Ministers.

**Shri Datar:** The hon. Member's questions are: "(a) whether Government are aware that thefts have taken place in the flats of Members of Parliament in South and North Avenues;".

**Mr. Speaker:** It is with regard to those flats.

**Shri D. C. Sharma:** Is it not a fact that a theft took place at 19 Windsor Place about two years ago, and the culprits have not yet been traced?

**Mr. Speaker:** Order, order. Next question.

### Avoidance of Double Taxation Agreements

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\*759. { Shri N. E. Munisamy:  
Dr. Ram Subbhag Singh:  
Shri Damani:  
Shri Raghunath Singh:  
Shri Jhunjhunwala:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that negotiations are being held with the representatives of the Governments of the U.K. and West Germany regarding avoidance of double taxation; and

(b) if so, whether the negotiations have concluded?

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

(b) No, Sir.

Shri N. E. Munisamy: What are the points on which agreement has been reached and may I know whether any points have been left over for future consideration and, if so, what they are?

Shri B. E. Bhagat: The matter is still under negotiation. No final agreement has been arrived at. As soon as an agreement is arrived at, I shall lay a copy of the agreement on the Table of the House

Shri N. E. Munisamy: Have the Government entered into an agreement with other countries and, if so, may I know what those countries are and whether they are able to invest their funds in India as an incentive for starting industries?

Mr. Speaker: The question relates only to UK and West Germany.

Shri N. E. Munisamy: I want to know whether any other agreement with any other country has been arrived at and, if so, what that country or those countries are.

Mr. Speaker: That does not arise out of this question.

### Secret Ballot for Elections

\*761. Shri Harish Chandra Mathur: Will the Minister of Law be pleased to state whether any steps have been taken to make the ballot to Rajya Sabha and State Legislative Councils secret by sealing or covering the number printed on the back of the ballot papers as was done in 1956 for elections in Rajasthan as a special case?

The Deputy Minister of Law (Shri Hajarnavis): Yes, Sir. The Election Commission have issued instructions to all Chief Electoral Officers to adopt the method of effectively covering up the serial number on the back of ballot papers at elections to the Rajya Sabha and at elections to State Legislative Councils from Local Authorities Constituencies and by the members of the Legislative Assemblies

Shri Harish Chandra Mathur: May I know when these new instructions were issued and when the new practice has been followed?

Shri Hajarnavis: The instructions were issued on 2nd April, 1956.

### Geological Survey of Ratnagiri

\*762. Shri Assar: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that the proposed Geological Survey of Ratnagiri District (Bombay-State) has been suspended; and

(b) if so, the reasons therefor?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No, Sir.

(b) Does not arise.

Shri Assar: May I know what grade of iron ore is available in Ratnagiri district?

Shri K. D. Malaviya: I do not know, just now.

## Oil Survey

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\*763. { Shri Bishwanath Roy:  
Shri Subiman Ghose:

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

(a) the number of places where drilling for oil has been undertaken so far;

(b) the number of places where drilling was abandoned due to lack of success;

(c) whether Indian Engineers were consulted before drilling was abandoned; and

(d) whether Government propose to undertake survey for oil in any new area during 1958-59?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) to (c). In the public sector, drilling has been undertaken only at Jawalamukhi, where a depth of 6050 ft. has been reached. This is still in progress. It is proposed to start drilling within the next month or so in other areas, such as Hoshiarpur, Cambay and Janauri.

The Indo-Stanvac Petroleum Project conducted drilling at the following places:

- (i) Burdwan—upto 8,920 ft.
- (ii) Galsi—upto 4,250 ft.

Both these wells were dry and were abandoned in consultation with the Government of India through their Liaison Officer. Drilling is in progress at the third site, i.e. Jalangi, which reached a depth of 9,205 ft. on 25th February, 1958. It is proposed to drill during 1958 at other places, such as Chakdaha, Debagram, Kandi and Ghatal.

The Assam Oil Company have done extensive drilling in various areas in Assam. As far as known, they have drilled nearly 1,000 wells in Digboi area, 30 in Naharkatiya and Hugrijan areas and 5 in Moran. Of these, 580 wells in Digboi, 19 in Hugrijan and Naharkatiya and 3 in Moran were

successful. Wells in Digboi and 1 or 2 wells in Naharkatiya Mining Lease area are in production. The information is not readily available regarding the number of wells drilled in other areas in Assam, where they had drilled wells in the past.

(d) The Oil and Natural Gas Commission is at present engaged in geological field work in Punjab, Himachal Pradesh, U.P., Cambay, Kutch and Jaisalmer. Geophysical exploration is in progress in Punjab, Rajasthan, U.P. and Assam. It is proposed to continue work in these areas. Parties are also likely to be sent in the next financial year to the Cauveri basin, and gravity-cum-magnetic survey may also be undertaken in West Bengal outside the concession area held by the Indo-Stanvac Petroleum Project.

Shri Bishwanath Roy: May I know the percentage increase in oil production as a result of the drilling of new oil wells since the beginning of the First Five Year Plan?

Shri K. D. Malaviya: Crude oil has been discovered in Assam oil fields, but they have not yet started production. As soon as the agreement under the new Oil India Ltd. is concluded and the pipe-line laid, the oil production from these fields will commence. But if all these oil fields which have been discovered are taken into account, the increase in the production of crude oil since the first Five Year Plan has gone many times more—perhaps ten times more.

Shri S. V. Ramaswami: Is it not a fact that drilling for oil is much easier in river deltas than elsewhere and if it is so what steps are Government taking to expedite the work in the Cauveri and Godavari deltas?

Shri K. D. Malaviya: Technologically, it will not be correct to say that drilling in river basins will be easier than at other places, but unless more geological information is available to us, we cannot locate a place for drilling.

**Shri Karai Singhji:** As a result of the oil survey in Rajasthan may I know if any test drills have been sunk?

**Shri K. D. Malaviya:** Oil survey in Rajasthan is still going on. It is about more than two years that we have commenced work there, but we are still not yet quite sure whether possibilities of oil finds can be established there. As soon as we are in a position to say something more about it, I shall let the hon. Member know about it.

**Shri Subiman Ghose:** May I know whether it is a fact that while drilling at Burdwan, in between 6,000 and 7,000 feet oil was available?

**Shri K. D. Malaviya:** We have obtained some evidence in these areas and Galsi. The latest one is Jalangi. There are some evidences there which lead one to believe that there might be some encouraging results. That is why we are pursuing the results. Although we have bored three holes and we have not obtained oil, we hope to get oil some day.

**Shri Sadhan Gupta:** As regards the areas outside the West Bengal basin concessional area, may I know whether it is the Government which is exploring those areas and whether it is the policy of the Government to mine oil in those areas of its own, instead of bringing in other concerns in the private sector to do it?

**Shri K. D. Malaviya:** The areas outside the concession area in the West Bengal basin are to be prospected and surveyed by the Oil and Natural Gas Commission of the Government of India and we have not given those areas to anyone else; nor do we propose to give it to anybody else.

**Shri Heru Barua:** In view of what the Minister has stated about digging oil wells in Naharkatiya and other Assam fields, may I know the number of wells so far dug that have proved unsuccessful and so abandoned in those areas?

**Shri K. D. Malaviya:** I gave some figures in this connection already. There were 1,000 in Digboi, 80 in Naharkatiya and 5 in Moran. Out of these, 3 in Moran, 19 in Naharkatiya and 580 in Digboi were successful.

**Shrimati Renu Chakravarty:** May I know the period of concession given to the companies in West Bengal? May I also know whether Government has any information as to whether the companies have asked for extension of time for drilling in the concession areas?

**Shri K. D. Malaviya:** They are still pursuing in their efforts. If they ask for extension of time in order to complete their prospecting, it will all depend upon the results achieved. Government will certainly consider all aspects of this question and, if necessary, they might extend the time.

**Shri B. S. Murthy:** In reply to a previous question the Minister was pleased to state that the Godavari basin has possibilities of oil. May I know when drilling will take place?

**Shri K. D. Malaviya:** I have not said that Godavari basin has shown possibility of oil. These areas are of interest for oil survey.

#### Foreign Credits for Steel Plants

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{ Shri Ram Krishan:  
Shri Radha Raman:  
Shrimati Ila Palchoudhuri:  
Shri Raghunath Singh:  
Shri D. C. Sharma:  
\*764. { Shri Hem Barua:  
Shri Naushir Bharucha:  
Shri Assar:  
Dr. Ram Subhag Singh:  
Shri Sanganna:  
Shri Hoda:

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

(a) whether the negotiations for securing additional credits from the Governments of U.S.S.R. and West Germany for the Bhilai and Rourkela Steel Plants have been finalised; and

(b) if so, the details thereof?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Yes, Sir.

(b) For the Bhilai Steel Plant, the Government of U.S.S.R. has agreed that the cost of training of engineers and technicians in the U.S.S.R. may also be included in the credit under the principal agreement. In other words, the cost of training will be repayable in 12 equal annual instalments, interest being 2½ per cent.

The agreement reached with the Government of the Federal Republic of Germany enables the Government of India, with the co-operation of the German firms and banks concerned, to postpone by three years outstanding payments for the Rourkela steel plant, upto a maximum of Deutsche Marks 660 million. This is equivalent at present rates to about Rs. 75 crores. Interest will be six per cent.

Shri Ram Krishan: May I know the total amount of loans secured so far from West Germany and U.S.S.R. for these two steel plants?

Shri K. D. Malaviya: So far as U.S.S.R. is concerned, it is about Rs. 66 crores. About the German loan, I am afraid, I am not able to give the amount just now. I require notice.

Shri D. C. Sharma: Is there any difference between the rate of interest charged by U.S.S.R. and West Germany and, if so, what is the difference?

Shri K. D. Malaviya: The rates of interest charged by U.S.S.R. and West Germany are 2½ per cent. and 6 per cent. respectively.

Shri Sadhan Gupta: May I know whether Government have any estimate of the cost of training our technicians in the U.S.S.R. and, if so, what would be the probable cost in respect of which we have earned this concession?

Shri K. D. Malaviya: The estimate of the cost of the training programme has been made. I have not got the figure here. It has been included in

the credit which has been advanced by the U.S.S.R. by a subsequent negotiation.

Shrimati Ha Falchoudhuri: Is it a fact that the West German firms concerned have declared a moratorium on their debts?

Shri K. D. Malaviya: Yes, for three years. They have allowed postponement of the instalments for three years.

Shri Hem Barua: If the West German firms have declared a moratorium on the debts already, in view of the extension of the time-limit for three years, may I know whether the West German firms concerned with the steel plants also have given a moratorium on their debts already?

Shri K. D. Malaviya: I am afraid, I cannot reply to this question just now. I require notice.

#### बगदाद समझौते के देश

\*७६६. श्री मोहन स्वर्ण : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि क्या यह सच है कि बगदाद समझौते के देशों को राजपथों के जरिये मिलाने के लिये कोई योजना कार्यान्वित की जा रही है जिसके अन्तर्गत ईरान-पाकिस्तान, ईरान-ईराक और तुर्की को मिलाने वाली सड़कों का एक जाल बिछाया जायेगा और इसी प्रकार फारस की खाड़ी और भारत महासागर पर बन्दरगाहों का विकास किया जा रहा है ?

प्रतिरक्षा उपमंत्री (श्री रघुरामेवा) : प्रेस रिपोर्टों से ज्ञात होता है कि बगदाद-पैक्ट के देशों को सड़कों द्वारा मिलाने के लिये एक योजना बनाई गई है। लेकिन इस योजना में बन्दरगाहों के विषय में कुछ भी नहीं कहा गया है।

Shri Mohan Swarnp: Has the security of India been threatened in any way by this action of the Baghdad Pact countries?

**Shri Baghuramiah:** It is a matter of opinion. So, I don't think an answer is called for from me.

**Shrimati Renu Chakravartty:** May I know whether the works of connecting roads between the various Baghdad Pact countries and the improvement of ports are being undertaken by certain countries out of aids and loans given by the U.S.A.?

**Shri Baghuramiah:** We have no information at the moment.

### Oil Exploration

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\*767. { **Shri Hem Raj:**  
**Shri Ajit Singh Sarhadi:**

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

(a) whether it is a fact that some Russian Geological experts have arrived in India to examine the areas where oil drilling is proposed to be undertaken; and

(b) if so, the areas that would be examined by them?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Mr Kalinin, a Soviet geologist consultant arrived in December, 1957 and is engaged in visiting areas, where drilling is being conducted or proposed to be conducted, such as Jawalamukhi, Hoshiarpur, Janauri, Cambay etc. He was in India for consultations for short periods during 1955 and 1956. In addition to the geologist consultant and his interpreter other Russian technicians and interpreters are also assisting the Oil and Natural Gas Commission in other fields, such as Chief Drilling Engineer and Interpreter for supervising the drilling operations and an Engineer Interpreter for computation of seismic data; electro-logging and gas-logging parties consisting of 7 persons for conducting electro-logging and gas-logging work in Jawalamukhi and other areas where drilling is likely to be undertaken shortly. A Russian shot-hole driller is also working with the Commission.

(b) Hoshiarpur, Janauri and Jawalamukhi in Punjab, Cambay and such other areas where drilling may be undertaken in the near future.

**Shri Hem Raj:** May I know whether this drilling by the Russian experts will be undertaken at Janauri also?

**Shri K. D. Malaviya:** We have got a programme for drilling. I do not know whether the Russians will undertake the drilling or our own people will undertake it. But there is a programme for drilling at Jansuri.

**Shri Hem Raj:** May I know how many drills have been taken from Russia and what is the price?

**Shri K. D. Malaviya:** I am afraid, this does not arise out of the question. So far as I remember, three drills have been purchased.

**Mr. Speaker:** What is the price?

**Shri K. D. Malaviya:** I am afraid, I would not be able to give it just now.

### Smuggling of Contraband Goods

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\*772. { **Shri Damani:**  
**Sardar Iqbal Singh:**  
**Shri N. E. Munisamy:**  
**Shri Achar:**

Will the Minister of Finance be pleased to refer to the reply given to Starred Question No. 1430 on the 20th December, 1957 and state:

(a) whether any investigation has been made to determine the reasons for the increase in the smuggling of contraband goods into India;

(b) if so, the results of the investigation; and

(c) further steps, if any to be taken in this regard?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) to (c). Although there has recently been a comparative rise in the quantity of smuggled goods seized by the Customs, this does not necessarily indicate that there has been any increase in

the total volume of smuggling into the country. There is no reliable means of finding out the volume of such smuggling; as such it is not practicable usefully to undertake any such investigation.

**Shri Damani:** May I know what are the main items of articles which are smuggled into and out of our country and from which areas it is carried out?

**Shri B. R. Bhagat:** It is mainly gold which is smuggled. Then there are jewellery, precious stones; there is also some opium. These are the main things that are smuggled into the country.

**Shri N. E. Munisamy:** May I know whether the Government have conducted any survey as regards the economics of smuggling and whether any steps have been taken to mobilise opinion as regards the evils of smuggling?

**Mr. Speaker:** If it is uneconomic, there would not be any smuggling at all.

**Shri B. R. Bhagat:** So far as economics is concerned, the very fact that smuggling is taking place shows that unless it is profitable, it would not take place. Smuggling is an evil.

**Shri Raghunath Singh:** May I know how this smuggling of gold has affected the gold market of India?

**Shri B. R. Bhagat:** On the import of gold, it may have some effect and the prices may go down. So far, the indications are, the prices are going up. Smuggling in that way may benefit the smugglers. But, it has not affected very much the economy.

**Shri Damani:** May I know whether any rough estimate has been made of the extent and volume and if so, what it is, with regard to gold and every article of smuggling?

**Mr. Speaker:** Another question will be put. Next question.

#### Oil Rocks in Himachal Pradesh

\*774. **Shri Daljit Singh:** Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No. 1332 on the 30th August, 1957 and state:

(a) whether systematic investigation of oil rocks has been completed in the Mandi area of Himachal Pradesh; and

(b) if so, the result thereof?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). Systematic geological mapping is in progress near Chaumukha, south of Mandi, and will be continued.

#### Sports Stadium at Gauhati

\*775. **Shri Basumatari:** Will the Minister of Education and Scientific Research be pleased to state:

(a) whether any request has been received from the Government of Assam for aid or subsidy for the construction of a Sports Stadium at Gauhati; and

(b) if so, the action taken thereon?

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.

**Shri Basumatari:** May I know what is the amount estimated and prayed for?

**Dr. K. L. Shrimall:** They have submitted several schemes, one covering badminton courts: Rs. 55,600; one for a stadium at Gauhati: Rs. 1,88,650; another, a sportsmen guest house. A number of proposals they have sent.

**Shri Basumatari:** May I know whether they have started the work or not?

**Dr. K. L. Shrimall:** I understand that some work has already been started.



**Shri Dasappa:** May I know whether these grants are made according to any scheme which the Central Government has formulated or whether it is an *ad hoc* grant?

**Dr. K. L. Shrimall:** They are according to schemes.

#### Payment of Loans to Foreign Countries

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\*776. { **Shri Tyagi:**  
**Shrimati Tarkeshwari Sinha:**

Will the Minister of Finance be pleased to state the total amount of money that will fall due for payment by India to various foreign countries from 1961 to 1970 yearly either on account of repayment of loans incurred or on account of deferred payment arrangements undertaken by the public and the private sectors of industry?

**The Deputy Minister of Finance (Shri B. E. Bhagat):** A statement is laid on the Table. [See Appendix IV, annexure No. 78].

**Shrimati Tarkeshwari Sinha:** May I know whether any working group has been appointed to work out the requirements for repayment of our loans and how far it will affect our internal economy in 1962 and 1963?

**Shri B. E. Bhagat:** We are undertaking such an examination in the Ministry of Finance.

**Shrimati Tarkeshwari Sinha:** In view of the fact that the commitments in 1962 and 1963 in the shape of loans and deferred payments in the public and private sectors come to nearly, according to the statement, Rs. 59.48 crores, may I know whether the Government can give us an idea as to how much of that will be compensated by the then export of steel and other things that we will be producing? Can the Government give the percentage?

**Shri B. E. Bhagat:** It is very difficult to give the percentage of exports that would accrue in that distant date.

So far as this amount is concerned, we are in a position to say that we will be able not only to service the loan, but repay it fully.

**Shrimati Tarkeshwari Sinha:** In view of the fact that the annual turnover and repayment and other things will be very heavy, how does the Government propose to make any estimated calculation of keeping the balance in economy during the beginning of the Third Five Year Plan?

**Mr. Speaker:** The Third Five Year Plan is a far off date.

**Shrimati Tarkeshwari Sinha:** The question relates to 1962 and 1963.

**Mr. Speaker:** The hon. Minister says that it is impossible to judge as to what will be the balance of payment then? How will it be possible to say so many years earlier? I have no objection if the hon. Minister is able to answer.

**Shri B. E. Bhagat:** As I said, the whole matter is under examination in the Ministry of Finance. The figure that we have given for repayment over a period of 10 years is Rs. 40.50 crores. If we see the annual break up, it comes to Rs. 28 crores in 1960-61 and it goes down to Rs 5 crores and Rs. 6 crores in later years. On the basis of this estimate, I do not think it is too heavy a burden on the economy. As I said, this is only a part of our commitment. On their examination, on which we are engaged, we will be able to give a picture to the House some time later on. But, I may say, generally speaking, that the burden would not be too large and we would be able to meet it out of existing surplus or surplus generated by development during the course of the Second Plan. I do not think that the Third Five Year Plan will be so heavily mortgaged as a result of these loans.

**Shrimati Tarkeshwari Sinha:** In view of the fact that, even as the hon. Minister informed, the producer goods industries will start paying dividend and by that we shall increase our

exports, may I know whether the Government has realised that there will be a big time-lag after the producer goods industries bring out capital goods and further increasing our internal production and exporting them, and can the Government give an idea as to how much of the gap will be filled and how much of the gap will be filled in between the time?

**Mr. Speaker:** These are all matters of opinion. What is the fact that the hon. Member wants? Next question.

**Shrimati Ila Palchoudhuri:** May I know how much of this repayment of loan falls due during the next few years on account of the private sector and how much on account of the public sector?

**Shri B. E. Bhagat:** So far as this particular question is concerned, the statement gives those figures. The private sector is concerned only with regard to deferred payment arrangement and that information is given in the statement.

**Mr. Speaker:** Next question. Shri Krishna Chandra: absent. Next question: Shri Sugandhi: absent. Shri Achar.

**Shri Achar:** No. 778.

**Shri B. E. Bhagat:** This is in the name of Shri Sugandhi.

**Mr. Speaker:** Yes. Shri Achar is also there.

#### Gold Smuggling

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\*778. { Shri Sugandhi:  
      { Shri Agadi:  
      { Shri Achar:

Will the Minister of Finance be pleased to state:

(a) whether Government are aware that gold smuggling is going on near about Mangalore port in South Kanara;

(b) if so, how many cases have been detected during the last two months;

(c) the amount of gold smuggled during this period; and

(d) the action Government has taken or propose to take in the matter?

**The Deputy Minister of Finance (Shri B. E. Bhagat):** (a) Some cases of gold smuggling were detected by the Customs authorities near about Mangalore port in the months of October and November, 1957.

(b) No such case has been detected at or near about that place during the period of December, 1957 to February, 1958.

(c) Does not arise.

(d) Every possible step is being taken to combat such smuggling. Anti-smuggling measures are being progressively tightened. Wherever possible deterrent action by way of

- (i) confiscation of goods seized and of vessels, vehicles, or other conveyance used for the removal or concealment of such contraband,
- (ii) imposition of fines in lieu of confiscation, and
- (iii) imposition of personal penalties;

through departmental adjudication proceedings together with prosecution in appropriate courts of law, is being taken against such smugglers.

**Shri Joachim Alva:** In next-door North Kanara, very near South Kanara, the Customs people are rather very hard on women who carry only one pair of bangles. I want to know why the Customs are so hard with women crossing into Goa or Karwar territory with only one pair of bangles. It is impounded and they have to pay compensation or duty, whatever it is, in the name of checking smuggling. There are lots of complaints of this kind.

**Shri B. E. Bhagat:** If the hon. Member gives me a synopsis of the complaints that he has received, I will look into them.

**Shri Achar:** Are there any prosecutions made?

**Mr. Speaker:** Any prosecutions launched with respect to smuggling?

**Shri B. R. Bhagat:** In this particular case?

**Mr. Speaker:** Yes, in Mangalore and South Kanara

**Shri Achar:** In Mangalore, not only within the last few months

**Shri B. R. Bhagat:** I am unable to give this information in this particular case whether precisely there was prosecution, but generally we have launched a large number of prosecutions

**Mr. Speaker:** Only with respect to this

**Shri B. R. Bhagat:** I want notice for this

**Shri Achar:** My information is that prosecutions were made only with regard to some Arabs, but no persons operating in Mangalore were prosecuted. If so, what is the reason?

**Mr. Speaker:** He does not have details. The hon. Member will put down a separate question

श्री रघुनाथ सिंह मे यह जानना चाहता हू कि जो केसेज चल रहे हैं उनमें सब के सब फोरेंस है या हिन्दुस्तानी लोग भी हैं ?

श्री ब० रा० भगत अभी जिन पर केस चले हैं उनमें अधिकतर विदेशी ही है, मिडिल ईस्ट कट्रीज के लोग हैं। जहा तक हिन्दुस्तानियों का सवाल है उनकी अभी कोई सूचना मेरे पास नहीं है।

**Shri Joachim Alva:** Why has South Kanara suddenly sprung into the picture? Is it a question of change of operations from North Kanara to South Kanara, or is it only a smoke-screen by the smugglers? I want to know the opinion of the Minister on this point

**Shri B. R. Bhagat:** I think the hon Member

**Mr. Speaker:** The hon Member wants to know if South Kanara has

produced a separate gang of persons, or they have only migrated

**Shri B. R. Bhagat:** It is very difficult to say, but it is part of the strategy of the smugglers to shift their operations from place to place. When they find the Custom's preventive measures are tightening, they change to some other place. So, I think they might be operating in South Kanara at a particular period of time

**Shri Achar:** May I know whether any representations were made by certain persons from Mangalore that they were innocent and so on?

**Shri B. R. Bhagat:** I am not aware of that

#### Caltex Oil Refinery

\*779. **Shri B. S. Murthy:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the progress so far made by the Caltex oil refinery at Visakhapatnam,

(b) whether any schemes are being contemplated to make use of the by-products, and

(c) if so, the nature thereof?

**The Minister of Mines and Oil (Shri K. D. Malaviya):** (a) The Refinery came on stream on 15-4-1957 and attained full scale operations on 20-12-1957

(b) No, Sir

(c) Does not arise.

#### Seizure of Smuggled Gold

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**Shri Hem Barua:**  
**Dr. Ram Subhag Singh:**  
**Shri S. M. Banerjee:**  
**Shri Sarju Pandey.**  
 \*780. **Shri Prabhat Kar:**  
**Shri Muhammed Elias:**  
**Shri Raghunath Singh:**  
**Shri N. E. Munisamy:**  
**Shri Achar:**  
**Shri Ram Krishan:**

Will the Minister of Finance be pleased to state

(a) whether it is a fact that at New Delhi Customs authorities have

recovered smuggled gold worth Rupees four lakhs from two foreigners;

(b) if so, their nationalities; and

(c) details of the incident?

The Deputy Minister of Finance (Shri B. E. Bhagat): (a) to (c). It is a fact that smuggled gold worth Rs. 3,77,000 was recovered by the Customs Staff at Palam airport from two foreigners believed to be of Swiss and French nationalities who had arrived by a K.L.M. plane on the night of the 21st/22nd February 1958. The gold was concealed in specially made jackets worn on the body of these persons.

Shri Hem Barua: In view of the recurrence of such incidents of gold smuggling, which establishes the fact that an international racket of gold smugglers.....

Mr. Speaker: Why all this preamble?

Shri B. S. Murthy: It is not prelude, it is prelude

Shri Hem Barua: I am jumping to it.

In view of the recurrence of such incidents of smuggling,—this fact establishes the fact that an international racket of gold smugglers has been rocketed into this country—may I know if Government propose to advise our Embassies abroad to be a little less liberal in the granting of visas to these foreigners?

Shri B. E. Bhagat: It is very difficult to connect the two. If we can find out who are the smugglers, then we can reject.

Mr. Speaker: The hon. Member has come to a conclusion of his own accord, then gives advice as to what our Embassies ought to do. The question is disallowed.

Shri N. E. Munisamy: May I know whether it is a fact that these foreign-

ers have come under tourist visas, and if so, what action has been taken to guard against the misuse or abuse of such tourist visas?

Shri B. E. Bhagat: They are prosecuted, they are in custody, and all legal actions are taken, but if they come under tourist visa, I do not know what action we can take.

Shri N. E. Munisamy: Our Embassies in foreign countries must see in granting tourist visas that they are not issued to such persons who would misuse them. So, I am asking what action is proposed to be taken to guard against the misuse or abuse of these tourist visas.

Shri B. E. Bhagat: We can only point out to the representatives of the Government concerned that such and such an incident happened, so that in future they may be careful, but it is very difficult to find out who is a smuggler and who is not, to whom a visa should be granted and to whom not

Shri Achar: One or two cars were recently attached in connection with the detection at Mangalore.

Shri B. E. Bhagat: The hon. Member is still in Mangalore. We have come to Palam

#### Electric Generators

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\*781. { Shri S. C. Samanta:  
Shri Subodh Hansda:

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

(a) whether a process for the manufacture of small Thermo-Electric Generators capable of producing electricity with the help of a small kerosene lamp, has been evolved by the Council of Scientific and Industrial Research;

(b) whether the National Research Development Corporation has invited manufacturing firms to manufacture such generators; and

(c) whether the National Research Development Corporation has sanctioned financial help for the manufacture of such generators?

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): (a) No, Sir. The Thermo-Electric Generator in question was evolved by the All India Radio.

(b) No, Sir.

(c) The Corporation has sanctioned a sum of Rs. 2,000 for fabrication of 12 prototypes by the National Physical Laboratory, New Delhi.

Shri S. C. Samanta: May I know whether any steps have been taken by the Government to patent this new invention; if so what?

Shri M. M. Das: This invention has already been patented in India, and applications have been made for patenting it in the United Kingdom, Holland, Germany, France and U.S.A., but the applications for patenting it in U.S.A., and Germany have been dropped.

Shri S. C. Samanta: May I know whether any estimate has been made as regards the production price and the selling price of this invention?

Shri M. M. Das: No costing has yet been made. We will make the costing after considering the experience of our National Physical Laboratory who are bringing out the prototypes.

Shri S. C. Samanta: May I know whether any experiment has been done to utilise this invention other than for running radio receiving sets?

Shri M. M. Das: I have got no information on this point.

#### Industrial Finance Corporation

\*782. Shrimati Tarkeshwari Sinha: Will the Minister of Finance be pleased to state:

(a) whether there is any proposal to further increase the provision for loan for Industrial Finance Corporation made under the Second Five Year Plan;

(b) if so, the reasons for it; and

(c) the additional amount required for the purpose?

The Deputy Minister of Finance (Shri B. E. Bhagat): (a) The provision of Rs. 13.5 crores included in the Second Five Year Plan for grant of loans to the Industrial Finance Corporation has recently been raised to Rs. 22.25 crores. There is no fresh proposal for further increase in the provision.

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

Shrimati Tarkeshwari Sinha: In view of the additional loan that has been given to the Industrial Finance Corporation to meet the requirements of loans of the business class, may I know whether the rules of loan-giving have also been relaxed?

Shri B. E. Bhagat: There is no need to relax the rules because as against this increased provision in the resources, the outstanding commitment of the Industrial Finance Corporation is already very large, and there is no need for any further relaxations.

Shrimati Tarkeshwari Sinha: In view of the fact that we must divert our resources to the fullest utilisation, and in view of the fact that some time back expansion has taken place in those industries where it should not have while the other industries have suffered, may I know whether Government has formulated any scheme to see that the best industries are picked up by the Industrial Finance Corporation, as the Industrial Finance Corporation is autonomous and they have their full rights to give loans to anybody that they like?

Shri B. E. Bhagat: Yes, Sir. The Industrial Finance Corporation follow the pattern or schemes of priority laid down under the Second Plan.

Shri Viswanatha Reddy: May I know whether the I.F.C. has been permitted to raise loans from other financial institutions abroad?

**Shri B. E. Bhagat:** No. They have not raised any loans from abroad, but recently they have floated bonds in the local market, which have been more than subscribed.

**Shri Viswanatha Reddy:** My question was whether they were permitted to raise such loans abroad.

**Shri B. E. Bhagat:** I shall have to consult the Act—I cannot commit myself—as to whether the Act provides for that.

#### Banks in Kerala

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\*783. { **Shri Punnoose:**  
**Shri Warrior:**  
**Shri A. K. Gopalan:**

Will the Minister of Finance be pleased to state:

(a) the number of banking concerns under Court liquidation in Kerala;

(b) irregularities, if any, found out in the management of those Banks; and

(c) the steps Government have taken against those responsible?

**The Deputy Minister of Finance (Shri B. E. Bhagat):** (a) 41.

(b) The irregularities which led the banks into liquidation were generally the unsound policies followed in granting advances, frittering away of profits by declaration of high dividends, mismanagement or lack of proper control by directors and chief executive officers, borrowing by directors against inadequate securities and indiscriminate opening of branches.

(c) Misfeasance proceedings against the directors who were responsible have been started in a few cases. Full details relating to all the banks are being collected and further action necessary will be considered when these details are available.

**Shri Warrior:** May I know what steps Government contemplate to take

to speed up the proceedings against the officers?

**Shri B. E. Bhagat:** We are concerned only indirectly, because these liquidation proceedings are under the High Court, which has a court liquidator; and the staff and other necessary facilities are given by the State Government. So, we can only persuade the court liquidators, the High Court and the State Government to take all expeditious proceedings and finish this matter as expeditiously as they can.

**Shri Joachim Alva:** Has the State Bank of India got any scheme by which they could absorb these 41 banks which are under liquidation, by taking over their assets and liabilities, so that the constituents of these 41 banks may not suffer?

**Shri B. E. Bhagat:** I do not think that the State Bank's funds should be utilised to take over these banks which have gone into liquidation.

**Dr. K. B. Menon:** May I know how many of these are scheduled banks or members of scheduled banks?

**Shri B. E. Bhagat:** They are very small banks. I do not think any one of them is a scheduled bank.

**Shri Punnoose:** Is there a proposal to reorganise some of these banks? Have Government taken any steps in that regard?

**Shri B. E. Bhagat:** All these banks have gone beyond the pale of reorganisation. They are to be liquidated under the court rules.

**Shri Punnoose:** May I know the total number of depositors and the total amount involved by the crash of these banks?

**Shri B. E. Bhagat:** I have not got the figure of the number of depositors, but I can give the figures in respect of the total amount of deposit liabilities, which in the case of 38 out of the 41 banks comes to Rs. 57,81,172.

### Defence Stores

\*786. **Shri N. R. Munisamy:** Will the Minister of Defence be pleased to state:

(a) whether it is a fact that large quantities of Khaki cloth bales intended for defence purposes are lying in the stores and are getting deteriorated; and

(b) if so, the actual quantity and since when it has been lying in the stores?

**The Deputy Minister of Defence (Shri Raghuramalah):** (a) and (b). Approximately 25,950 yards of Drill Khaki which was used in those days the last war are held by Ordnance and will be utilised in the manufacture of Overalls Combination

**Shri N. R. Munisamy:** May I know whether the defence personnel are quite averse to the use of this olive green which was used in those days to serve as camouflage in jungle raids, and if so, whether Government are thinking of changing over to khadi?

**Shri Raghuramalah:** I do not think the presumption of my hon friend is correct that the defence personnel are averse to that particular colour. It is considered best for strategy.

**Shri Joachim Alva:** Has the Defence Ministry circularised other departments of Government asking whether they are in need of this cloth for any of their employees?

**Shri Raghuramalah:** We ourselves are in need of it, and it is under transfer to the D.G.O.F. for the manufacture of overalls.

### World Bank Loans for Power Projects

\*787. **Shrimati Tarkeshwari Sinha:** Will the Minister of Finance be pleased to state:

(a) whether any approach has been made to International Bank of Reconstruction and Development for grant of loan for some power projects;

(b) if so, the amount of loan sought for; and

(c) the reactions of the Bank thereto?

**The Deputy Minister of Finance (Shri B. R. Bhagat):** (a) Yes Sir, for the Koyna Hydro-Electric Project in Bombay State, and the two D.V.C. expansion Projects, namely the Second Durgapur Thermal Power Station, and the fourth unit for the Bokaro Thermal Power Station.

(b) The total foreign exchange component of the cost of projects amounting to Rs. 32.08 crores has been mentioned in the memorandum furnished to the World Bank.

(c) The request for loan is under the active consideration of the Bank.

**Shrimati Tarkeshwari Sinha:** May I know whether the members of the World Bank visited India and saw those projects, and whether they have accepted to give loans to meet the full loan requirements of all these projects, in principle?

**Shri B. R. Bhagat:** Such a mission came and they saw these projects, and they had discussions also. But, as for acceptance, they will indicate their final acceptance only when the whole thing is negotiated and the entire terms and other things are gone into. Before that, they would not indicate their acceptance.

**Shrimati Tarkeshwari Sinha:** May I know whether the prospects for these loans also cover the commitments already entered into by the World Bank, and if so, the commitment that they have already agreed to provide for?

**Shri B. R. Bhagat:** These are applications for fresh loans. These have no relation with the past commitments. The World Bank's past commitments are always related to specific projects. These are new projects, and they have no relation with the past commitments.

**Shrimati Bona Chakravartty:** In computing the foreign exchange component for these three projects, have Government any idea whether the recession in the U.S. market is going to reduce the amount necessary for the import of capital goods, or whether the goods will be available at the average prices of the last two or three years?

**Shri B. R. Bhagat:** Under the IBRD loans, it is not a compulsory condition that the equipments will be bought in the American market. But in so far as the American recession may have an impact on the European and other capital markets, certainly, this question has some relevance. But since the foreign exchange component was drawn earlier, and the recession in the American market is a very recent phenomenon, I do not think obviously that this matter has been looked into. But certainly, at the later stages of negotiation, this point might be taken into account both by the Bank officials as well as by our mission.

**Shrimati Tarkeshwari Sinha:** What percentage of the requirements of these projects will be met by internal resources, and what percentage will be met by the World Bank loans?

**Shri B. R. Bhagat:** So far as the Koyana hydro-electric project is concerned, the cost of the first stage, for which we have asked for loan, is Rs. 47.45 crores, and the foreign exchange component is Rs. 18.13 crores; so, it is very much less than half. So far as the two D.V.C. projects are concerned the total cost is Rs. 21.30 crores, of which the foreign exchange component is Rs. 13.95 crores.

#### Child-lifting in New Delhi

\*788. **Shri N. R. Munisamy:** Will the Minister of Home Affairs be pleased to state:

(a) the number of child-lifting cases that had taken place in New Delhi during 1957 and 1958 so far;

(b) whether any investigation has been made into the causes of it; and

(c) whether any ransom has been claimed so far from any individual?

**The Minister of State in the Ministry of Home Affairs (Shri Datar):** (a) None.

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

I might, however, point out to the hon. Member that in the other portions of Delhi city, there were 12 such cases in 1957 and 2 such cases in 1958. Out of these 12, nine have ended in conviction.

**Mr. Speaker:** The question list is now over. We shall now go back to the other questions.

**Dr. Sushila Nayar:** May I request that Q. No. 771 may be answered?

**Mr. Speaker:** Yes.

#### Water Supply Scheme for Jhansi

\*771. **Dr. Sushila Nayar:** Will the Minister of Defence be pleased to state:

(a) whether there is a proposal for a joint water works scheme of the Ministry of Defence and the U.P. Government to supply water from the Mata Tila Dam to Jhansi and Babina Military Stations *en route*;

(b) if so, at what stage is its implementation; and

(c) whether there is any proposal to invite the Ministry of Railways also to join it in view of the big Railway Colony at Jhansi which also needs water supply?

**The Deputy Minister of Defence (Shri Raghuramaiah):** (a) Yes. The joint scheme is also intended to supply water to the Railways.

(b) and (c). The State Government have suggested that a Committee consisting of an engineer from the Army, an engineer from the Railway Ministry and an engineer from the Local Self Government Engineering Department be formed to examine the scheme and to submit a joint report. The suggestion has been accepted by the Ministry of Defence.



**Dr. Sushila Nayar:** Could the Minister give us an idea of when this committee might start functioning and how long it will take to implement the scheme?

**Shri Raghuramiah:** It is very difficult to give any idea of the time that it will take. Actually, the State Government have now been asked to address the Ministry of Railways direct in the matter for their collaboration; and all this will take time.

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WRITTEN ANSWERS TO  
QUESTIONS

**Board of Higher Secondary Education, Delhi**

\*758. **Shri Nek Ram Negi:** Will the Minister of Education and Scientific Research be pleased to refer to the replies to part (b) of Unstarred Question No. 379 and part (e) of Unstarred Question No. 854 on the 29th May, 1957 and 23rd August, 1957 respectively and state:

(a) the date on which the recommendations of the Sub-Committee were accepted by the Board of Higher Secondary Education, Delhi;

(b) whether the recommendations as accepted by the Board have been or are to be considered by any other body; and

(c) if so, which is that body and whether the decisions of that body are final?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) 6th May, 1957.

(b) and (c). Yes Sir, by the Recognition Committee, of the Board of Higher Secondary Education. The decisions of the Recognition Committee, so far as minimum qualifications for teachers and heads of Schools recognised by the Board are concerned, are final.

**Uniform Price for Coal**

\*760. **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. 1586 on the 9th September, 1957, and state:

(a) whether any final decision has since been taken regarding the proposal to have uniform prices for coal all over the country;

(b) if so, the nature of the decision; and

(c) if not, the reasons therefor?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) to (c). No final decision has yet been taken. The entire question is a very complex one, vitally affecting the economies of industries based on coal and needs close examination.

**Coal Output**

\*765. **Dr. Ram Subhag Singh:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that an upward revision of coal output for the private sector has been made by Government;

(b) if so, what is the new target; and

(c) how it is going to be effected?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) to (c). There has been no upward revision of the coal production target for the private sector. But Government have been considering the possibility of some additional production from the Central India coalfields to serve as a reserve to make up the target for the private sector to 10 million tons in case there is a shortfall elsewhere.

**Punjab University (Camp) College**

\*768. **Shri Vajpayee:** Will the Minister of Education and Scientific Research be pleased to state:

(a) the decision of Government regarding the continuation of the Punjab University (Camp) College, Delhi;

(b) whether this college will be continued after the opening of the four evening colleges by Delhi University; and

(c) if not, whether the Camp College staff would be fully absorbed in these colleges?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) and (b). It is proposed to continue the Punjab University (Camp) College pending its gradual conversion into one of the four evening colleges which are proposed to be set up under the aegis of the University of Delhi. Some negotiations have already taken place between the Vice-Chancellors of the Universities of Punjab and Delhi in regard to the nature of arrangements to be made for the closure of the Panjab University (Camp) College classes and their gradual replacement by the Delhi University courses and a certain phased programme in this connection has been worked out.

(c) Every effort will be made to absorb the present staff in the proposed evening colleges.

राजपत्रित और अराजपत्रित पदाधिकारी

\*७६६. श्री क० भे० सालशंय : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि भारत सरकार के राजपत्रित और अराजपत्रित पदाधिकारियों का भेद किस आधार पर किया जाता है ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) : ऐसे कोई खास नियम नहीं हैं जिनके मुताबिक किसी पोस्ट को गजट्टेड या नान गजट्टेड में शुमार किया जाये। इसके लिए उस पोस्ट की ड्यूटी और जिम्मेदारी को ध्यान में रखा जाता है।

Survey Settlement in Tripura

\*770. Shri Dasaratha Deb: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that old survey settlement papers of Kamal-

pur Sub-Division of Tripura had been destroyed by fire; and

(b) if so, whether Government have taken any steps to resurvey it?

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

(b) A Survey Scheme for the whole of Tripura, including Kamalpur, has been sanctioned by the Government of India, and work has already started in the Sadar sub-division and will be extended to Kamalpur shortly.

हिन्दी विभाग में अनुसंधान सहायक

\*७७३. श्री पहाड़िया : क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

(क) १५ जनवरी, १९५८ तक मंत्रालय के हिन्दी विभाग में कितने अनुसंधान सहायक कार्य कर रहे थे;

(ख) इन सहायकों ने कितने शब्द श्रवण उनके पर्यायवाची शब्द बनाये और ये शब्द किन-किन विषयों के हैं; और

(ग) कितने शब्द स्वीकृत और प्रकाशित किये जा चुके हैं ?

शिक्षा और वैज्ञानिक गवेषणा मंत्रालय में राज्य-मंत्री (डा० फा० ला० श्रीमाली) : (क) २६.

(ख) इन अनुसंधान सहायकों ने ३१-१२-१९५७ तक ११०,१२४ पारिभाषिक शब्द बनाये। जिन-जिन विषयों के शब्द बनाये गये उनके सम्बन्ध में एक विवरण सभापदस पर रख दिया गया है। [वेबिशे परिशिष्ट ४, अनुबन्ध संख्या ७६]

(ग) कैबिनेट लगभग १२,००० शब्दों का अनुमोदन कर चुकी है और वे प्रकाशित भी हो चुके हैं।

**Armed Forces Headquarters  
Civilian Personnel.**

\*777. **Shri Krishna Chandra:** Will the Minister of Home Affairs be pleased to state:

(a) whether a scheme for the merger of Armed Forces Headquarters civilian personnel with the Central Secretariat Service has been under consideration of Government for several years;

(b) if so, the factors responsible for delay in taking of decision; and

(c) when it is likely to be finalised?

**The Minister of State in the Ministry of Home Affairs (Shri Datar):** (a) A proposal for the absorption of the Armed Forces Headquarters civilian establishment in the Central Secretariat Service has been under consideration for some time.

(b) and (c). The proposal involves several administrative as well as financial implications, the consideration of which must necessarily take time. It is therefore difficult to say at this stage, when a final decision will be taken.

**अंग्रेजी हिन्दी शब्दकोष**

\*७८४. श्री क० भ० सलवीय : क्या शिक्षा और वैज्ञानिक श्रेयण मंत्री यह बताने का कृपा करेंगे कि क्या यह सच है कि हिन्दुस्तानी कलचुरल सोसायटी, इलाहाबाद को एक अंग्रेजी हिन्दी शब्दकोष तैयार करने का काम सौंपा गया है ?

शिक्षा और वैज्ञानिक श्रेयण मंत्रालय में  
रज्य-मंत्री (डा० क० ल० श्रीमाली) :  
जी, हाँ ।

**Legislation for Protection of  
Monuments**

\*785. **Sardar Iqbal Singh:** Will the Minister of Education and Scientific Research be pleased to refer to reply

given to Starred Question No. 764 on the 4th December, 1957, and state:

(a) the progress made by the various State Governments in having legislation for the protection of monuments and sites other than of national importance as suggested by the Central Advisory Board of Archaeology;

(b) which of the States have set up organisations of their own for looking after such monuments and sites; and

(c) names of the States which have not taken any steps in this matter?

**The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali):** (a) to (c). There has been no change in the position since the reply given to Starred Question No. 764 on 4-12-57.

**कच्चे लोहे की खानें**

६६६. श्री म० ल० द्विवेदी : क्या इलाहाबाद, आन और ईमान मंत्री यह बताने की कृपा करेंगे कि :

(क) रुककेला, भिलाई और दुर्गापुर के तीन इस्पात संयंत्रों को कच्चे लोहे का संभरण करने वाली खानों के विकास पर अब तक कितना व्यय किया गया है;

(ख) इन खानों से कच्चा लोहा प्राप्त करने के लिये क्या कार्यवाही की गयी है और इन सम्बन्ध में अब तक कितनी प्रगति हो चुकी है; और

(ग) इन खानों की खुदाई करने के लिये अब तक बताने मूल्य के संयंत्र तथा उपकरण प्राप्त हो चुके हैं ?

खान और नेल मंत्री (श्री क० दे० मालवीय) : (क) रुककेला और भिलाई इस्पात संयंत्रों को कच्चे लोहे का संभरण करने वाली खानों के विकास पर ८३,११,००० रुपये व्यय किये जायेंगे । बोलानी और स (प्राइवेट) लिमिटेड, दुर्गापुर इस्पात संयंत्र के लिए कच्चे लोहे का संभरण करेगी । इस

कम्पनी में सरकार के अधिकतर शेयर हैं। सरकार ने इस कम्पनी में अब तक १०,१०,००० रुपये व्यय किये हैं।

(ख) रुकेला के लिए बरसुभा की कच्चे लोहे की खानों के विकास की आयोजना का परीक्षण हो गया है और उसे स्वीकार कर लिया गया है। अमेरिका की एक फर्म को ब्लास्टिंग, माइनिंग, होलिंग तथा प्रोसेसिंग के उपकरणों के सभरण तथा स्थापना के लिए ठेका दे दिया गया है। खान कार्यस्थल को जाने वाली मुख्य सड़कें अधिकतर पूर्ण हो चुकी हैं। लगभग २७ मील पहाड़ी सड़कें बनाई जा चुकी हैं। कार्य १९५६ के अन्त तक पूर्ण होने की आशा है। जब तक ये खानें कच्चे लोहे के सभरण करने के योग्य हों, तब तक रुकेला की ब्लास्ट भट्टियों को चलाने के लिए गुभा क्षेत्र के बाजार साधनों से कच्चा लोहा प्राप्त करने का प्रस्ताव किया गया है।

भिलाई इस्पात मंत्र के लिए राजहरा की खानों के विकास के मुख्य मंत्र तथा उपकरण मोवियत संघ में आयेंगे। उस देश के साथ ठेक पूर्ण हो गये हैं। कार्यस्थल पर प्रारम्भिक कार्य हो रहा है। मोवियत सरकार सोवियत भू में निर्माण की विस्तृत रूपरेखा तैयार कर रही है। खान को इस्पात कार्यों से जोड़ने के लिए एक नई रेलवे लाईन का निर्माण हो रहा है। यह आशा की जाती है कि यह १९५८ के मध्य तक तैयार हो जायेगी। जब तक खानों पर मशीनें लगाई जाती हैं और कार्य पूर्ण रूप से चालू होता है तब तक के लिये मनुष्यों के द्वारा निकाले गये 'फीनोट और' को प्राप्त करने का प्रस्ताव किया गया है जोकि आरम्भ में इस्पात कार्यों को चलाने के लिये पर्याप्त होगा।

यह जाना जाता है कि बोलानी की खानों को बाराबिल रेलवे स्टेशन से जोड़ने के लिए रेलवे साइडिंग का परिवेक्षण पूर्ण हो गया है, और साइडिंग के लिए टेंडरों को प्राप्त किया जा चुका है। कार्यस्थल पर प्रारम्भिक भवन

सम्बन्धी समन्वेषण पूर्ण हो गया है और परामर्शदाता इंजीनियरों की एक फर्म से आयोजना रिपोर्ट प्राप्त की जा चुकी है। आशा की जाती है कि बोलानी की खानें सभरण के लिए समय पर तैयार हो जायेंगी, जबकि दुर्गापुर की प्रथम ब्लास्ट भट्टी अक्टूबर, १९५६ के अन्त तक चालू होने की है।

(ग) बरसुभा (रुकेला) की खानों के लिए ३० लाख रुपये के मूल्य के उपकरण प्राप्त किये जा चुके हैं।

#### Import of Tibetan Silver

1000. Shri Damani: Will the Minister of Finance be pleased to state:

(a) the Tibetan silver imported into India and during the years 1956-57 and 1957-58 so far;

(b) the quantum of import of smuggled coins detected during the above periods;

(c) how far it has affected the silver market; and

(d) whether any restrictions have been imposed by Chinese Government on its export from Tibet or by India on its import?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) The amounts of Chinese silver dollars (Tibetan Silver) imported into India during the years 1956-57 and 1957-58 (upto the end of January, 1958) are 2,76,10,450 pieces and 2,10,78,616 pieces respectively.

(b) The quantum of the smuggled coins detected during the same periods is 1,75,468 pieces and 91,918 pieces respectively.

(c) It is difficult to express any opinion on this.

(d) Yes.

### Ex-Rulers' Forts

1001. **Shri Damani:** Will the Minister of Education and Scientific Research be pleased to state:

(a) how many forts of the ex-rulers of States are looked after by the Government of India; and

(b) whether requests have been received from some ex-rulers to take over their forts, since it is not possible for them to look after them?

**The Minister of State in Ministry of Education and Scientific Research (Dr. K. L. Shrimall):** (a) 35.

(b) Yes, Sir.

### Indian Students Abroad

1002. **Shri Ram Krishan:** Will the Minister of Education and Scientific Research be pleased to state:

(a) the number of Indian students who are studying abroad country-wise; and

(b) the facilities given to them by the Government of India?

**The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall):** (a) and (b). A statement giving the latest available information is placed on the Table of the Sabha. [See Appendix IV, annexure No. 80]

### Re-rolling Mills

1003. **Shri Ram Krishan:** Will the Minister or Steel, Mines and Fuel be pleased to state:

(a) the number of applications received by the Government of India from State Governments for the grant of licences to open re-rolling mills during the year 1957-58 State-wise; and

(b) how many licences have been granted during the above period, State-wise; and

(c) the names of the places where they will be set up?

**The Minister of Mines and Oil (Shri K. D. Malaviya):** (a) 685 applications have been received in response to the Press Note issued by Government on the 11th April, 1956, for setting up of new units. A statement showing the applications received State-wise is attached. [See Appendix IV, annexure No. 81.]

The last date for receipt of such applications was the 15th June, 1956.

(b) Only one licence for setting up a cold rolling mill for the manufacture of box strips and hoops has been granted. All the other applications are still under consideration in the light of Government's Resolution dated the 13th November, 1957, on the Report of the Committee on Electric Furnaces, Steel Foundaries and Steel Re-rolling Mills.

(c) Kalyan, Bombay.

### Collieries in Khasi and Jaintia Hills

1004. **Shri Bhagavati:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the production figures of Borshora and other collieries in Khasi and Jaintia Hills in Assam during 1957;

(b) the figures of allotment for the same year for the coal produced in these collieries;

(c) the figures of actual purchases by the allottees, from the quota so allotted;

(d) whether some of these collieries are facing difficulties, as they have been asked to reduce production;

(e) whether Government have any scheme or proposal to improve the coal industry in Khasi and Jaintia Hills in Assam; and

(f) if so, what is it?

**The Minister of Mines and Oil (Shri K. D. Malaviya):** (a) 1,90,951 tons.

(b) 2,51,500 tons.

(c) 1,48,261 tons.

(d) No, the collieries have not been asked to reduce their production.

(e) and (f). While there are no specific schemes for development of the coal industry as such in these areas, a constant endeavour is made to see that the industry as a whole keeps running and its natural development is not hampered. To this end consumers in Assam are persuaded to accept coal from Khasi and Jaintia Hills to the maximum extent possible.

#### Historical Monuments in Assam

**1005. Shri Bhagavati:** Will the Minister of Education and Scientific Research be pleased to state:

(a) whether a comprehensive survey of all the monuments of historical importance in Assam is being carried out for their preservation; and

(b) whether the relics of the old Biswanath Temple at Biswanath and the works of art on stone at the foot of the hills at Brahman and Kolongpur mouzas in Tezpur Sub-Division, Assam have been included in the new list of monuments to be declared as monuments of National Importance?

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

(b) Yes, Sir, if the reference is to the Bordole temple at Biswanath, District Dibrang. The work of art on stone at the foot of the hill at Brahman and Kolongpur mouzas in Tezpur Sub-Division, Assam, will be examined and declared protected if found to be of National importance.

#### Hindi Sikhya Parishad of Tripura

**1006. Shri Dasaratha Deb:** Will the Minister of Education and Scientific Research be pleased to state:

(a) whether Hindi Sikhya Parishad of Tripura has been given money by

Government for construction of buildings;

(b) if so, the amount; and

(c) whether any building has been constructed with that amount?

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

(b) and (c) Do not arise.

#### M.B.B. College, Agartala

**1007. Shri Dasaratha Deb:** Will the Minister of Education and Scientific Research be pleased to state:

(a) the number of teachers who left the MBB College of Agartala, Tripura during 1955-56, 1956-57 and in 1957-58 so far;

(b) the reasons for their leaving;

(c) whether the College has been short-staffed due to this reason; and

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

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

1955-56	2
1956-57	1
1957-58	6

(b) (i) Better employment elsewhere;

(ii) Unattractive Pay Scales,

(iii) High cost of living;

(iv) Difficulty in getting residential accommodation,

(v) Difficulty in communications.

(c) Yes, Sir.

(d) The following steps have been taken or are being taken in the matter:—

(1) The question of the revision of pay scales of teachers of M.B.B. College, Agartala, is being examined;

- (ii) Quarters for ten college teachers are being built this year;
- (iii) Two quarters have already been constructed. These have already accommodated the Principal, the Vice-Principal and a few college teachers.

#### Purchase of Aircrafts

1008. **Shri Pangarkar:** Will the Minister of Defence be pleased to state:

(a) whether any aircrafts have been purchased during 1957-58 so far; and

(b) the names of the countries from which they have been purchased?

**The Deputy Minister of Defence (Shri Raghuramaiah):** (a) Yes, Sir.

(b) U.K., U.S.A., and Canada.

#### Trade Test in Ordnance Factories

1009. { **Shri S. M. Banerjee:**  
**Shri Prabhat Kar:**  
**Shri Muhammed Elias:**  
**Shri Sarju Pandey:**

Will the Minister of Defence be pleased to state:

(a) the number of workers in Ordnance Factories who passed the Trade Test during the period from 1950 to the 1st January, 1958;

(b) the number among them who have been promoted; and

(c) the number of those who are still to be promoted?

**The Deputy Minister of Defence (Shri Raghuramaiah):** (a) to (c). The information is being collected and will be laid on the Table of the House.

#### C.S.I.R.

1010. { **Shri R. C. Majhi:**  
**Shri Subodh Hansda:**

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

(a) whether it is a fact that more than one laboratory under the Council

of Scientific and Industrial Research is conducting researches upon the same subject; and

(b) if so, the names of such laboratories and the subjects on which they are carrying out researches?

**The Deputy Minister of Education and Scientific Research (Shri M. M. Das):** (a) and (b). The information is being collected and will be laid on the Table of the House when compiled.

#### C.S.I.R.

1011. { **Shri R. C. Majhi:**  
**Shri Subodh Hansda:**

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

(a) the number of laboratories under the Council of Scientific and Industrial Research, which are conducting researches in Medicinal Plants and Herbs and their therapeutic properties; and

(b) the methods adopted to avoid duplication of work in such laboratories?

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

(i) Central Drug Research Institute, Lucknow.

(ii) Regional Research Laboratory, Jammu.

(b) There will be a Co-ordinating Committee consisting of Director General Scientific and Industrial Research; Director, Central Drug Research Institute, Lucknow, Officer-in-Charge, Regional Research Laboratory, Jammu and the Director of the Drug Research Laboratory, Jammu and Kashmir Government, to ensure proper co-ordination of the work of the two Laboratories.

### Optical Glass

1012. { Shri S. C. Samanta:  
Shri Subodh Hansda:

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

(a) whether it is a fact that the Central Glass and Ceramic Research Institute in Calcutta is conducting research for the manufacture of optical glass;

(b) if so, what progress has been made in the research; and

(c) whether the Institute has approached any foreign country or any foreign firm for the technical know-how in the preparation of optical glass and with what result?

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

(b) Equipment required for melting optical glass has been designed and fabricated at the Institute and some trials on the suitability of raw materials available in the country have been conducted. Further work is in progress.

(c) No, Sir.

### Technical Assistance Schemes

1013. { Shri Barman:  
Shri S. C. Samanta:  
Shri Subodh Hansda:

Will the Minister of **Finance** be pleased to state the number of Scheduled Castes selected so far for studies abroad under various technical assistance schemes?

**The Deputy Minister of Finance (Shri B. R. Bhagat):** Under the Technical Assistance Schemes, Indian nationals are sent abroad for training with reference to the need for such training in various fields connected with the economic development of the

country. No classification or reservation is made with reference to Scheduled Castes etc.

### Zoological Survey of India

1014. { Shri R. C. Majhi:  
Shri S. C. Samanta:

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

(a) whether it is a fact that a large number of specimens are lying unidentified in the Zoological Survey of India;

(b) if so, the total number of such unidentified specimens;

(c) the period for which they were lying unidentified; and

(d) the reasons for which they were lying unidentified?

**The Deputy Minister of Education and Scientific Research (Shri M. M. Das):** (a) to (d). About 57,000 specimens have yet to be identified, the bulk of which were collected during the last 25 years. They have remained unidentified largely on account of the shortage of staff at the Zoological Survey of India in the past and general shortage of systematic zoologists in the country. Besides, on account of the size of the country, its varied climate and Geography, the Fauna of India is of an extremely varied character, as a result, the number of specimens to be identified is of necessity very large.

### Foreign Exchange Allotment to Indians going abroad

1015. **Shri Rameshwar Tantia:** Will the Minister of **Finance** be pleased to state the amount of Foreign Exchange in hard and soft currencies sanctioned to Indians going abroad since the imposition of foreign exchange control restrictions were adopted?

**The Deputy Minister of Finance (Shri B. R. Bhagat):** The following table shows the amount of



foreign exchange sanctioned to persons who went abroad during January to December, 1957 i.e. after imposition of foreign exchange control restrictions:—

Statement showing the amount of foreign exchange released to persons going abroad for various purposes during January to December\*, 1957.

Purpose	(Rs. in lakhs)		Total
	Soft Currency areas	Hard Currency areas	
1. Tourists . . . . .	..	..	..
2. Business . . . . .	70	12	82
3. Students . . . . .	227	84	311
4. Official Business . . . . .	19	4	23
5. Haj Pilgrims . . . . .	18	..	18
6. Health Reasons . . . . .	22	2	24
7. Others . . . . .	42	6	48
<b>TOTAL</b>	<b>398</b>	<b>108</b>	<b>506</b>

\* Figures for December, 1957 are provisional.

#### Central Aid for Harijan Welfare

**1016. Shri L. Elayaperumal:** Will the Minister of Home Affairs be pleased to state the names of institutions (State-wise) which are getting aid from the Central Government for the Harijan Welfare work at present?

**The Deputy Minister of Home Affairs (Shrimati Alva):** A statement is laid on the Table of the House. [See Appendix IV, annexure No. 82.]

#### अनुसूचित जातियों के लिये मकान

१०१७. श्री नवल प्रभाकर : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली की

अनुसूचित जातियों को आवास सम्बन्धी सुविधायें देने के लिये सरकार उनको मकान बनाने के लिये अनुदान देती है;

(ख) यदि हां, तो वर्ष १९५६-५७ में कितने व्यक्तियों को ये अनुदान दिये गये; और

(ग) प्रत्येक व्यक्ति को औसत कितना अनुदान दिया गया ?

**गृह-कार्य उपमंत्री (श्रीमती आलवा) :**

(क) जी, हां ।

(ख) १६६ व्यक्तियों को ।

(ग) देहाती इलाकों में मकान बनाने के लिये १४४ व्यक्तियों को ४५० रुपये, ६ व्यक्तियों को ३०० रुपये और १३ व्यक्तियों को १०० रुपये प्रति व्यक्ति के हिसाब से दिये गये ।

#### केन्द्रीय पुरातत्व मन्त्रणा बोर्ड

१०१८. श्री मोहन स्वरूप : क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय पुरातत्व मन्त्रणा बोर्ड कब स्थापित हुआ था;

(ख) वर्ष १९५७ में इस बोर्ड ने क्या सिफारिशें की थीं;

(ग) अब तक कितनी सिफारिशें क्रियान्वित की जा चुकी हैं; और

(घ) बोर्ड के कार्यक्रम का व्यौरा क्या है ?

**शिक्षा और वैज्ञानिक गवेषणा मन्त्रालय में राज्य-मंत्री (डा० का० ला० श्रीमाली) :**

(क) १९४४ में ।

(ख) और (ग). कृपया संलग्न विवरण देखिये । [देखिये परिशिष्ट ४, अनुबन्ध संख्या ८३]

(घ) भारत के राजपत्र, दिनांक २३-७-१९५५, के प्रथम भाग की धारा १ में छपे मंत्रालय के संस्ताव संख्या एफ० २१-९/५४-ए० २ दिनांक १४ जुलाई, १९५५ के अनुच्छेद एक की ओर ध्यान आकर्षित किया जाता है ।

**द्वितीय पंचवर्षीय योजना के लिये इंजीनियर**

१०१६. श्री मोहन स्वरूप : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) द्वितीय पंचवर्षीय योजना की कार्यान्विति के लिये कितने इंजीनियरों की आवश्यकता है ; और

(ख) देश में कितने इंजीनियर हैं और वर्तमान आवश्यकताओं को देखते हुए कितने इंजीनियरों की कमी है ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री दातार) : (क) १९५६ में इंजीनियरिंग पर्सनेल कमेटी ने हिसाब लगाया था कि दूसरी पंच-साला योजना के लिये २६,५०० इंजीनियरिंग ग्रेजुएट और ५०,५०० डिप्लोमा प्राप्त इंजीनियरों की और जरूरत पड़ेगी । योजना आयोग में इस पर और अध्ययन किया गया है जिससे पता चलता है कि इसके लिये, जिसमें प्राइवेट सेक्टर की जरूरतें भी शामिल हैं, ३५,००० इंजीनियरिंग ग्रेजुएट और ६०,००० डिप्लोमा प्राप्त इंजीनियरों की जरूरत पड़ेगी ।

(ख) १९५५ के अन्त तक भारत में ३१,००० इंजीनियरिंग ग्रेजुएट और ४१,००० डिप्लोमा प्राप्त इंजीनियर थे । आशा है कि देश की वर्तमान ट्रेनिंग संस्थाएं दूसरी पंचसाला योजना के दौरान में २०,००० ग्रेजुएट और ३०,०००

डिप्लोमा प्राप्त इंजीनियर और तैयार कर देंगी । इस लिहाज से दूसरी पंच-साला योजना के अन्त में १५,००० इंजीनियरिंग ग्रेजुएट और ३०,००० डिप्लोमा प्राप्त इंजीनियरों की कमी रह जाएगी । और इंजीनियरों की ट्रेनिंग के लिये हाल में कुछ चुने हुए इंजीनियरिंग कालिजों और स्कूलों को बड़ा किया गया है और इंजीनियरिंग तालीम के लिये और सुविधायें देने के प्रश्न पर सरकार गौर कर रही है ।

**सेंट्रल ग्लास एण्ड सिरैमिक्स रिसर्च इन्स्टी-ट्यूट, कलकत्ता**

१०२०. डा० राम सुभग सिंह : क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सेंट्रल ग्लास एण्ड सिरैमिक्स रिसर्च इन्स्टीट्यूट, कलकत्ता ने ऐसी आकाच बनाने की एक प्रक्रिया निकाली है जो तांबे पर चढ़ाई जा सकती है ;

(ख) यदि हां, तो क्या आकाच बनाने के लिये आवश्यक कच्ची धातुएं देश में पर्याप्त मात्रा में उपलब्ध हैं ; और

(ग) यदि उपरोक्त भाग (ख) का उत्तर स्वीकारात्मक हो, तो कितने मूल्य का यह आकाच प्रतिवर्ष भारत में तैयार किया जायेगा ?

**शिक्षा और वैज्ञानिक गवेषणा उपमंत्री (श्री एम० एम० दास) :** (क) जी हां ।

(ख) इस आकाच को बनाने के लिये अधिकतर कच्चा माल अपने देश में ही उपलब्ध है ।

(ग) इस का कोई प्रमाणिक अनुमान उपलब्ध नहीं है ।

दिल्ली में विदेशियों की मूर्तियां

१०२१ { श्री भक्त दर्शन :  
श्री स० चं० सामन्त : }

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली व नई दिल्ली में विदेशी शासकों की कुल कितनी मूर्तियां भारत की स्वतंत्रता प्राप्ति के समय विभिन्न सार्वजनिक स्थानों में विराजमान थीं ;

(ख) तब से कौन-कौन सी मूर्तियां हटा ली गयी हैं ; और

(ग) विदेशी शासकों की शेष मूर्तियां को यथाशीघ्र हटाने के लिये क्या कार्यवाही की जा रही है ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री दातार) : (क) १३

(ख) २

(ग) प्रधान मंत्री ने १३ मई, १९५७ को लोक-सभा में जो बयान दिया था उसी के मुताबिक कार्यवाही की जा रही है ।

जगदीश चन्द्र बोस की जन्म-शताब्दी

१०२२ { श्री भक्त दर्शन :  
श्री स० चं० सामन्त :  
श्री ही० ना मूकर्जी :

क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री १७ दिसम्बर, १९५७ के अतारांकित प्रश्न संख्या १८०० के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) आचार्य जगदीश चन्द्र बोस की जन्म-शताब्दी मनाने के लिये जो कार्यक्रम बनाया गया था, क्या उस को अन्तिम रूप दे दिया गया है ;

(ख) यदि हां, तो क्या उस कार्यक्रम का विवरण सभा पटल पर रख दिया जायेगा ;

(ग) इस काम के लिये कितनी धनराशि स्वीकृत की गयी है ; और

(घ) यदि उपरोक्त भाग (क) का उत्तर नकारात्मक हो, तो विलम्ब के क्या कारण हैं ?

शिक्षा और वैज्ञानिक गवेषणा उपमंत्री (श्री एम० एम० दास) : (क) से (घ) आवश्यक जानकारियों से युक्त विवरण पत्र साथ लगा हुआ है [देखिये परिशिष्ट ४ अनुबन्ध संख्या ८४]

#### Taj Mahal

1023. { Shri D. C. Sharma:  
Sardar Iqbal Singh:

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

(a) the progress made in the repairs of the Taj Mahal at Agra; and

(b) the amount spent for its repairs since 1952 yearwise?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) Please see the attached statement. [See Appendix IV, annexure No. 85.]

Year	Amount spent
	Rs.
1952-53 . . . . .	56,317
1953-54 . . . . .	67,070
1954-55 . . . . .	86,149
1955-56 ] . . . . .	71,202
1956-57 . . . . .	43,887
1957-58 . . . . .	30,924
(upto the end of November, 1957)	

**Palace of Rani Laxmi Bai at Jhansi**

1024. **Shrimati Ha Falchoudhuri:** Will the Minister of Education and Scientific Research be pleased to state

(a) whether the palace of Rani Lakshmbai situated at Jhansi has been handed over to Government by the State of Uttar Pradesh,

(b) if so, whether the works of Art and Paintings have been renovated; and

(c) the necessary arrangements made to preserve this archaeological palace?

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

(b) and (c) Do not arise.

**State Bank of India**

1025. { **Shri Morarka:**  
**Shri Nathwani:**

Will the Minister of Finance be pleased to state

(a) the names of the Directors of the State Bank of India,

(b) when they were so appointed, and

(c) their qualifications?

**The Deputy Minister of Finance (Shri B. R. Bhagat):** (a) to (c) A statement giving the required information is laid on the Table of the Sabha [See Appendix IV, annexure No 86]

**Investments in Mundhra Group**

1026. { **Shri Morarka:**  
**Shri Nathwani:**

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

(a) the number and value of shares of the companies controlled by the Mundhra group held by the State Bank of India and/or any other Central Government agency;

(b) the capacity in which these shares are held; and

(c) the amount, if any, advanced or invested against these shares?

**The Deputy Minister of Finance (Shri B. R. Bhagat):** (a) to (c) The expression "companies controlled by the Mundhra group" is somewhat vague. A statement prepared on the basis of information received so far is, however, placed on the Table of the House [See Appendix IV, annexure No 87]. This shows the number and value of the shares of companies commonly described as belonging to the Mundhra group, which are held by financial corporations connected with the Central Government.

**Board of Higher Secondary Education Delhi**

1027 **Shri Nek Ram Negi:** Will the Minister of Education and Scientific Research be pleased to refer to reply given to USQ No 379 on 29th May, 1957 and state

(a) whether the Recognition Committee of the Board of Higher Secondary Education Delhi has taken any decision on the recommendations of the Sub-Committee as accepted by the Board,

(b) whether the Recognition Committee has (i) relaxed or (ii) made addition to the minimum qualifications of the Principals of the Higher Secondary Schools in Delhi,

(c) if so, when and what and under which resolution of the Board, and

(d) whether the Recognition Committee have accepted the appointment and working of an unqualified (untrained) person as Principal as a qualification for the Principalship and if so, for what reasons?

**The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali):** (a) to (d) A statement is laid on the Table of the House. [See Appendix IV, annexure No 88]

**Scholarships to Scheduled Tribes**

1028. **Shri E. C. Majhi:** Will the Minister of Education and Scientific Research be pleased to state:

(a) whether it is a fact that there are some Scheduled Tribes who have not yet come up to the level to obtain scholarships under the Government of India Inland Scheme of Scholarships to the Scheduled Castes, Scheduled Tribes and other Backward Classes for Post-Matric studies; and

(b) if so, the names of these Scheduled Tribes?

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

(b) The information is being collected from the State Governments/ Union Administrations concerned and will be laid on the Table of the House, in due course.

**Rehabilitation Finance Administration**

1029. **Shrimati Ila Palchoudhuri:** Will the Minister of Finance be pleased to state:

(a) the number of loan petitions received from displaced persons from East Pakistan by the Rehabilitation Finance Administration up to December, 1957;

(b) the number of petitions rejected; and

(c) the main reasons therefor?

**The Deputy Minister of Finance (Shri B. E. Bhagat):** (a) 41189 applications.

(b) 28802 applications.

(c) A list containing the principal reasons for rejection of applications is attached. [See Appendix IV, annexure No. 89.]

**Andaman and Nicobar Islands**

1030. **Shri D. C. Sharma:** Will the Minister of Home Affairs be pleased to state what steps have been taken

to develop education, health and cottage industries in the Andaman and Nicobar Islands in 1957-1958?

**The Deputy Minister of Home Affairs (Shrimati Alva):** A statement is laid on the Table of the House. [See Appendix IV, annexure No. 90.]

**Financial Aid to Punjab**

1031. { **Shri D. C. Sharma:**  
**Shri Ram Krishan:**  
**Sardar Iqbal Singh:**

Will the Minister of Finance be pleased to state:

(a) the amount of money advanced by Central Government to Government of Punjab by way of loan from 1950 to March, 1958 year-wise, under different heads;

(b) the amount of money advanced by Central Government to Government of Punjab by way of grants-in-aid under different heads during 1956-57 and 1957-58 so far;

(c) the rate of interest charged on loans advanced to the State Government;

(d) the total amount of interest due to Central Government from the State Government; and

(e) whether any payment has been made by the State Government on that account so far?

**The Deputy Minister of Finance (Shri B. E. Bhagat):** (a) and (b). Two statements giving the information are attached. [See Appendix IV, annexure No. 91.]

(c) The rate of interest varies with the period of the loan, the maximum being 4½ per cent per annum.

(d) and (e). Of about Rs. 23.24 crores due Rs. 21.24 crores have been paid.

### वल्लभ महाविद्यालय मण्डी

१०३२. श्री पद्म देव : क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या द्वितीय पंचवर्षीय योजना के अन्तर्गत वल्लभ महाविद्यालय, मण्डी (हिमाचल प्रदेश) में बी० टी० की श्रेणियां खोली गई हैं ; और

(ख) यदि नहीं, तो उनके कब तक खोले जाने की आशा है ?

शिक्षा और वैज्ञानिक गवेषणा मंत्रालय में राज्य मंत्री (डा० का० ला० श्रीवाली) :

(क) जी, नहीं ।

(ख) वल्लभ महाविद्यालय, मण्डी में बी० टी० की क्षत्रायें आरम्भ करने का कोई प्रस्ताव नहीं है ।

### Colombo Plan

1033. Shrimati Ila Palchoudhuri: Will the Minister of Finance be pleased to state:

(a) whether any Indian officers were sent to Colombo Plan countries for giving advice under the Colombo Plan during 1957;

(b) if so, the names of the countries to which they were sent; and

(c) their categories and number?

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

(b) and (c). A statement giving the required information is laid on the Table of the House. [See Appendix IV, annexure No. 92.]

### Coal Production

1034. Shri T. B. Vittal Rao: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the total quantity of coal raised during the year 1957 by public and Private Sectors;

(b) whether the target of production in the Public Sector for 1957 has been achieved; and

(c) if not, the steps Government propose to take to accelerate production in the Public Sector?

The Minister of Mines and Oil (Shri K. D. Malviya): (a) The total quantity of coal raised in India during 1957 was as under:—

[ in Tons ]

Public Sector	Private Sector	Total
5,306,370	38,197,701	43,504,071

(b) The additional production expected during the year was from existing State collieries and from Singareni. In case of the former, the increase was to be achieved through improved mining methods, for which the Plan target is 0.5 million tons per annum by 1960-61; against this, 0.38 million tons has been realised already by the end of 1957. In addition, certain new schemes for the expansion of production from these collieries through fresh workings were under consideration. These, when implemented, will increase the additional production to 2.31 million tons per annum. As regards Singareni, against a target of 0.5 million tons for 1957-58, under the projected scheme of expansion of the collieries, 0.45 million tons has been realised during the calendar year 1957.

(c) Does not arise.

### Indian Students in U.K.

1035. Shri Muhammed Elias: Will the Minister of Finance be pleased to state:

(a) whether any foreign exchange is granted to Indian students studying in public schools in Britain; and

(b) if so, the amount allowed during 1955 to 1957 (yearwise)?

**The Deputy Minister of Finance (Shri B. E. Bhagat):** (a) With effect from June, 1957, no foreign exchange is granted to students going abroad for schooling. In pursuance of this policy no exchange has been released to students seeking admission in public schools in Britain after June, 1957. This restriction does not, however, affect those who had already been studying in these schools prior to this date.

(b) The required information is not available with us as the purpose codes do not provide for a separate classification of foreign exchange released to students who went abroad for schooling. Available information with the Exchange Control Department relates to the number of persons but not the amount of foreign exchange released for this specific purpose.

#### Holidays in Colleges and Schools

**1036. Pandit D. N. Tiwary:** Will the Minister of Education and Scientific Research be pleased to state:

(a) whether it is a fact that Government have advised the Universities and State Education Departments to curtail the number of holidays in Colleges and Schools for efficient teaching and better discipline; and

(b) what has been the reaction of the Universities and State Education Departments?

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

(a) The problem has been discussed both at the meetings of the Central Advisory Board of Education and the University Grants Commission on more than one occasion but no specific directive has been issued to the State Governments and Universities so far in this connection

(b) Does not arise.

#### Tripura Territorial Council

**1037. Shri Dasaratha Deb:** Will the Minister of Home Affairs be pleased to state the reasons for not transferring the schemes relating to the Second

Five Year Plan to the control of the Territorial Council, Tripura?

**The Minister of State in the Ministry of Home Affairs (Shri Datar):** The schemes relating to the Second Five Year Plan were not transferred to the Tripura Territorial Council at the outset, in order to avoid undue financial burden on the Council and to ensure that, in the initial stages of their execution, the schemes may receive fullest technical supervision and guidance. The Administrator will, however, transfer those schemes to the Council which have developed sufficiently and could be entrusted to the Council, as and when this becomes possible.

#### I.A.F. Store, Manauri

**1038. Shri Assar:** Will the Minister of Defence be pleased to state:

(a) whether it is a fact that there was an explosion in the Equipment Preservation Store of the Indian Air Force at Manauri; and

(b) if so, reasons thereof; and

(c) the total number of persons killed and injured?

**The Deputy Minister of Defence (Shri K. Raghuramaiah):** (a) Yes.

(b) A Court of Inquiry has been ordered; and until the proceedings of the Court are finalised, the exact cause of the explosion cannot be stated

(c) Killed	2
Injured	3

#### Sterling Balances

**1039. { Shri Hem Raj:  
Shri Jagdish Awasthi:**

Will the Minister of Finance be pleased to state the amount of sterling Balances withdrawn by India each year from 1952 to 1957?

**The Deputy Minister of Finance (Shri B. E. Bhagat):** The net amount withdrawn from (—)/added to (+)

India's sterling balances during the several years are indicated below:—

Year (Date.)	(Rs. in Crores) Level of Sterling Balances	Net amount withdrawn/ added
1949 (30-12-49)	826.28	..
1950 (29-12-50)	834.42	+ 8.14
1951 (28-12-51)	781.09	—53.33
1952 (26-12-52)	705.49	—75.60
1953 (1-1-54)	727.47	+ 21.98
1954 (31-12-54)	730.79	3.32
1955 (30-12-55)	735.18	+ 4.39
1956 (28-12-56)	529.91	—205.27
1957 (27-12-57)	297.65	—232.26

#### Common Police Reserve Force

1040. { Shri Madhusudan Rao:  
Dr. Ram Subhag Singh:

Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 361 on the 21st November, 1957 and state:

(a) whether the Committee of Inspectors General of Police appointed to examine the idea of forming a 'common police reserve force' in the Southern Zone has submitted its report; and

(b) if so, what steps are being taken on it?

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

(a) and (b). The Committee has finalised its report which will be considered by the Council at its next meeting.

#### Cantonment Board Employees

1041. Shri Ram Erihan: Will the Minister of Defence be pleased to state:

(a) whether it is a fact that the Cantonment Board employees all over India are to be paid according to the pay scales and allowances prevalent in the neighbouring municipalities;

(b) if so, whether all Cantonment Board employees are getting scales equal to neighbouring municipalities;

(c) if not, the names of such Cantonment Boards, the employees of which are not getting the above scales; and

(d) the reasons thereof?

The Deputy Minister of Defence (Shri Raghuramiah): (a) Government of India have advised the Cantonment Boards that while fixing the pay and allowances of their employees they should, as far as possible adopt the scales of pay and standards of conditions of service recommended by the Governments of the States (in which the Cantonments are situated) to similar local bodies situated within their jurisdiction. Where the State Governments have not made any recommendations to their local bodies, the Cantonment Boards should consider adoption of the scales prevailing in the neighbouring Municipalities, after making due allowances for the relative importance and the responsibility of the appointments under consideration.

(b) to (d). In view of the reply given to part (a) above, these parts of the question do not arise.

#### India Security Press, Nasik

1042. Shri Jadhav: Will the Minister of Finance be pleased to state:

(a) the different types of residential accommodation provided for the



staff and workers of the India Security Press at Nasik;

(b) number of quarters built by Government during the last two years;

(c) the maximum and the minimum area covered by each type of quarter and the number of rooms therein;

(d) whether it is a fact that workers are not willing to occupy the quarters;

(e) the number of staff and workers in the Press (separately); and

(f) the number of employees to whom quarters have been allotted so far?

**The Deputy Minister of Finance (Shri B. R. Bhagat):** (a) The different types of residential accommodation provided at the India Security Press is as under:

For staff:—A, B, C, D, E, F and F II (Seven Types)

For workers:—Class I, Class II, Hutment Camp, Type I and Type II (Five types)

(b) Staff quarters: 8 of F II type.

Workers quarters 24 of Type I.  
24 of Type II.

(The construction of these 48 quarters is nearly complete).

(c) Area and rooms for staff quarters:

Type	Area in Square feet	Rooms (including Kitchen)
A . . . .	2074	6
B . . . .	2087	6
C . . . .	1580	5
D . . . .	1558	5
E . . . .	771	4
F . . . .	771	4
FII . . . .	624	4

Area and Rooms for workers quarters

Corner . . . .	305	3
Middle . . . .	190	2

Class II

Corner . . . .	185	2
Middle . . . .	140	2

Hutment Camp . . . .

Type I . . . .	345	2
Type II . . . .	624	3

(d) All the workers' quarters are completely occupied since the Labour Colony came into existence in 1925-26.

(e) Number of staff (excluding Class IV Servants) eligible for staff quarters.....349

Number of workers and Class IV Servants eligible for workers' quarters.....4,199

(f) The number of employees to whom quarters has been allotted:

Staff members, Class II & III 178

Workers (including Class IV Government servants). 846

### प्राचीन हिन्दी पाण्डुलिपियाँ

१०४३ श्री क० भे० मालवीय : क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि

(क) शिक्षा और वैज्ञानिक गवेषणा मंत्रालय के प्रतिवेदन के पृष्ठ ६१ पर लिखे अनुसार नागरी प्रचारणी मभा, बनारस द्वारा सरकार से प्राप्त अनुदानों की सहायता के किन-किन पाण्डुलिपियों की खोज की गई है ; और

(ख) क्या उनकी परीक्षा कर ली गई है ?

### शिक्षा और वैज्ञानिक गवेषणा मंत्रालय

में राज्य-मंत्री (डा० का० ला० श्रीवास्ती)

(क) नीचे दिये हुये विषयों की १७३ पाण्डुलिपिया खोज में मिली

विषय	संख्या
भक्ति	८०
वेद्यक	१४
पिपल	३
गीत	१
बारहमासा	१
प्रेम गाथा	१
कथा	१
स्वरादय	१
युद्ध	१२
अलंकार	१
रम	२
धकून	१
कोष	३
ज्योतिष	३
नीति	४
धर्म शास्त्र	४
चरित	६

### विषय

पुराण	१
रमन	३
श्रंगार	८
वशावली	५
राजनीति	२
रीति	१
धर्म कथा	२
ज्ञान	}
ज्ञानोपदेण	
श्वनि	२

(ख) मभा के लिये यह आवश्यक नहीं कि इन पाण्डुलिपियों को परीक्षा के लिये सरकार के पास भेजे ।

### हिन्दी में सरकारी पत्र व्यवहार

१०४४ श्री क० भे० मालवीय क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत सरकार के विभिन्न मंत्रालयों में मन्त्रिमन्त्र द्वारा मान्य की गई भारतीय भाषाओं में १९४७-४८ में (जनवरी १९४८ तक) भाषा अनमर किन्ने पत्र आदि प्राप्त हुये ,

(ख) विभिन्न मंत्रालयों में उनक अनवाद के लिय क्या व्यवस्था है , और

(ग) इनमें से किन्ने पत्रों में उत्तर अंग्रेजी अथवा हिन्दी में दिया गया ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री बालार) . (क) राष्ट्रपति मन्त्रिमन्त्र और प्रधान मंत्री सचिवालय में क्रमश १५,८२१ और ३७,९०५ ऐसे पत्र प्राप्त हुये । दूसरे मंत्रालयों के बारे में यह सूचना आसानी से नहीं मिल सकती ।

(ख) ग्राम तौर से मंत्रालय ऐसे पत्रों का अनुवाद अपने उन कर्मचारियों से करवाते हैं जो वे भाषाये जानते हैं।

(ग) अंग्रेजी और हिन्दी में मिले पत्रों का जवाब ग्राम तौर से उन भाषाओं में ही दिया जाता है। इस प्रकार भेजे गये पत्रों का कोई अनग रिकार्ड नहीं रखा जाता है।

#### Punjab University

1045. **Sardar Iqbal Singh:** Will the Minister of Education and Scientific Research be pleased to state:

(a) the amount of money given as grants to the University of Punjab by the University Grants Commission during the years 1956 and 1957; and

(b) whether any of these was a special grant?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) and (b). A statement is attached. [See Appendix IV, annexure No 93.]

#### Foreign Payments

1046. { Shri H. N. Mukerjee:  
Shri Muhammed Elias:

Will the Minister of Finance be pleased to state the amount spent on foreign payments, on private as well as on Government account, (separately) from March, 1957 to January, 1958?

The Deputy Minister of Finance (Shri B. E. Bhagat): According to provisional estimates, during the period March—November 1957, India's total foreign payments amounted to Rs. 632.2 crores on private account and Rs. 349.4 crores on Government account. Information beyond November 1957 is not yet available

#### Production and Consumption of Silver

1047. **Sardar Iqbal Singh:** Will the Minister of Finance be pleased to state:

(a) the annual consumption of silver in the country in different forms; and

(b) the total production of silver in the country during 1957?

The Deputy Minister of Finance (Shri B. E. Bhagat): (a) Government have no information.

(b) 125,838 ounces.

#### Regional Languages

1048. **Sardar Iqbal Singh:** Will the Minister of Education and Scientific Research be pleased to state:

(a) the amount to be given as grants in-aid during 1958-59 to the Punjab State for the development of regional languages; and

(b) the heads on which it is to be used?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) and (b). The matter is under consideration.

#### U.S. Private Capital in India

1049. **Sardar Iqbal Singh:** Will the Minister of Finance be pleased to state the amount of private capital invested in India from the United States during 1951 to 1957 yearly?

The Deputy Minister of Finance (Shri B. E. Bhagat): Foreign business investments from the United States are as under:—

As on	Rs. Crores
30th June, 1948	17.56
31st Dec., 1953	30.91
31st Dec, 1955	47.16

The figures are collected only periodically and not annually. Hence figures for each year or for later years are not available separately.

#### Mission to Foreign Countries

1050. **Sardar Iqbal Singh:** Will the Minister of Finance be pleased to refer to the reply given to Unstarred Question No. 1349 on the 9th December, 1957 and state:

(a) whether the information regarding the number of missions sent abroad so far for the purpose of purchases of stores and equipment for use during the Second Five Year Plan has been collected;

(b) if so, their number;

(c) the Ministry sponsoring them; and

(d) the extent and nature of purchases made?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) to (d). The information in question has been collected from all concerned except the Department of Iron & Steel

The information so far collected is contained in the statement attached. [See Appendix IV, annexure No. 94.]

Information regarding the extent and nature of the purchases made by the Missions sponsored by the Department of Iron and Steel will be laid on the Table of the House as early as possible.

#### All India Services Rules

1051. **Sardar Iqbal Singh:** Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 1302 on the 9th December, 1957, and state the further progress made in connection with the preparation and implementation of (i) All India Services (Study Leave) Regulations; (ii) All India Services (Extraordinary Pension) Rules; and (iii) All India Services (Commutation of Annuity) Regulations?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (i) Comments from a few State Governments on the draft Regulations are still awaited.

(ii) and (iii). The drafts of these rules and regulations have been referred to the State Governments for their comments.

#### Library Movement in Punjab

1052. **Sardar Iqbal Singh:** Will the Minister of Education and Scientific Research be pleased to state:

(a) the amount of grant given to the Punjab State for encouraging library movement in the State during 1956-57; and

(b) the number of libraries opened District-wise with the above assistance?

The Minister of State in the Ministry of Education and Scientific Research (Dr K. L. Shrimall): (a) Rs. 1.02 lakhs

(b) Three District Libraries at Ambala, Jullundur and Dharamsala were opened besides developing further the Central Libraries at Patiala and Chandigarh

#### National Agricultural Credit Fund

1053. **Sardar Iqbal Singh:** Will the Minister of Finance be pleased to state:

(a) the amount of money sanctioned so far to the Government of Punjab from the National Agricultural Credit (long term operations) Fund for contribution to share capital of co-operative credit institutions;

(b) the amount of money advanced so far to the State Co-operative Bank of Punjab from the above fund as medium terms loans; and

(c) the amount of money that has been drawn by the Punjab Government and the State Co-operative Bank till January, 1958 from the amounts sanctioned by the Reserve Bank of India?

**The Deputy Minister of Finance (Shri B. E. Bhagat):** (a) The following credit limits have been sanctioned so far in favour of the Punjab Government from the National Agricultural Credit (Long-term Operations) Fund:

- (i) Rs. 26.50 lakhs in 1956-57  
(ii) Rs. 74.34 lakhs in 1957-58 (upto 31-12-57).

(b) A sum of Rs. 26.86 lakhs has been sanctioned from the same fund in favour of the Punjab State Co-operative Bank

(c) The Punjab Government has not drawn any amount against the credit limits mentioned at (a). The Punjab State Co-operative Bank has, however drawn a sum of Rs. 23.77 lakhs against the limit mentioned at (b)

#### अनुसंधान सहायक (हिन्दी)

१०५४ श्री पहाड़िया क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि

(क) शिक्षा मंत्रालय में इन समय जो अनुसंधान सहायक (हिन्दी) कार्य चल रहे हैं उनमें पदों के लिये क्या आवश्यक तथा वाछनीय योग्यताएँ रखी गई हैं, और

(ख) क्या वे पद विज्ञापित किये गये थे ?

शिक्षा और वैज्ञानिक गवेषणा मंत्रालय में राज्य मंत्री (डा० का० ला० श्रीमाली) :  
(क) मागी गई सूचना के सम्बन्ध में एक त्रिवरण सभा पटल पर रख दिया गया है। [बैलिये परिशिष्ट ४, अनुसन्ध संख्या ६५]

(ख) जी, हाँ।

#### हिमाचल प्रदेश का शिक्षा विभाग

१०५५ श्री पद्म देव क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रादेशिक परिषद् की स्थापना के बाद से हिमाचल प्रदेश के शिक्षा विभाग

में कितनी प्रणामकीय नियुक्तियाँ हुई थीं

(ख) ये नियुक्तियाँ किम प्रकार की हैं ?

शिक्षा और वैज्ञानिक गवेषणा मंत्रालय में राज्य मंत्री (डा० का० ला० श्रीमाली) :  
(क) दो ,

(ख) शिक्षा का निदेशक और शिक्षा का उप-निदेशक ये दो पद हैं।

#### Botanical Survey of India

1056. Shri Assar: Will the Minister of Education and Scientific Research be pleased to state:

(a) how many exploratory tours and trips were undertaken for plant collection by the Western Circle of the Botanical Survey of India during 1957;

(b) how many days were spent for this purpose; and

(c) the places visited?

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): (a) 38

(b) 343.

- (c) 1. Bombay.  
2. Khandala.  
3. Kotra.  
4. Matheran.  
5. Ahmednagar  
6. Surat.  
7. Saurashtra.  
8. Sholapur.  
9. Bijapur.  
10. Erandol.  
11. Baroda  
12. Nasik.  
13. Bhopal.  
14. Kathiawad.  
15. Mahabaleshwar.  
16. Jodhpur.

17. Junagarh  
18. Badami and some other places.

#### Post-Matric Scholarships

1057. **Shri Tangamani:** Will the Minister of Education and Scientific Research be pleased to state

(a) the number of scholarships granted during 1957-58 to post-matric students of Scheduled Castes, Scheduled Tribes and Backward Classes from Madras State, and

(b) the number of applicants in each category?

**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 IV, annexure No 96]

#### ज्ञान की कोयला खानें

१०५८ श्री पद्म देव क्या इत्याद, खान और ईंधन मंत्री यह बताने की कृपा करेंगे कि सरकार ने ग्रामाम की पहाड़ियों में कोयला खानों में व्यवस्थित ढंग से कोयला निकालने के लिये कोई योजना बनाई है।

खान और तेल मंत्री (श्री के० दे० मालवीय) प्रशामन क्षेत्र (Public Sector) में ग्रामाम के कोयला क्षेत्रों के किसी भाग में भी काम करने का अभी कोई प्रस्ताव नहीं है। इसलिये योजना बनाने का तो मन्त्रालय ही नहीं उठता। फिर भी भारतीय भू-भौतिक सर्वेक्षण विभाग अपने क्षेत्रीय कार्यक्रम के एक भाग के रूप में गारा की पहाड़ियों में कोयले की खानें मात्रा का निर्धारण करने के लिये स. व. डार्ट का काम कर रहा है।

#### U.S. Silver Loan to India

1059 **Shrimati Ila Palchoudhuri.** Will the Minister of Finance be pleased to state

(a) whether India has fully repaid the U.S. lend lease silver loan, and

(b) if so, when the last instalment was paid?

**The Deputy Minister of Finance (Shri B. R. Bhagat):** (a) Yes, Sir, in the formal sense

(b) The Assay Department & Silver Refinery Project, Calcutta is still holding in storage, on behalf of the Government of U.S.A. 25820 bags of Q.A. cut coins containing 96,82,500 ounces of fine silver which will be shipped to the U.S.A. as soon as necessary shipping instructions are received from the U.S. Government authorities.

#### Foreign Exchange for Studies Abroad

1060 { **Shri Ghosal:**  
**Shri B. Das Gupta:**

Will the Minister of Finance be pleased to state

(a) whether permission to any students has been withheld since the imposition of restrictions on studies abroad due to shortage of foreign exchange, and

(b) if so, their number?

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

(b) The number of such rejected applications is not available as the Reserve Bank of India has no record of such cases

#### Akhil Bharatiya Hindi Parishad of Agra

1061. **Shri Kodiyar:** Will the Minister of Education and Scientific Research be pleased to state the total amount of grant so far given to Akhil Bharatiya Hindi Parishad, Agra?

**The Minister of State in the Ministry of Education and Scientific Research (Dr K. L. Shrimali):** Rs 135,590

### Coal Supply to Punjab

1062. **Shri Daljit Singh:** Will the Minister of Steel, Mines and Fuel be pleased to lay on the Table a statement showing:

(a) the quantity of coal supplied to Punjab during 1957;

(b) the reason for the coal shortage in Punjab State; and

(c) when the situation is expected to improve?

**The Minister of Mines and Oil (Shri K. D. Malaviya):** (a) 11,65,883 Tons.

(b) Demands have risen much in excess of the available transport offered by the Railways for movement of coal in the direction 'above Moghalsara'. All the States (including Punjab) situated in this direction experienced a shortfall in supplies.

(c) A permanent improvement is possible only after completion of the expansion plans of the Railways. But it is hoped to relieve the shortage to some extent by moving an additional 50 wagons a day in the direction 'above Moghalsara' and by arranging a few block rakes for brick-burning coal.

### Assistance to Scientists for Studies Abroad

1063. **Shri Daljit Singh:** Will the Minister of Education and Scientific Research be pleased to state:

(a) the number of scientists who were given financial assistance for studies abroad during 1957; and

(b) the number out of them belonging to Scheduled Castes?

**The Deputy Minister of Education and Scientific Research (Shri M. M. Das):** (a) and (b). The information is being collected and will be laid on the Table of the House, when received.

### Army Reservists

1064. { **Shri Warior:**  
**Shri Naravanankutty Menon:**

Will the Minister of Defence be pleased to state:

(a) the total number of Army Reservists at present;

(b) the number among them employed in the public sector; and

(c) the number employed in private sector?

**The Deputy Minister of Defence (Shri Raghuramaiah):** (a) It is not desirable, in the public interest, to give this information.

(b) and (c). The information is not available and can be collected only by making a reference to each individual Reservist. This will involve considerable time and labour.

### Taj Mahal

1065. **Shrimati Masda Ahmed:** Will the Minister of Education and Scientific Research be pleased to state:

(a) whether the work of placing in position of the dismantled minaret (small decoration Pillar) of the 'Taj' at Agra is being carried out departmentally or through a contractor;

(b) when the work was started;

(c) when it is likely to be completed; and

(d) what is the estimated cost for the completion of the work?

**The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrivasth):** (a) There is no dismantled minaret. But one of the pilasters of the tomb got dislodged and is being reset in position. The work is being done departmentally.

(b) In March, 1957.

(c) By the end of March, 1958.

(d) Rs. 7,300.

12 hrs.

**PAPERS LAID ON THE TABLE****AMENDMENT TO MINING LEASES  
(MODIFICATION OF TERMS) RULES**

The Minister of Mines and Oil (Shri K. D. Malaviya): I beg to lay on the Table, under Section 10 of the Mines and Minerals (Regulation and Development) Act, 1948, a copy of Notification No G.S.R. 14, dated the 15th February, 1958, making certain amendment to the Mining Leases (Modification of Terms) Rules, 1956. [Placed in Library. See No. LT-575/58]

**AMENDMENTS TO ALL INDIA SERVICES  
(PROVIDENT FUND) RULES**

The Minister in the Ministry of Home Affairs (Shri Datar): I beg to lay on the Table, under sub-section (2) of Section 3 of the All India Services Act, 1951, a copy of each of the following Notifications, making certain further amendments to the All India Services (Provident Fund) Rules, 1955:

- (1) G.S.R. No. 30, dated the 22nd February, 1958.
- (2) G.S.R. No. 31, dated the 22nd February, 1958

[Placed in Library. See No. LT-578/58.]

**NOTIFICATIONS UNDER SEA CUSTOMS  
ACT**

The Deputy Minister of Finance (Shri B. E. Bhagat): I beg to lay on the Table, under sub-section (4) of Section 43B of the Sea Customs Act, 1878, a copy of each of the following Notifications:—

- (1) S.R.O. No. 347, dated the 29th January, 1958.
- (2) S.R.O. No. 348, dated the 29th January, 1958, containing the Customs Duties Drawback (Pumps) Rules, 1958.
- (3) S.R.O. No. 442, dated the 1st February, 1958, making certain amendment to the Custom Duties Drawback (Saccharin) Rules, 1957.
- (4) S.R.O. No. 502, dated the 7th February, 1958.

(5) S.R.O. No. 503, dated the 7th February, 1958, containing the Customs Duties Drawback (R. S. Pilferproof Closures) Rules, 1958.

(6) S.R.O. No. 504, dated the 7th February, 1958

(7) S.R.O. No. 505, dated the 7th February, 1958, containing the Customs Duties Drawback (Tissue Paper) Rules, 1958.

(8) S.R.O. No. 506, dated the 7th February, 1958.

(9) S.R.O. No. 507, dated the 7th February, 1958, containing the Customs Duties Drawback (Spectacle Frames) Rules, 1958.

(10) S.R.O. No. 508, dated the 7th February 1958.

(11) S.R.O. No. 509, dated the 7th February, 1958, containing the Customs Duties Drawback (Sewing Machines) Rules, 1958.

(12) S.R.O. No. 510, dated the 7th February, 1958.

(13) S.R.O. No. 511, dated the 7th February, 1958, containing the Customs Duties Drawback (Playing Cards) Rules, 1958.

(14) S.R.O. No. 512, dated the 7th February, 1958, making certain amendment to the Customs Duties Drawback (Glass and Glassware) Rules, 1957.

(15) S.R.O. No. 513, dated the 7th February, 1958.

(16) S.R.O. No. 514, dated the 7th February, 1958, containing the Customs Duties Drawback (Dry Batteries and Cells) Rules, 1958.

(17) S.R.O. No. 517, dated the 8th February, 1958, making certain amendments to the Customs Duties Drawback (Carbon Paper) Rules, 1957. [Placed in Library. See No. LT-577/58]



**CALLING ATTENTION TO A  
MATTER OF URGENT PUBLIC  
IMPORTANCE**

**RAID BY PAKISTANI NATIONALS**

**Shri Harish Chandra Mathur**  
(Pali): Under Rule 197 of the Rules of Procedure and Conduct of Business in the Lok Sabha, I beg to call the attention of the Prime Minister to the following matter of urgent public importance and I request that he may make a statement thereon:—

Raid by Pakistani Nationals on Indian territory of Char Pirojpur-Bajitpur.

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): On behalf of the Prime Minister, I beg to make the following statement

The Pirojpur-Bajitpur Char where this incident occurred was formed as a result of erosion of portions of Pirojpur-Bajitpur villages in 1952-53. The dispute regarding possession of this char was settled by the District Magistrates of Murshidabad and Rajshahi, at a meeting held on 27th January, 1955, and it was decided that the Char should be left as a sort of "No Man's land" till the area was surveyed by the Directors of Land Records and Surveys of West Bengal and East Pakistan in order to ascertain to which country it belonged. No police control of either side was to be exercised there.

A dispute regarding the land which had recently been added to the Char as a result of the action of the river arose in January, 1958. The District Magistrates of Murshidabad and Rajshahi met on the 8th January, 1958 at the spot to discuss the dispute. They decided that the agreement of January, 1955, should be honoured and that the new area of the Char should also be treated as disputed territory and that the Police patrols of both sides should be withdrawn from the area pending survey and demarcation. The District Magistrates also agreed that cultivators having lands in the new Char should

be allowed to cultivate them and to take away their crops without any interference from either side.

Following this agreement, Indian nationals having lands in the Char started cultivation early in February, 1958. They constructed small temporary huts to keep their bullocks and agricultural implements. About mid-day on the 17th February when Indian cultivators were sowing paddy seeds, some 150 Pakistani nationals of Jaharpur in Rajshahi District, armed with deadly weapons and two guns, attacked the Indian cultivators in the Char. The Indian cultivators fled leaving their bullocks and belongings behind. The Pakistani raiders burnt the huts of the Indian cultivators and took away 8 pairs of bullocks and ploughs and ten maund of paddy seeds and some utensils.

A strong protest has been lodged by the West Bengal Government with the East Pakistan Government. The West Bengal Government has been requested to send further details about the incident and also to furnish information about further developments since their protest with the East Pakistan Government and the arrangements made for grant of relief to the victims of this incident.

The Pirojpur-Bajitpur Char lies in the reverine area along the river Ganga between Murshidabad District in West Bengal and Rajshahi District in East Pakistan. The boundary in this sector was in dispute but the dispute was settled by the award of the Bagge Tribunal. Demarcation of the boundary in this sector has been carried out and Government of West Bengal are taking steps carried out in consultation with the Government of East Pakistan for exchange of areas shown, as a result of the demarcation, to be in wrongful possession of either side.

The reverine areas of the boundary, however, present one difficulty. The Charlands in the area do not after submergence, reappear in their original positions. When the flood water recedes and Chars reappear, it

[Shrimati Lakshmi Menon]

is not always clear whether they fall in Indian territory or Pakistan territory. The Governments of West Bengal and East Pakistan have agreed to a scheme of joint seasonal demarcation of the reverine areas where Chars arise from changes in the river channels. This will prevent future border incidents of this type.

This agreement regarding seasonal demarcation will be put into force after the exchange of areas in wrongful possession of either side has been effected.

#### BUSINESS OF THE HOUSE

**The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha):** With your permission, I beg to announce the business for this House for the week commencing 10th March, 1958. The order of business will be as under:—

- (1) Further discussion and voting of Demands for Grants for 1958-59 in respect of Railways;
- (2) Introduction, consideration and passing of Appropriation Bills in respect of Railways and vote on account in respect of the General Budget;
- (3) Consideration and passing of—(a) the Control of Shipping (Continuance) Bill; (b) The Indian Post Office (Amendment) Bill, as passed by Rajya Sabha;
- (4) General discussion of the General Budget;
- (5) It is also proposed that a discussion on the Seventh Report of the Union Public Service Commission for the year 1956-57 and the Government's Memorandum thereon, on a motion to be moved by Sarvashri H. C. Mathur and N.R.M. Swamy be held on Thursday, March 13, at 15.00 hours.

#### APPROPRIATION (RAILWAYS) BILL

**The Minister of Railways (Shri Jagjivan Ram):** 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 for the purpose of Railways, 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 for the purpose of Railways, be taken into consideration"

*The motion was adopted.*

*Clauses 1 to 3, the Schedule, the Enacting Formula and the Title were added to the Bill*

**Shri Jagjivan Ram:** I beg to move:

"That the Bill be passed".

**Mr. Speaker:** The question is:

"That the Bill be passed".

*The motion was adopted.*

#### \*DEMANDS FOR GRANTS ON ACCOUNT

**Mr. Speaker:** The question is:

"That the respective sums not exceeding the amounts shown in the third column of the order paper, be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of the heads of Demands entered in the second column thereof against Demands Nos 1 to 137"

*The motion was adopted*

[The motions for Demands for Grants, on account, which were adopted by Lok Sabha are reproduced below—Ed.]

**DEMAND NO 1—MINISTRY OF COMMERCE AND INDUSTRY**

"That a sum not exceeding Rs 5,54,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March 1959, in respect of 'Ministry of Commerce and Industry'"

**DEMAND NO. 2—INDUSTRIES**

"That a sum not exceeding Rs 2,24,25,000 be granted to the President, on account for or towards defraying the charges during the year ending on the 31st day of March 1959, in respect of 'Industries'"

**DEMAND NO 3—SALT**

'That a sum not exceeding Rs 13,17,000 be granted to the President, on account for or towards defraying the charges during the year ending on the 31st day of March 1959 in respect of 'Salt'

**DEMAND NO 4—COMMERCIAL INTELLIGENCE AND STATISTICS**

That a sum not exceeding Rs 6 65 000 be granted to the President on account for or towards defraying the charges during the year ending on the 31st day of March 1959 in respect of 'Commercial Intelligence and Statistics'

**DEMAND NO 5—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF COMMERCE AND INDUSTRY**

'That a sum not exceeding Rs 15,89 000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March 1959, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Commerce and Industry'"

**DEMAND NO 6—MINISTRY OF COMMUNITY DEVELOPMENT**

"That a sum not exceeding Rs 1,83,000 be granted to the President on account, for or towards defraying the charges during the year ending on the 31st day of March 1959, in respect of 'Ministry of Community Development'"

**DEMAND NO 7—COMMUNITY DEVELOPMENT PROJECTS AND NATIONAL EXTENSION SERVICE**

"That a sum not exceeding Rs 1,09,44,000 be granted to the President, on account for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Community Development Projects and National Extension Service'"

**DEMAND NO 8—MINISTRY OF DEFENCE**

That a sum not exceeding Rs 3 14 000 be granted to the President on account for or towards defraying the charges during the year ending on the 31st day of March 1959, in respect of 'Ministry of Defence'"

**DEMAND NO 9—DEFENCE SERVICES EFFECTIVE—ARMY**

That a sum not exceeding Rs 14 84 02 000 be granted to the President, on account for or towards defraying the charges during the year ending on the 31st day of March 1959, in respect of 'Defence Services Effective—Army'"

**DEMAND NO 10—DEFENCE SERVICES EFFECTIVE—NAVY**

That a sum not exceeding Rs 1,38,76 000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Defence Services Effective—Navy'."

**DEMAND No. 11—DEFENCE SERVICES  
EFFECTIVE—AIR FORCE**

"That a sum not exceeding Rs 7,37,85,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Defence Service Effective—Air Force'"

**DEMAND No 12—DEFENCE SERVICES  
NON EFFECTIVE—CHARGES**

"That a sum not exceeding Rs. 1,14,21,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Defence Services Non-Effective—Charges'"

**DEMAND No. 13—MINISTRY OF EDUCATION  
AND SCIENTIFIC RESEARCH**

That a sum not exceeding Rs 5,74,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Ministry of Education and Scientific Research'"

**DEMAND No 14—ARCHAEOLOGY**

"That a sum not exceeding Rs 9,14,000 be granted to the President, on account for or towards defraying the charges during the year ending on the 31st day of March 1959 in respect of Archaeology"

**DEMAND No 15—SURVEY OF INDIA**

"That a sum not exceeding Rs 14,26,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Survey of India'"

**DEMAND No 16—BOTANICAL SURVEY**

"That a sum not exceeding Rs 1,04,000 be granted to the President, on account, for or towards defraying the charges during the

year ending on the 31st day of March, 1959, in respect of 'Botanical Survey'"

**DEMAND No 17—ZOOLOGICAL SURVEY**

"That a sum not exceeding Rs. 99,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Zoological Survey'"

**DEMAND No 18—SCIENTIFIC RESEARCH**

"That a sum not exceeding Rs. 53,25,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of Scientific Research'"

**DEMAND No 19—OTHER SCIENTIFIC  
DEPARTMENTS**

"That a sum not exceeding Rs 4,72,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Other Scientific Departments'"

**DEMAND No. 20—EDUCATION**

That a sum not exceeding Rs 2,11,42,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March 1959 in respect of 'Education'"

**DEMAND No 21—MISCELLANEOUS  
DEPARTMENTS AND EXPENDITURE UNDER  
THE MINISTRY OF EDUCATION AND  
SCIENTIFIC RESEARCH**

"That a sum not exceeding Rs 20,16,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Education and Scientific Research'"

**DEMAND NO. 22—TRIBAL AREAS**

"That a sum not exceeding Rs. 66,92,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Tribal Areas'."

**DEMAND NO. 23—NAGA HILLS—TUENSANG AREA**

"That a sum not exceeding Rs. 30,38,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Naga Hills—Tuensang Area'."

**DEMAND NO. 24—EXTERNAL AFFAIRS**

"That a sum not exceeding Rs. 73,23,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'External Affairs'."

**DEMAND NO. 25—STATE OF PONDICHERRY**

"That a sum not exceeding Rs. 24, 91,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'State of Pondicherry'."

**DEMAND NO. 26—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF EXTERNAL AFFAIRS**

"That a sum not exceeding Rs. 34,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Miscellaneous Expenditure under the Ministry of External Affairs'."

**DEMAND NO. 27—MINISTRY OF FINANCE**

"That a sum not exceeding Rs. 13,23,000 be granted to the President, on account, for or towards

defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Ministry of Finance'."

**DEMAND NO. 28—CUSTOMS**

"That a sum not exceeding Rs. 34,69,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Customs'."

**DEMAND NO. 29—UNION EXCISE DUTIES**

"That a sum not exceeding Rs. 65,57,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Union Excise Duties'."

**DEMAND NO. 30—TAXES ON INCOME INCLUDING CORPORATION TAX, ETC.**

"That a sum not exceeding Rs. 45,12,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Taxes on Income including Corporation Tax, etc.'"

**DEMAND NO. 31—OPIUM**

"That a sum not exceeding Rs. 2,07,84,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Opium'."

**DEMAND NO. 32—STAMPS**

"That a sum not exceeding Rs. 19,50,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Stamps'."

**DEMAND No. 33—AUDIT**

"That a sum not exceeding Rs. 83,55,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Audit'."

**DEMAND No. 34—CURRENCY**

"That a sum not exceeding Rs. 30,84,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Currency'."

**DEMAND No. 35—MINT**

"That a sum not exceeding Rs. 39,76,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Mint'."

**DEMAND No. 36—TERRITORIAL AND POLITICAL PENSIONS**

"That a sum not exceeding Rs. 1,84,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Territorial and Political Pensions'."

**DEMAND No. 37—SUPERANNUATION ALLOWANCES AND PENSIONS**

"That a sum not exceeding Rs. 58,50,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Superannuation Allowances and Pensions'."

**DEMAND No. 38—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF FINANCE**

"That a sum not exceeding Rs. 2,59,12,000 be granted to the

President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Finance'."

**DEMAND No. 39—PLANNING COMMISSION**

"That a sum not exceeding Rs. 17,50,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Planning Commission'."

**DEMAND No. 40—MISCELLANEOUS ADJUSTMENTS BETWEEN THE UNION AND STATE GOVERNMENTS**

"That a sum not exceeding Rs. 55,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959 in respect of 'Miscellaneous Adjustments between the Union and State Governments'."

**DEMAND No. 41—PRE-PARTITION PAYMENTS**

"That a sum not exceeding Rs. 2,87,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Pre-Partition Payments'."

**DEMAND No. 42—MINISTRY OF FOOD AND AGRICULTURE**

"That a sum not exceeding Rs. 6,13,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Ministry of Food and Agriculture'."

**DEMAND No. 43—FOREST**

"That a sum not exceeding Rs. 21,36,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Forest'."

**DEMAND No. 44—AGRICULTURE**

"That a sum not exceeding Rs. 1,31,04,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Agriculture'."

**DEMAND No. 45—CIVIL VETERINARY SERVICES**

"That a sum not exceeding Rs. 12,35,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Civil Veterinary Services'."

**DEMAND No. 46—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF FOOD AND AGRICULTURE**

"That a sum not exceeding Rs. 1,15,07,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Food and Agriculture'."

**DEMAND No. 47—MINISTRY OF HEALTH**

"That a sum not exceeding Rs. 1,14,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Ministry of Health'."

**DEMAND No. 48—MEDICAL SERVICES**

"That a sum not exceeding Rs. 43,23,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Medical Services'."

**DEMAND No. 49—PUBLIC HEALTH**

"That a sum not exceeding Rs. 1,17,25,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Public Health'."

**DEMAND No. 50—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF HEALTH**

"That a sum not exceeding Rs. 7,30,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Health'."

**DEMAND No. 51—MINISTRY OF HOME AFFAIRS**

"That a sum not exceeding Rs. 22,80,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Ministry of Home Affairs'."

**DEMAND No. 52—CABINET**

"That a sum not exceeding Rs. 2,94,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Cabinet'."

**DEMAND No. 53—ZONAL COUNCILS**

"That a sum not exceeding Rs. 37,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Zonal Councils'."

**DEMAND No. 54—ADMINISTRATION OF JUSTICE**

"That a sum not exceeding Rs. 19,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Administration of Justice'."

**DEMAND No. 55—POLICE**

"That a sum not exceeding Rs. 41,14,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Police'."

**DEMAND No. 56—CENSUS**

"That a sum not exceeding Rs. 69,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Census'."

**DEMAND No 57—STATISTICS**

"That a sum not exceeding Rs. 15,09,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Statistics'."

**DEMAND No. 58—PRIVY PURSES AND ALLOWANCES OF INDIAN RULERS**

"That a sum not exceeding Rs. 1,23,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the

31st day of March, 1959, in respect of 'Privy Purses and Allowances of Indian Rulers'."

**DEMAND No. 59—DELHI**

"That a sum not exceeding Rs. 64,44,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Delhi'."

**DEMAND No. 60—HIMACHAL PRADESH**

"That a sum not exceeding Rs. 38,53,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Himachal Pradesh'."

**DEMAND No. 61—ANDAMAN AND NICOBAR ISLANDS**

"That a sum not exceeding Rs. 23,16,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Andaman and Nicobar Islands'."

**DEMAND No 62—MANIPUR**

"That a sum not exceeding Rs. 18,06,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Manipur'."

**DEMAND No. 63—TRIPURA**

"That a sum not exceeding Rs. 27,39,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Tripura'."



**DEMAND No. 64—LACCADIVE, MINICOY AND AMINDIVI ISLANDS**

"That a sum not exceeding Rs. 1,64,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Laccadive, Minicoy and Amindivi Islands'."

**DEMAND No. 65—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF HOME AFFAIRS**

"That a sum not exceeding Rs. 72,98,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Home Affairs'."

**DEMAND No. 66—MINISTRY OF INFORMATION AND BROADCASTING**

"That a sum not exceeding Rs. 1,12,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Ministry of Information and Broadcasting'."

**DEMAND No 67—BROADCASTING**

"That a sum not exceeding Rs. 33,42,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Broadcasting'."

**DEMAND No. 68—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF INFORMATION AND BROADCASTING**

"That a sum not exceeding Rs. 27,84,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the

31st day of March, 1959, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Information and Broadcasting'."

**DEMAND No. 69—MINISTRY OF IRRIGATION AND POWER**

"That a sum not exceeding Rs. 1,64,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Ministry of Irrigation and Power'."

**DEMAND No. 70—MULTIPURPOSE RIVER SCHEMES**

"That a sum not exceeding Rs. 10,67,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Multipurpose River Schemes'."

**DEMAND No. 71—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF IRRIGATION AND POWER**

"That a sum not exceeding Rs. 8,76,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Irrigation and Power'."

**DEMAND No. 72—MINISTRY OF LABOUR AND EMPLOYMENT**

"That a sum not exceeding Rs. 1,46,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Ministry of Labour and Employment'."

**DEMAND No. 73—CHIEF INSPECTOR OF MINES**

"That a sum not exceeding Rs. 1,92,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Chief Inspector of Mines'."

**DEMAND No. 74—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF LABOUR AND EMPLOYMENT**

"That a sum not exceeding Rs. 73,35,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Labour and Employment'."

**DEMAND No. 75—MINISTRY OF LAW**

"That a sum not exceeding Rs. 1,62,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Ministry of Law.'"

**DEMAND No 76—ELECTIONS**

"That a sum not exceeding Rs. 15,12,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Elections.'"

**DEMAND No. 77—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF LAW**

"That a sum not exceeding Rs. 45,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Miscellaneous Expenditure under the Ministry of Law.'"

**DEMAND No. 78—MINISTRY OF REHABILITATION**

"That a sum not exceeding Rs. 3,37,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Ministry of Rehabilitation.'"

**DEMAND No. 79—EXPENDITURE ON DISPLACED PERSONS AND MINORITIES**

"That a sum not exceeding Rs. 1,70,69,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Expenditure on displaced Persons and Minorities.'"

**DEMAND No 80—MINISTRY OF STEEL, MINES AND FUEL**

"That a sum not exceeding Rs. 2,79,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Ministry of Steel, Mines and Fuel.'"

**DEMAND No 81—GEOLOGICAL SURVEY**

"That a sum not exceeding Rs. 10,99,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Geological Survey.'"

**DEMAND No 82—EXPLORATION OF OIL AND NATURAL GAS**

"That a sum not exceeding Rs. 18,20,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Exploration of Oil and Natural Gas.'"

**DEMAND No. 83—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF STEEL, MINES AND FUEL.**

"That a sum not exceeding Rs. 4,13,54,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Steel, Mines and Fuel'."

**DEMAND No. 84—MINISTRY OF TRANSPORT AND COMMUNICATIONS**

"That a sum not exceeding Rs. 6,38,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Ministry of Transport and Communications'."

**DEMAND No. 85—MERCANTILE MARINE DEPARTMENT**

"That a sum not exceeding Rs. 5,17,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Mercantile Marine Department'."

**DEMAND No. 86—LIGHT HOUSES AND LIGHT SHIPS**

"That a sum not exceeding Rs. 11,58,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Light Houses and Light Ships'."

**DEMAND No. 87—CENTRAL ROAD FUND**

"That a sum not exceeding Rs. 35,75,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Central Road Fund'."

**DEMAND No. 88—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)**

"That a sum not exceeding Rs. 50,31,000 be granted to the

President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Communications (including National Highways)'."

**DEMAND No. 89—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)**

"That a sum not exceeding Rs. 5,24,75,000 be granted to the President on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Indian Posts and Telegraphs Department (including working Expenses)'."

**DEMAND No. 90—METEOROLOGY**

"That a sum not exceeding Rs. 13,45,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Meteorology'."

**DEMAND No. 91—OVERSEAS COMMUNICATION SERVICE**

"That a sum not exceeding Rs. 9,73,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Overseas Communication Service'."

**DEMAND No. 92—AVIATION**

"That a sum not exceeding Rs. 31,63,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Aviation'."

**DEMAND No. 93—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF TRANSPORT AND COMMUNICATIONS**

"That a sum not exceeding Rs. 11,56,000 be granted to the President, on account, for or towards defraying the charges

during the year ending on the 31st day of March, 1959, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Transport and Communications'."

**DEMAND No. 94—MINISTRY OF WORKS, HOUSING AND SUPPLY.**

"That a sum not exceeding Rs. 4,73,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Ministry of Works, Housing and Supply'."

**DEMAND No 95—SUPPLIES.**

"That a sum not exceeding Rs 22,66,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Supplies'."

**DEMAND No. 96—OTHER CIVIL WORKS.**

"That a sum not exceeding Rs. 2,09,36,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Other Civil Works'."

**DEMAND No 97—STATIONERY AND PRINTING.**

"That a sum not exceeding Rs. 59,97,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Stationery and Printing'."

**DEMAND No. 98—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF WORKS, HOUSING AND SUPPLY.**

"That a sum not exceeding Rs. 7,38,000 be granted to the President, on account, for or towards defraying the charges

during the year ending on the 31st day of March, 1959, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Works, Housing and Supply'."

**DEMAND No. 99—DEPARTMENT OF ATOMIC ENERGY.**

"That a sum not exceeding Rs. 76,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Department of Atomic Energy'."

**DEMAND No. 100—ATOMIC ENERGY RESEARCH.**

"That a sum not exceeding Rs. 27,57,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Atomic Energy Research'."

**DEMAND No. 101—DEPARTMENT OF PARLIAMENTARY AFFAIRS.**

"That a sum not exceeding Rs. 19,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Department of Parliamentary Affairs'."

**DEMAND No. 102—LOK SABHA.**

"That a sum not exceeding Rs. 12,88,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Lok Sabha'."

**DEMAND No. 103—MISCELLANEOUS EXPENDITURE UNDER THE LOK SABHA.**

"That a sum not exceeding Rs. 34,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st

day of March, 1959, in respect of 'Miscellaneous Expenditure under the Lok Sabha'."

**DEMAND No. 104—RAJYA SABHA.**

"That a sum not exceeding Rs. 4,16,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Rajya Sabha'."

**DEMAND No. 105—SECRETARIAT OF VICE-PRESIDENT.**

"That a sum not exceeding Rs. 5,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Secretariat of Vice-President'."

**DEMAND No. 106—CAPITAL OUTLAY OF THE MINISTRY OF COMMERCE AND INDUSTRY.**

"That a sum not exceeding Rs. 1,07,82,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay of the Ministry of Commerce and Industry'."

**DEMAND No. 107—CAPITAL OUTLAY OF THE MINISTRY OF COMMUNITY DEVELOPMENT.**

"That a sum not exceeding Rs. 19,45,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay of the Ministry of Community Development'."

**DEMAND No. 108—DEFENCE CAPITAL OUTLAY**

"That a sum not exceeding Rs. 2,49,46,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Defence Capital Outlay'."

**DEMAND No. 109—CAPITAL OUTLAY OF THE MINISTRY OF EDUCATION AND SCIENTIFIC RESEARCH.**

"That a sum not exceeding Rs. 13,23,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay of the Ministry of Education and Scientific Research'."

**DEMAND No. 110—CAPITAL OUTLAY OF THE MINISTRY OF EXTERNAL AFFAIRS.**

"That a sum not exceeding Rs. 3,87,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay of the Ministry of External Affairs'."

**DEMAND No. 111—CAPITAL OUTLAY ON INDIA SECURITY PRESS.**

"That a sum not exceeding Rs. 92,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay on India Security Press'."

**DEMAND No. 112—CAPITAL OUTLAY ON CURRENCY AND COINAGE.**

"That a sum not exceeding Rs. 24,22,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay on Currency and Coinage'."

**DEMAND No. 113—CAPITAL OUTLAY ON MINTS.**

"That a sum not exceeding Rs. 3,85,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay on Mints'."

**DEMAND No. 114—COMMUTED VALUE OF PENSIONS.**

"That a sum not exceeding Rs. 3,82,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of Commuted Value of Pensions."

**DEMAND No. 115—PAYMENTS TO RETRENCHED PERSONNEL**

"That a sum not exceeding Rs. 1,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Payments to Retrenched Personnel'."

**DEMAND No. 116—OTHER CAPITAL OUTLAY OF THE MINISTRY OF FINANCE.**

"That a sum not exceeding Rs 7,48,82,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Other Capital Outlay of the Ministry of Finance'."

**DEMAND No. 117—LOANS AND ADVANCES BY THE CENTRAL GOVERNMENT.**

"That a sum not exceeding Rs 11,50,15,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Loans and Advances by the Central Government'."

**DEMAND No. 118—CAPITAL OUTLAY ON FORESTS**

"That a sum not exceeding Rs 79,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay on Forests'"

**DEMAND No. 119—PURCHASE OF FOOD-GRAINS**

"That a sum not exceeding Rs. 14,00,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Purchase of Foodgrains'."

**DEMAND No. 120—OTHER CAPITAL OUTLAY OF THE MINISTRY OF FOOD AND AGRICULTURE**

"That a sum not exceeding Rs 2,51,02,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Other Capital Outlay of the Ministry of Food and Agriculture'."

**DEMAND No. 121—CAPITAL OUTLAY OF THE MINISTRY OF HEALTH**

"That a sum not exceeding Rs 81,82,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay of the Ministry of Health' "

**DEMAND No. 122—CAPITAL OUTLAY OF THE MINISTRY OF HOME AFFAIRS.**

"That a sum not exceeding Rs. 9,38,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay of the Ministry of Home Affairs'."

**DEMAND No. 123—CAPITAL OUTLAY ON BROADCASTING**

"That a sum not exceeding Rs 17,97,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay on Broadcasting'."

**DEMAND No. 124—CAPITAL OUTLAY ON MULTIPURPOSE RIVER SCHEMES.**

"That a sum not exceeding Rs. 35,17,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay on Multipurpose River Schemes'."

**DEMAND No. 125—OTHER CAPITAL OUTLAY OF THE MINISTRY OF IRRIGATION AND POWER.**

"That a sum not exceeding Rs. 46,54,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Other Capital Outlay of the Ministry of Irrigation and Power'."

**DEMAND No. 126—CAPITAL OUTLAY OF THE MINISTRY OF LABOUR AND EMPLOYMENT.**

"That a sum not exceeding Rs. 96,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay of the Ministry of Labour and Employment'."

**DEMAND No. 127—CAPITAL OUTLAY OF THE MINISTRY OF REHABILITATION.**

"That a sum not exceeding Rs. 1,75,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay of the Ministry of Rehabilitation'."

**DEMAND No. 128—CAPITAL OUTLAY OF THE MINISTRY OF STEEL, MINES AND FUEL**

"That a sum not exceeding Rs. 14,40,99,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st

day of March, 1959, in respect of Capital Outlay of the Ministry of Steel, Mines and Fuel."

**DEMAND No. 129—CAPITAL OUTLAY ON PORTS**

"That a sum not exceeding Rs. 33,75,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay on Ports'."

**DEMAND No. 130—CAPITAL OUTLAY ON ROADS**

"That a sum not exceeding Rs. 1,25,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay on Roads'."

**DEMAND No. 131—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE).**

"That a sum not exceeding Rs. 2,50,77,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)'."

**DEMAND No. 132—CAPITAL OUTLAY ON CIVIL AVIATION**

"That a sum not exceeding Rs. 26,97,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay on Civil Aviation'."

**DEMAND No. 133—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS**

"That a sum not exceeding Rs. 93,93,000 be granted to the President, on account, for or

towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Other Capital Outlay of the Ministry of Transport and Communications'."

**DEMAND No. 134—DELHI CAPITAL OUTLAY.**

"That a sum not exceeding Rs. 52,98,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Delhi Capital Outlay'."

**DEMAND No. 135—CAPITAL OUTLAY ON BUILDINGS**

"That a sum not exceeding Rs. 47,68,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay on Buildings'."

**DEMAND No. 136—OTHER CAPITAL OUTLAY OF THE MINISTRY OF WORKS, HOUSING AND SUPPLY**

"That a sum not exceeding Rs. 29,64,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Other Capital Outlay of the Ministry of Works, Housing and Supply'."

**DEMAND No. 137—CAPITAL OUTLAY OF THE DEPARTMENT OF ATOMIC ENERGY**

"That a sum not exceeding Rs. 43,25,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1959, in respect of 'Capital Outlay of the Department of Atomic Energy'."

**DEMANDS FOR GRANTS—RAILWAYS—Contd.**

**Mr. Speaker:** The House will now resume further discussion on Demand No. 1 in respect of Railways—1958-59.

Out of 7 hours agreed to by the House on this Demand, 5 hours and 21 minutes have already been availed of and 1 hour and 39 minutes now remain.

The list of cut motions relating to Demand No. 1 moved on the 4th March, 1958, has already been circulated to Members on the same day.

Kumari M. Vedakumari may now continue her speech. Before she starts, may I know how long the Minister proposes to take to reply?

**The Minister of Railways (Shri Jagjivan Ram):** May be 45 minutes.

**Mr. Speaker:** So I would call him at 1 o'clock.

[**MR. DEPUTY-SPEAKER in the Chair.**] 12-09 hrs.

**Kumari M. Vedakumari (Eluru):** Yesterday, I dealt with zonalism and departmentalism and the delay in the running of trains in this country. As regards the late running of trains, I would like to mention five more points. The first is engine failure. The second is chain pulling. Then there is timing and speed restriction. Fourthly, we have electric failures, and fifthly, improper guidance to railway passengers—the travelling public.

About engine failures and chain pulling, we know a lot. I would like to mention that departmental vigilance is required to prevent these. In dealing with the question of the delinquency of chain pulling and speed restrictions, I should say that the rules and regulations which are framed for the purpose of making the trains move speedily and regularly are not followed at all. There is the departmental vigilance that is there for checking any irregularity or machine trouble or any restrictions on speed. They are not at all looked into.

Another thing is the remodelling of yards in the station for the further implementation of operational facilities. They are taking their own time



and I do not know when they are going to finish. We know only the beginning of the work for the construction of yards but we do not know when it will finish.

Whenever any work is being done in Berwada, people think of three points. It will certainly take a disagreeably long time; secondly excessive expenditure and, thirdly, bad construction. Whenever contract is signed, even a poor contractor begins the work with Rs. 10,000. He knows the difference will be available within 2 or 3 years.

There must be supervisory staff and there must be departmental check whether the work is done in a regular way, whether the quality is there. Inferior quality of stuff and every other thing is poured in and the works are carried on in their own way. That becomes an age-long question. Everybody, the Members of Parliament and even the common citizens know how the contracts are going on.

I can give my own experience. In Eluru station, there is some low-lying area. A contractor has begun the work there I used to go to the station every week, not for the purpose of checking—because I do not have the authority to check these people—but simply to see how the work is going on, how many days they will take, what material they are using. When I ask them whether there is any supervisory staff to check, they say, nobody is there but, now and then, some people come and ask how the work is going on. This is how contract works are being done. If things are to be done, they have to be done in a better way and we should see that funds are not wasted on them. That is the main point I would like to say.

Coming to chain-pulling, even the Railway Minister has dealt with it in his speech. Chain-pulling has become too much. The hon. Minister wanted public co-operation. We are ready to give co-operation; but, what about the Police? When we are travelling in the train somebody pulls the chain and

gets down and goes away calmly. When I ask the policemen, "why are you not stopping him, when he does it under your nose" they say, "It is very difficult to deal with an organised group." But, they must also organise themselves and deal with this evil because they are doing so much havoc to the country, to the passengers and the trains. The policemen are not doing anything; they simply sleep in their own coaches. They are not bothered about chain-pulling or the difficulty of the passengers or the travelling public. This is how vigilance staff is working.

Then, I come to the amenities for the railway employees. There are two categories of employees, the train clerks and the guards. If anybody has got experience about the difficulties of the train clerks, he will say how deplorable their conditions of work are. These train clerks have to check every minute where the wagons have come from, where they are going and how many wagons are there etc. They have to do this work every minute, all the 24 hours, tallying with a tally book and they have to despatch the wagons to particular places. Even in the rain and winter, they have to do the work. They are not supplied with rain coats even. They have to carry an umbrella in one hand, a lamp in the other and also the tally book and a pencil, to do the work. Sometimes, I have seen these train clerks mounting on the wagons to see that indistinct labels tied to them. Nobody can understand how much compensation they have to pay if they commit one mistake. If one wagon which has to go to Vellore, goes, by mistake to Eluru, then, heavy compensation has to be paid by the train clerk. How could he see these things minutely? Nobody cares about him. No rain coat is supplied to him. But, when he has committed any mistake, then, he is responsible for the mistake he has done.

About the guards of goods trains also, I would like to deal. Their amenities also should be attended to.

[Kumari M. Vedakumari]

Ninety per cent of them have got to take much trouble. They are not supplied with any fans or lights. They have to withstand the vagaries of the weather. They have to prepare cards at night on some small tables which always keep moving about. They do not know when they will fall down. They have to prepare the card tickets at night. These are some of the difficulties.

Another thing I would mention is about railway hospitals. I must mention one case to show how they are dealing with the staff. There is a commercial clerk in Bezvada Division. He was having acute pain in the stomach and he went to the hospital and requested the concerned authorities to admit him into the hospital, or to put him on the sick list. They refused to put him on the sick list. There is a general rule that unless one has got some minimum temperature, he will not be allowed in the hospital. But, how can a man with gastric pain have temperature? He was refused admission; he got an order that he should go and join his office and work. He appealed to the departmental head and said: I have got acute stomach pain. But the departmental head said: "No, we cannot give any concession to you, because the medical authority says you are not having any trouble." After two days, the commercial clerk requested and appealed to the medical authority to put him under observation. Then, they put him under observation for two days and then discharged him. Nobody was there to care for him.

After two days his condition became so precarious that with the interference of a local civilian doctor he was saved. He had a major operation for appendicitis. This is how the railway hospitals work. I would like to have an enquiry made into this case. It will prove how the poor train clerks are suffering. The sheer irresponsibility, the sheer arrogance of the medical officer made this poor train clerk

suffer and he would have lost his life but for the civil surgeon. I will prove it. The Civil surgeon is there. Nobody cares whether he is suffering from toothache, or cerebral haemorrhage. They won't bother; he must have temperature. I do not understand this. They say it is so because there are so many bogus cases. But, why is the doctor not able to discriminate between bogus cases and genuine cases? Then why is the doctor paid from the public funds? He has to look after the cases. When a patient goes to the hospital, one day one doctor will ask him to buy a tonic for seven rupees. The next day another doctor will write down a ten rupees worth tonic. When the poor man says, "Yesterday I was asked to buy this, I could not get it", the doctor says, "No, no, that man is different, you buy this". No tonic is supplied and no injection is given in railway hospitals. Then what is the fun in going there? I request the hon. Minister to look into the matter. It is not a simple matter. It is a matter involving the precious lives of the poor people. I appeal to the hon. Minister to have an enquiry made into the particular case I have mentioned. That will serve as a lesson to the higher officers and do some service to the poor suffering section of the people

बीसती कृष्णा मेहता (जम्मू तथा काश्मीर) : माननीय उपाध्यक्ष, जो मे माननीय रेलवे मंत्री जी को बन्धवाद करती हूँ कि उन्होंने उत्तर रेलवे में काफी सुधार करने की कोशिश की है जिसमें काश्मीर मेल आदि भी शामिल है जिससे काश्मीर आने वाले यात्रियों को बहुत सुविधायें मिलती है। जो इक्लीकेट ट्रेन गमियों में चलाई जाती है उससे काश्मीर आने वालों को बड़ी आसानी हो गयी है। फिर भी काफी भीड़ भाड़ होती है और मे आशा करती हूँ कि रेलवे मंत्री इसकी तरफ ध्यान देंगे और कुछ प्रबन्ध करेंगे क्योंकि दिन प्रति दिन गमियों में काश्मीर में बहुत

से लोग जाने लगे हैं। मैं चाहती हूँ कि पठानकोट के लिये सीधी जनता एक्सप्रेस भी चलायी जाये क्योंकि गर्मियों में बहुत भीड़ होती है। यह ठीक है, जैसा कि मैं पहले कह चुकी हूँ, कि उत्तर रेलवे में काफी सुधार हुआ है, परन्तु फिर भी जनता को बहुत सी कठिनाई धरनी भी है। उस तरफ ध्यान देना जरूरी है क्योंकि कमी कमी छोटी बातें भी बहुत बड़ी हो जाती हैं।

मैं रेलवे मंत्री जी से यह जरूर कहूंगी कि सन् १९५८-५९ के बजट में हमें यह देखकर बड़ी निराशा हुई कि उसमें जम्मू तक रेलवे लाइन की धोर ध्यान नहीं दिया गया है। हमारी मांग तो बहुत बड़ी थी परन्तु जब हमने देखा कि उसके लिये कुछ नहीं किया गया है तो मुझे बड़ी निराशा हुई।

सन् १९५७ से पहले सियालकोट से जम्मू तक रेल चलती थी परन्तु सन् १९५७ में यह सब खत्म हो गया। जम्मू की जनता को इसकी कमी बहुत महसूस हो रही है। जब भी मैं वहाँ जाती हूँ तो लोग मुझमें प्रश्न करते हैं कि तुमने रेल के लिये क्या किया? उनकी मांग जायज है क्योंकि उनको रेल की आवश्यकता थी और इसीलिये अब वह उनकी मांग करते हैं। यह माना कि वहाँ के लिये यातायात का ढंग बहुत सुन्दर है परन्तु जो आसामिया रेल से मिलती है वे कैसे पूरी हो सकती हैं। जम्मू और काश्मीर के लोग दिन प्रति दिन उन्नति कर रहे हैं, इसलिये वहाँ रेल का होना बहुत जरूरी है।

पठानकोट से जम्मू लगभग ७० मील है। अगर पठानकोट से जम्मू के लिये रेलवे लाइन बन जाये तो उसमें जनता को बहुत आसानी हो जायेगी। माधोपुर तक तो कुछ बन भी चुकी है। अगर हम आर्थिक, औद्योगिक, साधन तथा रक्षा की दृष्टि से भी देखें तो भी हमें इससे बड़ी आसानी मिलेगी।

जम्मू और काश्मीर में जो भी माल से जाया जाता है वह पठानकोट से होकर जाता है। रेल न होने से उसकी संभाल बहुत कठिन होती है। पठानकोट पर सामान उतार कर ट्रकों में लाया जाता है फिर जम्मू में उसको उतारना पड़ता है। जम्मू ही राज्य में एक ऐसी मंडी है जहाँ से माल सारे राज्य को जाता है। रेलवे मंत्री जी जानते ही हैं कि जम्मू काश्मीर राज्य बहुत दूर दूर तक पहाड़ी इलाकों में फैला हुआ है। ऐसे ऐसे भी स्थान हैं जहाँ पर लोगों को पांच पांच छः छः रोड पैदल चल कर सामान ले जाना पड़ता है क्योंकि वहाँ पर यातायात का प्रबन्ध होना धरनी बड़ा कठिन है। राज्य सरकार इस तरफ काफी ध्यान दे रही है और जो कुछ वह कर सकती है कर रही है। परन्तु रेल के बिना हमारे मामले बहुत कठिनाई हैं।

हमारे राज्य में डिम्बर का बहुत बड़ा उद्योग है। उसको जम्मू से पठानकोट को लाने में बड़ी दिक्कत होती है। पहले तो जम्मू से उसे ट्रकों पर लादना पड़ता है। उसके बाद उसे पठानकोट में उतार कर रेलों में डालना पड़ता है। इस तरह यह काफी महंगा पड़ता है। अगर जम्मू तक रेल हो जाये तो हमारी बड़ी कठिनाई दूर हो जाये।

इसके अलावा जम्मू और काश्मीर राज्य में कोयला और दूसरी खनिज सम्पदा भरी पड़ी है। यात्रियों को ही ले लीजिये। उनको सिर्फ ७० मील के लिये अपना एक दिन जाया करना पड़ता है। जो लोग काश्मीर आते हैं उनको इस ७० मील की बबल से रास्ते में दो दिन लग जाते हैं। माननीय रेलवे मंत्री यह सब जानते हैं परन्तु मैं नहीं समझती कि वह यह सब कुछ कैसे भूल गये। शायद कुछ कठिनाइयाँ होंगी वरना मुझे उनसे ऐसी आशा नहीं थी। मैं उनसे बार बार आग्रह करती हूँ कि लोगों की कठिनाइयों को देखते हुए कुछ न कुछ जरूर करें। हमें आशा थी कि सर्वे का काम जल्दी शुरू होगा। उससे भविष्य के लिये कुछ आसामें बंधवाँ।

[जीवन्ती कृष्णा मेहता]

यब भी कुछ दूर नहीं है। यमी भी घाप इस घोर घ्यान दे सकते हैं। घाप जम्मु काश्मीर के लोगों की घ्रासायें पूरी करें। वे घ्राशा भरी नजरों से घ्राप की घोर देख रहे हैं। मैं घ्राशा करती हूँ कि रेलवे बोर्ड वहाँ की घ्रावश्यकताओं को देखते हुये घ्राीर उसके महत्व को देखते हुए भी इस लाइन के निर्माण की घ्राशा देगा घ्राीर सर्वप्रथमिकता देकर दूसरी पंचवर्षीय योजना में इस काम को हाथ में लिया जायेगा।

दूसरी पंचवर्षीय योजना में कोयले की खानों घ्राीर औद्योगिक स्थानों को मिलाने का महत्वपूर्ण कार्यक्रम है। हमारे धेत्र में भी कोयले की खानें हैं घ्राीर टिम्बर का बड़ा उद्योग है घ्राीर हमारा इलाका पिछड़ा हुआ भी है, इसलिये हमारी रेलवे लाइन की यांग भी जायज है।

एक घ्राीर बात में घ्रापके सामने रखना चाहती हूँ। थर्ड क्लास के जो यात्री काश्मीर से वापस घ्राते हैं या जाते हैं उनको २७० मील का सफर करने के बाद रेल में थर्ड क्लास में सोने का कोई प्रबन्ध नहीं है। इससे उनको बहुत दिक्कत होती है। काश्मीर का रास्ता ज्यादा पहाड़ी घ्राीर कम मैदानी है। जब वे लोग यह बड़ा सफर करके घ्राते हैं घ्राीर उनको रेल में सोने की कोई व्यवस्था नहीं होती तो उनको बड़ी कठिनाई मानूम होती है।

यही छोटी बड़ी बातें हैं जो कि मैंने घ्रापके सामने रखी हैं। घ्राशा है कि घ्राप इन पर गौर करके कुछ सहायता करने की कोशिश करेंगे।

**Shri Rajendra Singh (Chapra):** Mr. Deputy-Speaker, Sir, a large number of speakers have participated in this discussion on the Railway Budget. Many significant and intelligent observations and submissions have been made. But the way, the

cavalier way in which the hon. Minister has made replies to them leaves nothing for me to hope. Last year when the hon. Minister came on the scene, knowing his earlier background I believed that he would clean the Augean stables, turn a new corner and turn the tide; but I feel profoundly disappointed. And today if at all I have chosen to address this House it is with a sense of great regret and sorrow.

Sir, in this brief span of time, I would like to confine myself to the consideration of certain human values. The hon. Railway Minister, some time ago, had made a brave declaration that the industry, which is not in a position to pay the minimum wages, has no right to exist. Railways are a big nationalised public endeavour and there are two lakhs of coolies, porters and casual labourers in it. May I know from the hon. Railway Minister what has been done so far during these ten years of independence, when we have completed one Five Year Plan and we are through the mid-days of the Second Five Year Plan, for these sub-human species? The coolies are the same, their lot is the same. They are there where they had been during the British days or the Company days.

At Howrah Station—just imagine that great city of Calcutta—we have thousands of coolies, porters and casual labourers. What are their earnings? They do not get even the minimum wage prescribed by the enactment of this House. The hon. Railway Minister can very well say that these persons do not belong to the railways. They work for the railways just in a casual way. But, Sir, I very humbly submit that the coolies, the porters and the casual labour as much happen to be the important part of the railways as these members of the Railway Board on whom the hon. Railway Minister has so much of pride and in season and out of season he must go on praising them even for their faults.

Some days back the hon. Railway Minister had declared at Patna that

the amenities, the privileges and all these things, which are given to the officers, shall continue so long as he is in office. I do not mind his giving air-conditioned coaches, big salaries and many other things that go by to the big officers.

**Shri Jagjivan Ram:** I do not think I said anything like what you are saying.

**Shri Rajendra Singh:** You made that observation at Patna. Those things are there. It came out in the newspapers. Anyway.

But, if the members of the Railway Board must have all those privileges and comforts, which are denied to many of us for the smooth and efficient functioning of the railways, I do submit, Sir, that the coolies, porters and the casual labourers, who happen to render so much important service to the railways, too have a right to demand from you the minimum that you can give.

Sir, last time while the hon. Railway Minister was replying, he pooch-pooched our charges of victimisation that is so much rampant in the railways. I would like to make him know that these coolies, who are treated by him and his Ministry as sub-human species, worse than dogs in the street, have been victimised. When I was at Howrah Station last, I came to know of not one or two, but more than two dozen persons, who were the active workers of the union and who voiced their grievances, their demands and the anguished feelings of the workers. They have been dismissed without any rhyme or reason. I would like to know from the hon. Minister. Is this not victimisation? And victimisation does not go by one uniform pattern. It changes pattern from time to time and from place to place and all these things happen there.

Similarly, I can tell you a story of a close friend of mine, who happens to be a coolie. Unfortunately, he is a coolie. He has been dismissed from railway service only because the C.I.D., Bihar, found that some ten years ago he was having a concubine. If the

officers can boast of having such high morality that those, who some ten years ago had a concubine, must be dismissed without going through the formalities and procedure of law, I think very few people in the Railway Board, the General Managers and all those big officers at the top would be left in the seats that they occupy if the hon. Railway Minister does care to go into their private life.

**Shri Jagjivan Ram:** Was this report by any railway officer?

**Shri Rajendra Singh:** Yes, by a railway officer.

I want to know that if the railway officer must have the C.I.D.'s report about a coolie, then surely you are under compulsion to see that every railway officer gets a clean certificate from the C.I.D., otherwise they do not have a right to be there. If that could be applied in the case of a coolie, it should similarly be applied to all officers. You say that your officers are honest and efficient. The common man knows how efficient and how honest they are. But you say that there is nothing on paper. So, if there is nothing on paper, take the advice of the C.I.D. and the Home Ministry. If you cannot do it in the case of these officers, I do not think you have any moral right to do the same thing in the case of railway workers.

Sir, there are 679 categories of workers and during this brief span of time it is not possible for me to recount the gross injustice, which is being perpetrated by your officers. Anyway, I would like to touch upon a few things that are just *scare festera*. Take, for instance, the gangmen. These gangmen keep your track going. If they do not work, I do not think railway transportation would be possible. But, what is done for them? They get Rs. 30 to Rs. 35 all the thirty years that they would put in railway service. They would get simply an increment of Rs. 5. You just look at their conditions of service. They have to work from six in the morning till seven in the evening and only three hours' respite is given to them. They

[Shri Rajendra Singh]

do not have even a shed to protect them either from the winter or from the sun or rain. All the time they have to be out of their houses. You do not know just how they cook their meals, where they live and how they manage to work. But they work for you and transportation is possible entirely because of their sacrifice. The hon. Railway Minister would do a distinct service to these underdogs if he cares to look into their conditions of service and do something for them. I do not say that they be given an air-conditioned coach, but at least whatever be the bare demands for the life of a human being, that can be given to them.

You say that accidents happen. Yes, accidents happen.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Rajendra Singh: Sir, I want five minutes. There are many things to say.

Mr. Deputy-Speaker: That, I am sure, the hon. Member has managed.

Shri Rajendra Singh: Why do accidents happen? Not because the drivers are bad, not because it has come into their heads to derail the train, but simply and entirely because you do not have officers who could know things connected with railways intimately. You appoint officers directly and after one or two years, you place them as the district head or divisional head, with the result they do not know their work. From my personal knowledge, I can tell you that these drivers, firemen and certain other persons are never given good links. A driver who is on the rails has to work continuously for many hours. He does not have respite and he does not know where to rest. Many a time I have found drivers resting themselves on the stations because of the bad link. You play hanky-panky with these drivers and firemen. After all they are human beings and they have certain limited resources which they cannot outgrow and naturally something goes wrong. I think this should be taken note of.

The Railway Minister has given the House a big purse of Rs. 27 crores. That is a very big achievement and he needs compliments and congratulations from all quarters. But I would say with all sense of restraint and responsibility that this whole big bag of money is tainted money in the sense that the money has been accumulated on the one side by torturing the workers and on the other side by bleeding the people white.

The Deputy Minister of Railways (Shri Shah Nawaz Khan): Is it your suggestion that no fares should be charged?

Shri Rajendra Singh: I do not say that, I only say that fair fare should be charged and the dues to the workers should be paid to them without any grudge. You do not do that. Those workers who overwork and those who officiate in higher jobs do not get their dues. Not only that, I can give you instances of several persons who retired ten years before and their dues have not yet been paid. Some persons have died also and some of their relatives are just rolling from pillar to post.

Shri Jagjivan Ram: I would like to have a list of such persons.

Shri Rajendra Singh: I will give you, but it will take a long time for you to remove them.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Rajendra Singh: I only want a few minutes for dealing with victimisation cases.

Mr. Deputy-Speaker: That would be a victimisation of the Chair. There are three other Members who want to speak.

Shri Asoka Mehta (Muzaffarpur): The Minister will give a part of his time.

Shri Rajendra Singh: It is very kind of him to have given the promise that so far as cases of victimisation are

concerned, he will look into them and give them his kind consideration. I would request the Railway Minister to take me into confidence, because though I cannot claim to be his colleague. I had once the opportunity of following in his footsteps and we were moving very very intimately. Therefore, I would make this request to him. If at all you want to be posted with honest facts, please give us time so that we can acquaint you with all possible details on these matters of victimisation. Be not under any delusion because it is not a case of a dozen or even 100 I can give you 2,000 cases of persons where the victimisation simply takes the shape of dismissing the persons outright. I do not have time to refer to all the cases of victimisation here.

**Shri Jagjivan Ram:** You may advise him to send a note to me. I will look into them

**Mr. Deputy-Speaker:** Yes

**Shri L. Achaw Singh** (Inner Manipur): At the very outset, I would like to thank the Railway Ministry for opening a new zone with headquarters at Pandu. The north-east region of India is the most backward area in the country. There are vast jungles, big mountains, big rivers as well as rich natural resources, but the area is very much backward from the economic point of view. From the point of view of transport and communications also, this area is very much underdeveloped. From the strategic point of view, the States and Territories are all surrounded by foreign countries and at the time of emergency, the present system of transport cannot cope with the requirements of the situation. So, the establishment of the new zone is welcome from various points of view. My only hope is that the Railway Ministry will make a serious effort for expanding the various facilities available to other parts of India to this zone also.

The condition of the North-Eastern Frontier Railway system is far from satisfactory. Here trains are very few

and far between. Trains also run very irregularly and very slow moving. The general public and the businessmen have been experiencing very great difficulty on account of these inconveniences. The goods traffic also is very inefficient. It takes months for goods to reach their destination. From the point of the expanding economy and also the expansion of various industries in Assam and in the north-east of India, the present position is very deplorable. There has been talk of a socialist pattern of society, but the regional disparity in the rate of progress in economic development is necessarily a stumbling block towards the achievement of that goal. It is very difficult to carry out the development work in the N.E.F.A. area, Naga Hills, Manipur and Tripura and even to spend the sanctioned money of the Plan with this transport bottleneck.

The north-east region of India has a population of about 1½ crores spread over about 100,000 square miles. The people there cannot get corrugated iron sheets, cement and iron rods for developmental works, not to speak of proper facilities for the movement of foodgrains. It is, therefore, very difficult now to imagine how the people of N.E.F.A., Naga Hills, Manipur and Tripura can reach the standard of the rest of India at the present rate of progress. In the north-east of India, we are not provided with many facilities, though a lot of improvements have taken place in the other railways. In that part of India amenities, particularly of catering standard, have gone down. We have sometimes to do without fan in the first class compartment. We have discarded bogies on the old metre-gauge line and sweepers and cleaners do not attend the compartments properly.

Trains are very much overcrowded and irregular. We have got in other parts of India air-conditioned *de luxe* trains, third class reservation and sleeping facilities. But there is a great contrast in this part. Then again, the waiting rooms are also always crowded. I have got practical experience of Silchar and Manipur Road stations.

[Shri L. Achaw Singh]

There are upper class waiting rooms meant for first and second class passengers in both the stations. The standard of sanitation and cleanliness has deteriorated a great deal. I wonder whether this is the price of independence which we have to pay. In Silchar particularly in the station and in the railway colony, there is no provision for water supply. The railway people have to make their own arrangements for water supply. There are no rest houses in these places. At Manipur station, we experience great inconvenience when we have to spend the night in the crowded waiting room. We do not have even sitting accommodation there because Manipur Road is the railway terminus and we have to wait there for the bus service to Kohima, the headquarters for the Naga Hills and also to Imphal. There is no connecting transport service to these places and there is only one service a day. I urge the Railway Ministry to expand the waiting room at Manipur Road station so that there may be better accommodation for the passengers and also to make immediate provision for water supply at Silchar.

We have great difficulty in obtaining our daily necessities. Most of the supplies come from Calcutta, the nearest commercial centre and goods take some six months to reach Kohima and Imphal by train. Some goods are carried by air but they are too costly. That is why we cannot carry out most of our plan projects in time and even if we carry them out, they are done at great cost and the common people do not get the benefit in time. I would like to suggest that priorities should be given to goods booked for NEFA, Naga Hills, Manipur and Tripura so that the development works there may not suffer and their progress may keep pace along with the rest of India.

For the whole North-East India, where coal, timber, tea and oil industries are expanding and sugar and paper industries are being started, it is necessary that additional line capacity should be provided. Improvements in

the existing track with speedy renewal and rehabilitation of bridges are compelling necessities. Sufficient number of wagons and engines should be arranged for the replacement of out-moded stock. Proper ballasting of the track, speeding up of trains, quicker movement of goods and the development of workshops are the need of the moment. From Maniharighat to Tinsukia a double track should be provided and broad gauge lines should be extended to North-east Frontier region.

With regard to special transport problems of Manipur, it should be borne in mind that there is no rail connection. Manipur Road is 135 miles from Imphal, the headquarters of Manipur Administration. Manipur is surplus in rice; it is only Rs 7-50 per maund whereas in Assam it is double or treble and even four times and its artistic handloom products cannot compete with such products elsewhere in India because of the transport cost. It is necessary in the interest of Manipur as well as India that Manipur should have a rail link with Assam. Alternate routes have been suggested via Haflong in the North Cachar Hills and Cachar district. It is advisable that the shortest and most convenient route shall have to be explored and measures taken to construct a new rail link to Manipur. The other day, a friend suggested another connection via Manipur Road and Kohima. That will take much time and enormous amount of money and it may not be possible to have a rail-line on this route because of the high mountainous region and steep hills. I would like to urge upon the Railway Ministry to take measures now so that we may have the new construction on the most convenient and shortest route after a careful survey.

Lastly, in this railway system, we should have sufficient number of members of the Scheduled Tribes and tribals of the area. They are very much neglected. This is directly concerned with the economic life of the



large number of tribals in these areas and so they should be given some chance in the railway service so that they may feel that it is their duty to further and promote the common national enterprise. Special measures should be taken to ensure a minimum number of railway jobs to tribals and Manipuris.

**Shrimati Renu Chakravarty (Basirhat):** Sir, I should like to draw the attention of the hon. Minister to the delay in starting the Barasat-Basirhat Light Railway. For the last three years, this promise had been given and yet construction had not started. Actually, the predecessor to the present Minister had said in June 1954 that it would be completed before December, 1955. However that be, the first objection came when one hon. Member of this House himself objected and brought forward certain objections of the local people. The General Manager immediately stopped the construction on receipt of that letter.

After that, the District Magistrate had gone into the entire matter. Still the construction had not started. The second delay started again when there was a demand from the State Government to give a guarantee that there would be no further acquisition. That again took a long time and the State Government again delayed. Now, after the State Government had given the assurance in January, we thought that the work would start and at least a part of Rs 18 or Rs 20 lakhs would be utilised. But now we find another letter has been forwarded by the Railway Board saying that the State Government should assure that no buses will ply or the extra buses there will not ply in future. It is a peculiar position. While we say that we want road transport and buses, the sanctioned scheme is held up because the Railway Board wants an assurance from the State Government that the buses will not ply.

That also, I believe, has been given by the Chief Minister. But whatever that be, I feel that the delay is not only causing sufferings to the people

but also increases the cost of the rolling stock and other material. So, I would like to know what exactly is the position regarding this line. What is the amount allocated for it this year? whether or not any construction work is going to start or whether certain further objections will be raised by the Railway Board, General Manager, etc to hold this up.

The second point is regarding the nationalisation of the light railways. After my experience of the Barasat-Basirhat light railway, I find that on the one hand it is very difficult for our national Exchequer to bear the cost of setting up broad-gauge to cater in the areas that are already being served by the narrow gauge. On the other hand, we are saying that we will not have these small light railways. The Barasat-Basirhat, the Bengal Provincial Railway and the Kalighat and Falta Railway have been stopped and the others such as Howrah-Amta, Howrah-Scakhalia, Arrah-Sasaram and Sahadara-Saharanpur are about to be closed down.

I agree that to ill be better to have a broad-gauge. But until such time as we have them, we should try to keep these small light railways in a functioning order with some subsidy or help. Until we remodel them and put them under broad gauge, they must be allowed to function. That is the point which I want the Government to reconsider.

The third point is about the wagon assembly. Everybody has mentioned that there is shortage of wagons. I have been in the manganese and iron ore belts. Everybody has complained that wagons had been in short supply. Recently, wagon assembly work was given to one D. C. Dheman Brothers in Vizag. The railways were to give the yard, free conveyance from port and cheap electricity. The security amount was Rs 2 lakhs. They were the contractors who had neither tendered the lowest nor could they pay the security money. The contract was given to them. In 1955, the contract was given. But later on they

[Shrimati Renu Chakravarty]

refused to pay or could not pay. Whatever it may be, the Railway Board came forward and asked them to continue the work on indemnity bond.

13 hrs.

Now what happened? The contract was for 10,800 wagons and the wagons were to be delivered by 1956. It was only a draft agreement; the final agreement, I do not think has been signed even today, although Rs. 16 lakhs have been given to this gentleman. Approximately thirty wagons were to have been assembled every day, but actually not more than ten to twelve wagons have been assembled. Foreign ships bringing parts for the assembly were delayed in the waters and the railways has had to pay demurrage.

According to the terms of the draft contract the assembly cost of each wagon was Rs 318, in the case of open wagons, and Rs. 373 in the case of covered ones. The railways calculated that there would be an overhead charge of Rs. 28. So each wagon was to be assembled at Rs. 346 for open ones and Rs. 401 for covered wagons. The overhead charges of the railways went up to Rs 137, as a result of which the total cost was far more than other firms. Not only is it a question of costing. Actually the turn out has been less; not even 50 per cent of the contract has been fulfilled by November 1956. But no penalisation has been made, and although the South-Eastern Railway Authorities have taken it up with the Railway Board, every time we find that the Railway Board has given this contractor a pass, and now they have ordered that assembly parts of 2,000 wagons should be sent from Vizag to Calcutta to this gentleman without any transport charges. When the C.M.E, South-Eastern Railway took up the matter, the Railway Board wrote back to him to arrange to send Dhiman to Delhi. Then we do not know what happened. The Senior Accounts Officer, S.E. Railway had

not passed his bill. But Mr. Dhiman seems to be such a powerful man that he gets telegraph orders from the Railway Board.

Now my main point is that such instances show that all is not well and at a time when we are short of wagons, such favouritism should not be shown. We should see that orders placed for wagons should be got executed. If tenderers are not able to execute the orders, they should be entrusted to others who would be able to fulfil the contracts.

Another important point to which I would like to draw the attention of the House is the large number of engine failures and the difficulties which are being experienced on account of them. Kharagpur is one of our biggest railway workshops; actually it is a prize workshop. Here the minimum time required for engine overhaul is six hours. But actually I am told that the pressure on the engines is so much, the workshops are booked to such an extent, that the full overhauling is sometimes not done in a perfect way. Also, there is a great shortage of material in the loco works. So, from these points of view the idea of introducing the incentive schemes gives rise to certain fears in my mind, and though it may be introduced in certain other sections we must be very careful in the overhauling section. Recently, as the hon. Minister knows the engine bar of the Bombay Mail came out at Karaigunta and the whole train had to be stopped and there was delay for a long time. Such things should be looked into and the cause of these stoppages must be gone into, especially the question of overhauling.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shrimati Renu Chakravarty: I have one small point to mention and that is about the Howrah Goods Enquiry. This question has already been raised here. Although the Financial Adviser and the Chief Accounts Officer

recommended the person who has been suspended to be taken back, actually the Divisional Commercial Superintendent, Howrah, has not taken him. The question of victimisation was raised by earlier speakers. I can give many instances of it. I remember our Railway Minister stated last time that he would be prepared to look into the cases of all those who had been thrown out of their jobs under the President's order. I know in the South-Eastern Railway there were the cases of Messrs. Bhadra, Brinda, Ganguli and A. K. Bagchi. Up to now they have not been taken back.

On the other hand, I would like to lay on the Table of the House a small leaflet which came to my notice. This leaflet says that at a meeting held under the auspices of the Kharipur Mandal Congress Committee a committee was set up of which Shri K. P. V. Menon, the D.C.M.E(S) was made the President. If that can be done by the D.C.M.E(S), I do not see any reason why the National Safeguarding Rules should be applied in the case of ordinary workers. What should apply to the ordinary worker should also be made applicable to the highest officer. If the cause is a good one all alike should be permitted to participate in it, irrespective of the party organising it.

There are many points to which I wanted to refer, but since you have asked me to conclude, I shall send a note to the hon. Minister.

**Mr. Deputy-Speaker:** The hon. lady Member said that she would like to lay some document on the Table of the House. As she knows more than anybody else, if any hon. Member desires to lay any paper on the Table, he or she has to give previous notice to the Chair, so that the Chair may go into that document and see whether it can be permitted to be laid on the Table or not. It is not left to the option of an hon. Member to lay any paper on the Table.

**Shrimati Benu Chakravarty:** I do not wish to lay it on the Table.

**Mr. Deputy-Speaker:** She can write to the hon. Minister and send him the documents.

**Shri Jagjivan Ram:** Sir, I have listened to the debate; I have also gone through the report of the speeches of the Members. It may not be possible for me within the time at my disposal to cover all the points that have been raised by hon. Members, but I shall deal with the important points broadly.

Many hon. Members have tried to see socialism in the Budget; many Members have tried to see some fundamental principles on which they would like the Railway Budget to be framed. If they have been disappointed, perhaps, the fault is not with the Railway Budget. My hon. friend Shri Sinhasan Singh, who is not here was trying to find socialist pattern in the Railway Budget and his yardstick of socialist pattern is the levelling down of the salaries of the few officers in the Railways.

I am sorry, Sir, to say that this is perhaps a very poor yardstick of socialism. Levelling down or reduction of the salaries of the officers is not going to produce a socialist pattern of society. I wish he had devoted some more time to understanding what socialism means, and when we talk of introducing socialist pattern of society what actually we mean. I will not labour this point, Sir, but I would say that we in the railways are trying in our own modest way how far we can contribute to the development of the country, how far we can increase the wealth of the country and thereby increase the prosperity of the citizens of the country. That is our conception of socialism. Unless we increase the prosperity of the country, there is no chance of individual prosperity being increased. We are in our humble way contributing to the development of the country. If he looks at socialism from that angle he will find that there is something in the

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Railway Budget and that we are trying in our own way to advance towards the goal of socialist pattern of society.

In this connection questions were raised about the salaries and wage scale of certain categories of employees, commercial clerks and others. The Pay Commission is sitting and the Commission will take into consideration all these factors and make their recommendations. But sometimes when Members make certain allegations they are not properly informed or properly briefed.

Shri Sinhasan Singh said that commercial clerks had no opportunity to be promoted as Claims Inspectors. That is entirely wrong. The majority of Claims Inspectors are taken from the rank of the commercial clerks.

The question about the Class IV employees was raised. As the House is aware, I have been myself anxious to do something for Class IV employees. The House is also aware that I set up a committee known as Tapase Committee to go into the question as to how far we can have additional avenues of promotion for Class IV employees. The Committee has come to the end of its labours and we are expecting its final report within the course of this month. As soon as the report is received, I will see that the examination of the report is expedited in the Railway Board, and the report is published.

Some Members have raised the question of salary and pay-scale of Class IV employees like gangmen, *khalasis* and others. There is no doubt that the increment that has been given to them or the grade given to them, rising from Rs. 30 to Rs. 35 within the course of their service period, is not satisfactory. But that question also is before the Pay Commission, and I am sure the Pay Commission will take into consideration the conditions of their work and the work they are expected to put in, and

make recommendations in that connection.

I have asked the Railway Board to point this out to the Pay Commission also. The difficulty is that when we talk of the Class IV employees, the picture of the ordinary peon in the Secretariat is generally brought before us. People forget that on the railways, the posts and telegraphs department and in some other departments, the Class IV employees are not only peons but are part of the operational staff or the executive staff. So they will have to be treated separately from Class IV employees in the Secretariat. That aspect of the problem, I have asked the Railway Board to bring to the notice of the Pay Commission. I have no doubt that the Pay Commission will keep all these factors in their minds while making the recommendations for the grade of salaries for the Class IV employees in the railways, posts and telegraphs department and other such departments.

I will not say anything about accidents and about the construction of new railway lines, because I have nothing to add to what I have said in reply to the general discussion of the railway budget. But I will again reiterate and repeat what I said on the previous occasion, namely, that it will be our constant endeavour to improve our efficiency, to decrease the chances of lapses and to see how far we can minimise the chances of accidents.

I must express my thanks to Shri Goray for what he said about discipline among the railway employees. I wish all Members of this House and leaders of public opinion outside this House also will support Shri Goray and will take the same line so far as the question of discipline among the railway staff, all categories of staff, high and low, is concerned. That will no doubt improve the efficiency of the railways. That is very necessary not only on the railways but in all departments of Government. I

again thank Shri Goray for the bold way in which he placed this point before the House. I hope leaders of public opinion outside the House also will follow that up, wherever cases arise for them, to emphasise upon all people, the workers, that discipline is primarily needed in a country which wants to develop.

**Shri Rajendra Singh:** Also victimisation.

**Shri Jagjivan Ram:** Victimisation is mentioned. That is a word which has to be used by those who think that they are doing something in the labour field. Whether that word is justified or not, all cases are thought to be covered by that word. We have, on the railways, certain rules and regulations for taking disciplinary action against railway employees. There are channels for appeals and second appeals in those cases. Whenever any Member feels that certain actions have been taken against any railway employee, it will be better for him to advise the railway employee to approach the proper authority or appeal to the proper authority through the channels prescribed for that purpose.

**Shri Rajendra Singh:** Where the Member himself is convinced that injustice has been perpetrated on a worker, what have the Members to do to make good the grievances?

**Mr. Deputy-Speaker:** Write to the Minister.

**Shri Jagjivan Ram:** The Members should advise the employees concerned that when disciplinary action has been taken under the ordinary rules of procedure, there are channels for appeals and Members should therefore, advise the employees concerned to approach the proper authorities and proper channels prescribed under the rules.

**Shri Rajendra Singh:** That is the majesty of this House!

**Shri Jagjivan Ram:** There are other categories of cases reference to which has been made by Shrimati Renu

Chakravartty, and references were made by some Members in the previous sessions also, regarding some action taken against certain number of railway employees under the President's order or under the discretionary powers of the General Managers. In those cases, where the workers were suspended, discharged or dismissed under the President's order, I offered that I will review those cases and wherever I found that there was an occasion or a case for altering the orders already passed in those cases, I would do that. I have already reviewed a number of cases. The final decisions on them are likely to be taken very soon. In other cases, I have called for reports from the General Managers concerned and from the State Governments. As soon as I received those reports, I will review those cases.

As regards the actions taken under the discretionary powers of the General Managers, orders have been issued from the Railway Board to the General Managers that when the recognised unions do take up those cases with the General Managers, the General Managers will review those cases and report to the Railway Board. So, these are the two types or categories of cases.

**Shrimati Renu Chakravartty:** What will happen in the case of unrecognised unions? Nothing can happen!

**Shri Jagjivan Ram:** The cases may be taken up by the recognised unions. The case of the individual employees can be taken up with the General Managers. It is not necessary that the recognised unions will not take up the case of others. But, if there are a few cases like that, of course the Members are welcome to write to me in those cases. These are the two categories of cases. But I am not prepared to review the cases where disciplinary action has been taken under the ordinary rules of procedure for such cases. There, action will have to be taken according to the rules laid down in that connection.

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The Members are confused whenever they say that there are two thousand cases of victimisation. There may be two thousand cases or even five thousand cases in such a huge organisation where we have more than a million employees. Do you think, Sir, that there would not be a number of cases where disciplinary action be taken? There will be cases. If the disciplinary actions have been taken under the ordinary rules of procedure, there are channels laid down for an appeal, and the employees concerned should appeal to the proper authorities in that behalf. I am not going to entertain representations in such cases. Where actions have been taken and the employees have not been given any opportunity because the action was taken, under the extraordinary rules of the President's power, by the General Managers, I have already said that I would review those cases.

**Shri Rajendra Singh:** Will that be applicable to coolies also?

**Shri Jagjivan Ram:** I am coming to the coolies. In the first place, coolies are not railway employees.

**Shri Rajendra Singh:** Then, whose employees are they?

**Mr. Deputy-Speaker:** Let us hear the hon. Minister.

**Shri Jagjivan Ram:** If the hon. Member exercises a little bit of his imagination, he will find his own answer.

A question has been raised about porters, coolies and casual labour. In the first place, porters are not employees of the railways. They are there for the facilities of the travelling public, and they get their wages or remuneration from the travelling public. We do not pay anything. We have provided a facility for the passengers. In many countries such an institution does not exist at all. Perhaps, it is due to our way of life—this institution.

**Shri Rajendra Singh:** Is this an arrangement under the socialistic pattern of society?

**Mr. Deputy-Speaker:** Order, order. Let the Minister continue his speech.

**Shri Jagjivan Ram:** I want to make it clear that this has nothing to do with the socialistic pattern of society. I will request my hon. friend to try to understand what socialism is.

I want to make it clear here that I am not going to departmentalise these porters. They will remain as they are. Then, compared to previous years, as you will also remember—you also are travelling—what is paid for a unit of luggage now is very much higher.

**Mr. Deputy-Speaker:** It will be one to three times.

**Shri Jagjivan Ram:** Whether there has been an increase in remuneration or not, it is for you to decide.

As regards casual workers, they are, again, not our employees, in that sense. But we have got certain rules. If a worker works continuously for six months as a casual labour, then he is taken temporarily and then permanently. But, to treat all casual labour as railway employees, if the hon. Member himself considers it he will know is a thing which cannot be done. Any commercial organisation or industrial organisation cannot function unless some number of casual employees or casual workers are employed. When the tempo of work increases all of a sudden, we will have to engage them.

On such a huge organisation like the railways we will have to have contracts for various works. We will have to see that the contractors pay fair wages to their workers. In certain contracts we have also a clause like this. But most of these labourers, the casual workers, are governed by the Minimum Wages Act in the different States. I have been going into that question and I have

found that whenever we employ casual labourers we ascertain from the District Magistrate concerned what is the minimum wage prescribed in that district and we on the railways also pay the same wage, which has been prescribed by the several authorities in that area for the workers of that category. So, we have been implementing the clauses of the Minimum Wages Act wherever that Act is in force. But, if certain State Governments do not prescribe minimum wages for that category of labour, we do pay to the casual workers the wages prevailing in the locality. I do not know what more we can do in that respect. Here too, the question of departmentalising all the casual labourers is a thing which perhaps is not practicable.

Questions have been raised about the recognition of unions also. Mr. Banerjee, who is not here in his seat, raised the question of recognition of registered unions. I do not know what chaos and confusion will prevail if we were to recognize all the unions which are registered on the railways. Perhaps there are registered unions of every category of employees on the railways, and I am afraid perhaps we will have unions in the railways, not in dozens but in hundreds, if we have to recognize all the unions that have been formed and registered. That, I feel, will not be to the advantage of the railway workers themselves.

I attended one of their conferences at Jamalpur and I told them—they appreciated and agreed—that category-wise formations of unions on the railways will be detrimental to the interests of the railway workers. Today unions have been formed and registered category-wise for drivers, firemen, station masters, goods clerks, commercial clerks and ministerial staff, and if we were to recognize all these unions, only confusion will be created in the ranks of the railway employees, and perhaps there will be no trade unionism worth the name in the railways.

So, as I said on the previous occasion, I will repeat again that it will be our effort to see that there is united trade union on the railways, most likely only one federation. I am happy that the employees and their leaders themselves are trying for the achievement of that object, and we will wish them all success in their efforts.

Mr. Barua, who is not here, raised the question about the railway schools in Assam. But it is not a question for Assam only. We have got a number of schools on the railways, and the salary of the teachers in the railway schools has been determined by the Ministry of Education on the recommendations of the Pay Commission. So, no discrimination or distinction is being made in the case of the railway schools in Assam. The salary scales of the teachers in the railway schools are the same as prescribed by the Education Ministry. For other schools, the railways are not responsible, and Mr. Barua will be better advised to take up the question with the State Government.

Then, about the freight rates for the goods traffic from Assam, we have a uniform rate throughout the country, except for certain hill tracts, where we have got the system of the inflated mileage. I do not think we are in any way unfair to Assam in charging the same rate of freight as we charge in other parts of the country. I will say that indirectly it will give a certain concession to Assam, because the cost of construction and maintenance in Assam of the railway track is much higher than in most other parts of the country. So, there is no occasion for any further concession to Assam in that matter.

A point was raised by Mr. Tangamani about ex-servicemen. That has been examined and whatever has been laid down in the rules in that connection has been implemented. Mr. Narasimhan raised the question about the directly-recruited station masters for Southern Railways. They went

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to the court and lost their case. Again they have preferred a Letters Patent Appeal before the High Court of Madras, and their decision is awaited. So, we do not propose to do anything in that matter at the present moment.

Mr. Banerjee raised the question about the absorption of the retrenched and surplus personnel of the Central Government departments. We have done that. Whenever people were retrenched or declared surplus to the requirements of the ordnance factories or other departments, we have tried in the railways to absorb as many of them as possible. Now, it will not be fair to the railway employees themselves if the previous services of these people, who have been retrenched from other departments, were to be taken into consideration on the railways. As a matter of fact, we have tried to absorb them. But where we find that some of them had previous experience or service in the railways, we will examine such cases and see whether something can be done for their past railway experience.

Shri Daljit Singh referred to the representation of the Scheduled Castes and Scheduled Tribes in the recruitment to the Railways. Their representation in the Railways has been far from satisfactory. During the past one or two years, we have been taking certain steps to see that the vacancies meant for them are filled up by them. I may say that the results of the 1957 recruitment has been more or less satisfactory so far as the Scheduled Castes are concerned. But, in the case of the Scheduled Tribes, it is still far from satisfactory. Certain further steps will have to be taken. I may inform the House that in 1957—we carry forward vacancies for one year more—perhaps you will find that the recruitment has been more. In the four Commissions at Allahabad, Bombay, Calcutta and Madras, the total

vacancies reserved for the Scheduled castes were 4,321 and the number of people selected has been 5,454. But in the case of Scheduled Tribes, out of 2,074 vacancies reserved, the number of people selected has been 342 only. In the case of the Scheduled Castes, in the lower category in Class IV, all the scavenging staff that is required comes from among the Scheduled Castes and therefore, here also, perhaps, their number becomes slightly inflated. We are always looking into this aspect and trying to see that the representation of the Scheduled Castes and Scheduled Tribes is up to the quota reserved for them.

Shri Thirumala Rao referred to the expansion of the training facilities. No doubt, with the expansion of the Railways very rapidly, We could not keep pace in respect of training facilities. But, in recent times we have been increasing the capacity. We have increased the capacity of the Railway Staff college at Baroda. It will now be possible to give longer training and adequate refresher and special courses. The training schools at Chandausi, Sini, Udaipur and Gauhati have now accommodation for 1,750 seats at a time against 1,050 before. The Training School on the N. E. Railway is being moved to Muzaffarpur and the capacity is increased from 600 to 850. Also, additional hostel accommodation for apprentices at Jhansi, Lallaguda and Khargpur has been provided and Training Establishment for Mechanical and Electrical Apprentices has been started at Lucknow with a capacity of 40 and at Ajmer and Bangalore City. Further, construction of a Central Training School with a capacity of 225 Apprentice Mechanics and 800 Trade Apprentices is in hand at Khargpur. Apart from this, three schools at Mhow, Shahjehanpur and Madhupur with a capacity of 600 Civil Engineering men have been set up. Altogether, the training facilities have been from 21,000 per year in 1955-56 to 53,000 up-to-date. So, we



are ourselves very careful to see that the training facilities available to the employees on the Railways are adequate to our requirements.

The question of Light Railways comes up every time. I want to make it clear that we have decided not to nationalise Light Railways as a policy. That is not with a view to give protection to the owners or the companies of these Light Railways. It has been taken with a view to greater utilisation of whatever resources we have at present. The House is aware that the allotment to the Railway Ministry is not enough for all the commitments that we have undertaken. The terms and conditions of these Light Railways are such that if we ourselves decided to take over, perhaps, we will have to pay them compensation at a very inflated rate which, I feel, is not desirable at the present stage. As I said on the previous occasion, wherever we find that deterioration on a particular Railway is such that it is likely to go out of service and if it goes out of service, the area and the people of the locality are likely to adversely suffer on account of that, we will see whether to take that Railway or not. This has been our policy and we are pursuing that.

About the Baraset-Basirhat line, every year we do make provision in the Budget and it is not utilised because certain difficulties have come in the way, and up till now, we have not been given possession of the land. The land acquisition work has to be done by the State Government. The State Government, in spite of their best efforts, have not been as yet able to deliver the land to us. Unless the land comes into our possession, we cannot start work. All arrangements for starting the work of construction of that Railway are ready so far as the Railways are concerned. As soon as we are put in possession of the land, we will go ahead.

**Shrimati Renu Chakravarty:** The West Bengal Government has already promised that the land will be available.

**Shri Jagjivan Ram:** The land has to be acquired. The land there, as the hon. Member herself is aware, is not vacant land. It is a heavily congested area. Unless the land is acquired and put at the disposal of the Railways, we cannot start work. The land acquisition has not been completed yet. As soon as it is completed, and we are given possession of the land, we will start work. It has been delayed in spite of the best efforts on the part of the Railways and the State Government of West Bengal.

**Shrimati Renu Chakravarty:** At least let the construction of stations start

**Shri Jagjivan Ram:** Even for the construction of stations, we require land. Unless the land is there, we cannot construct the station buildings

**Shrimati Renu Chakravarty:** Do not put forward such excuses as buses must not ply, something else must not ply.

**Shri Jagjivan Ram:** I am not aware of that. I here assure you and the House that plying of buses will have nothing to do with this. Of course, we will take that up with the State Government separately. As soon as we are in possession of the land, we will start the work. Provision is there

About the Barsi Light Railway, so far as the question of seniority of the ex-employees is concerned, that has been fixed in consideration of their past services. There are a few other points which are being examined and I think they will be finalised very soon.

They have all my sympathy.

**Shri D. R. Chavan (Karad):** The great difficulty is about continuity of service.

**Shri Jagjivan Ram:** I said that their seniority has been fixed taking into consideration their past service. That point has been finalised and finalised to their satisfaction.

The next question is about the construction of new railway lines on which I cannot say anything more than I said while replying to the general discussion of the Budget. There are many areas where there is necessity for railways.

**Shri Radhelal Vyas (Ujjain):** What about the Guna-Ujjain line? It was declared in the last session that Government had accepted that.

**Mr. Deputy-Speaker:** That is one of the many.

**Shri Radhelal Vyas:** We were told here that the Government had taken a decision to take up construction of that line in the Second Plan.

**Shri Jagjivan Ram:** I am afraid the hon. Member is not improving his case by arguing for a line which is already included in the Second Plan.

**Shri Radhelal Vyas:** It was said that construction will be taken up.

**Shri Jagjivan Ram:** That would be included in the Second Plan. In answer to some question by him or by some other Member, the answer was given that the report of the Engineering survey has been received and is being examined I say that he is not improving his case by repeating it over and over. He should feel happy that it is included in the Second Plan.

**Shri Radhelal Vyas:** I heard that there was some hitch.

**Shri Jagjivan Ram:** Regarding overcrowding, I am as anxious as hon. Members of this House to reduce overcrowding if I possibly can. Whatever steps are possible are being taken: some steps which are not very popular steps also.

I have disconnected restaurant cars from certain trains. Well, I am receiving protests from some areas. We have discontinued air-conditioned coaches or reduced their capacity from certain trains. Protests are coming from those areas also. But we are taking such unpopular steps also in order to increase the number of coaches or capacity for third class passengers. So, we are taking all these steps, wherever possible increasing the number of coaches, introducing new trains wherever the capacity on the track is available. There are demands either for the introduction of Janata Express or additional trains in many areas. But we have shortage either of coaches or of the sectional capacity.

Take the Janata train from Delhi to Ahmedabad. Well, there is incessant demand for it, or for a train from Delhi to Amritsar as my friend Sardar Ajit Singh demanded. There may be necessity for such trains.

In the first place, we require coaches for running additional trains, and in the second place, there should be capacity on the track for running a train.

Some friends may say: "Why do you not give priority to passenger trains? Why do you give priority to goods traffic?" It is a matter which is not so simple. In many places we have to decide whether, for the benefit of the passengers themselves, priority has to be given to goods traffic or to passenger traffic. Unless there is increased economic activity in the country, we cannot develop the country, and for the development of the country, certain goods have to be moved from one part of the country to the other, and therefore we have to see what is the minimum number of goods trains that has to be maintained in a certain area, on certain sections. If we stop those goods trains, perhaps the people in that area will be very adversely affected, and we may not get the requisite number of passengers even.

So, it is not as simple as saying "Why do you not stop a goods train and introduce a passenger train?" I wish it were so simple to do. It is not. Therefore, the question of capacity on the track comes

We have engineering work going on in many sections. There also, our capacity is limited, but wherever we find that we have got the coaches or the locomotives and the capacity on the track available, we try to introduce new trains. If the hon. Members will go through the various reports that we have presented, they will find that during the course of the year we have introduced many new trains in many areas of the country. So that is our endeavour.

Then again, about the development of new railway lines in certain areas where the hon. Members urge that mineral wealth is available and we can earn foreign exchange. It was very elaborately argued on behalf of friends from Orissa, Madhya Pradesh and Andhra for the development of Kakinada port and also the railways in the hinterland.

Well, Kakinada is a very important place, but the railways will be necessary to move the goods if there is capacity in the port for the export of that commodity. There have been occasions when I have found that there has been congestion at the Calcutta port or the Vizag port, and we have transported iron ore or manganese ore from the place of production to the ports and found there was no place for the wagons to be unloaded, and at this time, when there is shortage of wagons, to keep wagons unloaded for a few days is not very desirable.

There is shortage of wagons, but there is difficulty in supplying the available wagons also because in certain areas, especially on the South-Eastern Railway, we have difficulty

regarding the capacity on certain sections, where engineering work is going on either in connection with development or something else. Also, the expansion work in the Tatas and also our construction work in Rourkela and Bhilai have been responsible, to a certain extent, for abnormal detention of wagons that we send there. They have their own difficulties also, but now they are trying to expedite the unloading or release of the wagons that were sent to them.

The case which was referred to by Shrimati Renu Chakravarty just now is one of such cases where we have the difficulty of the wagons, not due to the physical shortage of the wagons but their detention either at the port or at the works in Tatas and Rourkela, or due to the sectional incapacity on the railways.

That raises another question about the construction of wagons by some contractor at Vizag. I am not aware of the details, except that a few months back I came to know of some labour trouble in that factory. I received a large number of telegrams from them and also from the employees' unions and public men of Andhra. I told them I was not going to intervene in the matter, and that they should settle it themselves. I know that the labour Ministry here intervened in the matter and some settlement was effected. I was told that due to the labour dispute going on there, their production was delayed for some time and they could not keep to the schedule. More than that I am not aware, but I shall go into that matter and examine it and see how far the commitments have not been fulfilled by that contractor. I propose to go into that matter.

There are many questions which have been raised about providing certain amenities and facilities at certain stations, or stopping a train at a particular station, or introducing a new halt or constructing a new railway station. I do not think it will be possible for me to give a reply to

[Shri Jagjivan Ram]

all those points except to say that I will get all of them examined by the Railway Board. It may not be possible, and it has not been possible, to introduce new halts at all the places where there have been demands.

Some times demands come, and when I enquire, I am told the existing station is one mile from that place but that it will be more convenient if a new halt is provided there. Normally I feel that if a station is there at a distance of three miles there is no case for the introduction of a new halt or a new station, but if a station is at a considerable distance, we may examine whether we can make certain trains halt at those places.

Then also, there are many stations where it is necessary to construct new buildings, or parcel godowns or goods sheds. Well, they were constructed at a time when the traffic was many times less than what it is today, and there is necessity for expansion of accommodation; and connected with that is the office accommodation for the staff. I also agree that at many places the staff has increased and the accommodation has more or less remained the same as it was ten years or 15 years or 20 years ago when the staff was much less. Wherever we are taking up construction of new stations or godowns, we are providing more of office accommodation for the staff. We are ourselves alive to all these deficiencies. But I cannot assure that all these deficiencies will be overcome during the course of the next two or three years, because with the arrears of many years, it will take a considerable time to fill up the gap.

• About railway hospitals, as I said on a previous occasion, and I want to make it clear once again, we are trying to improve the standard of the railway hospitals. There may be lapses here and there. As for the case quoted by Kumari M. Vedakumari, I shall look into that. But I do not think there would be any rule—

and I am not aware whether there is any such rule, and in fact, I cannot imagine that there will be any such rule—that only those patients who are running temperature will get admission into the hospitals. There cannot be any rule like that, and if there is any such rule, I say that it has no commonsense. If there is any such rule, I will see that it is changed from tomorrow. But it may be that it may be difficult even for a good doctor to detect a case of appendicitis, as she put it. There may be no *mala fide* on the part of the doctor. He might have made a genuine mistake; he might not have been able to diagnose whether it was a case of only ordinary stomach pain or it was a case of appendicitis. Even experts at times make mistakes. All the same, I will make an enquiry into that case. I do not think there will be any rule that anybody who is not running temperature will not be admitted into the hospital. On the whole, we have got quite competent staff on our medical side, and it is always our effort to see that when we recruit we take people with good qualifications and good experience.

Shri Braj Raj Singh (Ferozabad): They are very expert in issuing certificates.

Mr. Deputy-Speaker: That knowledge is also necessary.

Shri Braj Raj Singh: Of course.

Shri Jagjivan Ram: I do not think that issuing certificates can be done without some knowledge of the medical science.

Shri Braj Raj Singh: Other things also

Shri Jagjivan Ram: Yes, the others also; and the Members might have certain opportunities to take advantage of such certificates.

Shri Braj Raj Singh: I do not need any.

Shri Jagjivan Ram: I cannot say that he should not; it is for him.

**Shri N. B. Maiti (Ghatal):** What about the construction of the Khajuria-ghat-Malda line?

**Shri Braj Raj Singh:** Fifteen years hence.

**Shri Jagjivan Ram:** About construction of new lines, I would say this. For instance, there is the question of taking the line from Pathankot to Jammu and from there north, where timber is available; at present, we are losing quite a sizable quantity of timber, because it is washed away to the country adjoining ours. So, there is a case for the construction of a railway line there. There is a case also for the construction of the Khajuria-ghat-Malda line. Only, I say let my resources improve, and I will be able to undertake the construction of some of these new lines, whether it be in Kashmir, or whether it be the railway line from Kasganj or Etah or the railway on the West Coast, or the railway connecting the ports of Paradip and Visakhapatnam to the areas near Bastar and others.

**Shri Ajit Singh (Bhatinda—Reserved—Sch. Castes):** What about the Mogha-Bhatinda line?

**Mr. Deputy-Speaker:** At least all these have linked together today.

**Shri Jagjivan Ram:** So, all these railway lines are under our view.

**Shrimati Renuka Ray (Malda):** But this is an area which has been specially affected by Partition.

**Shri Jagjivan Ram:** There are areas which have been specially affected by Partition. And there are areas which have been long neglected, and so on. So, we will keep them in view; when our resources improve, we will try to construct as many miles of new railway lines as we possibly can.

I assure hon. Members that we shall keep their criticisms and suggestions in view and try to benefit by them.

**Shri Harish Chandra Mathur (Pali):** We quite appreciate that it is not

possible for the hon. Minister to deal with each and every suggestion. But my hon. friend Shri Radhelal Vyas made a statement that there was a practice when Shri N. Gopalaswami Ayyangar was the Railway Minister that he dealt with each suggestion and communicated the result of his enquiry to the Member concerned. And a request was made to revive that practice. Though it is not possible for the Minister to say at this time whether a train stoppage would be arranged at a particular place, whether a shed would be constructed or a platform would be constructed at a particular place and so on, what is the Minister's reaction to this suggestion to revive the practice of communicating to the Member concerned the result of his examination of the particular point?

**Shri Braj Raj Singh:** May I say that there is one more Director in the Railway Board for this purpose?

**Mr. Deputy-Speaker:** The immediate reaction has not been very good.

**Shri Radhelal Vyas:** I just want to add that this practice was followed up by Shri Lal Bahadur Shastri also, at least for one year.

**Shri Jagjivan Ram:** I shall tell you what happened last year. Last year also, this question was raised, and the hon. Speaker said something. I do not remember exactly what it was. Most of the points raised by hon. Members in this House have been examined in the Railway Board, and we are in correspondence with your Secretariat Sir as to the procedure that we should follow in that behalf. I think whatever communication has to be made will have to be channelled through your Secretariat. On that point, the Railway Board and your Secretariat are in correspondence.

**Shri Sadhan Gupta (Calcutta-East):** The question of review of dismissals under the President's powers and the General Managers' powers has been hanging fire for quite a long time, particularly the dismissals under the

[Shri Sadhan Gupta]

President's powers. When could we expect a statement in this House on the action taken in respect of cases of this kind which have been reviewed or which will be reviewed, because it has been pending for a long time, and we do not hear anything except that they are going to be reviewed very soon? We have heard nothing so far.

**Mr. Deputy-Speaker:** Perhaps, the next answer would be 'as soon as possible'. A positive thing cannot be said just at present; it is not possible to say anything very definite just at present.

I propose to put this Demand and the cut motions thereto along with the other Demands at the end of the vote of the House. Now, we might proceed to the other Demands.

#### DEMANDS NOS 2 TO 18 AND 20

**Mr. Deputy-Speaker:** The House will now take up the remaining Demands for Grants, that is, Demands Nos. 2 to 18 and Demand No 20 in respect of railways for the year 1958-59. As the House is aware, 5 hours have been agreed to for discussion and voting on these Demands.

There are a number of cut motions to these Demands. Hon. Members may hand over at the Table by 3 p.m. the numbers of the selected cut motions which they propose to move. I shall treat them as moved, if the Members in whose names those cut motions stand are present in the House and the cut motions are otherwise in order.

As for the time-limit for speeches, it is for the hon. Members to decide. Should I keep it at ten minutes, because there is a large number of hon. Members who want to speak? Or should it be maintained at fifteen minutes?

**Shri Naushir Bharucha (East Khandesh):** May I suggest that it may be maintained at fifteen minutes, but

that fifteen minutes' time-limit must be strictly enforced?

**Mr. Deputy-Speaker:** That is for the hon. Members. I would be impertinent if I enforced it very strictly. I can only make requests, and when the rings go on some hon. Members do not care at all. Of course, I have got the powers given by the House. But certainly it would not be proper that the Member should be just called to order so many times. It will be better if when the second ring is given, the hon. Member himself stops at that moment or at least immediately after that. That should be left to the Members: if hon. Members want me to enforce it, I can do it all right.

Normally then, the limit may remain at ten minutes, though in certain cases, we may extend it to fifteen minutes when it is necessary to do so.

**Shri Naushir Bharucha:** I think that is better.

14 hrs.

**Shri Nanjappa (Nilgiris):** The Railway Board begins with a feeling of complacency.

**Mr. Deputy-Speaker:** The speech will not be well begun with the 'Railway Board' again.

**Shri Nanjappa:** I am only narrating the achievements of the Board, call them new records. They have created records in their earnings, both gross and net. They have also created new records in carrying goods and in providing amenities. There is the other side also—the very wrong side. They have also created a record in accidents.

**Shri Braj Raj Singh:** Record?

**Shri Nanjappa:** Yes. Again, there is unpunctuality. They have also a record in overcrowding. In spite of all this, recently they have taken a retrograde step in withdrawing the railway concessions given to students.

The Deputy Minister of Railways (Shri Shah Nawaz Khan): We have not withdrawn any.

Shri Nanjappa: They have withdrawn concessions in suburban trains. They have fixed an age-limit for this. My submission is that students who pursue their studies should be allowed this concession.

14.02 hrs.

[SHRIMATI RENU CHAKRAVARTY in the Chair]

Shri Shah Nawaz Khan: We have withdrawn this concession in respect of businessmen who try to travel as students.

Shri Nanjappa: I am referring in particular to students who belong to the backward communities, Scheduled Castes and Scheduled Tribes. If they come from suburban places, they must be given the railway concessions.

Member after Member has spoken regarding accidents. I do not want to dwell on them. I only want to refer to the recent one that occurred at a place called Sonapur. The curious thing about that accident was that the driver and the man in the signal cabin ran away from the place of accident. The point is that there was a feeling of irresponsibility on the part of the driver and the signalman. Very recently, I witnessed a function where a driver was given a medal for bravery. Of course, he is no more. My point in mentioning this is to stress the responsibility of these people. What I want to suggest is that people who select these people must have a stricter examination of them both in regard to their morality and habits. There may be drunkards, there may be people with loose character. Besides these, a stricter examination may be made of their physical fitness.

I know of cases where people with bad sight—they may not realise it themselves—owing to their age develop incipient cataracts or atrophic changes in the retina. Such people are very dangerous to be put in responsible

positions as drivers, signalmen and others—people working on the railway line. They should be tested now and then for vision, physical fitness and also for their habits and morality.

Shri Shah Nawaz Khan: How are they to be tested for morality?

Shri Nanjappa: There are superior officers. If there is a drunkard or man with loose morals, the superior officer has to look into it.

Regarding medical facilities, I have got a very good word to say. The facilities given to railwaymen are far better than those given to other employees in other departments, barring of course Defence. They are so popular that even the other civilian population go there for medical aid. As regards treatment of railwaymen, they not only treat them but in cases which they are not competent to handle, they send the patients to other places where they can be treated. They do not do it with the idea of washing their hands off, they follow up the cases and do what they can.

The Railway Minister has failed to appreciate the notable part played by railwaymen in the field of sports and games. They have established their reputation in their own region and also in the all-India field as well as in the international sphere.

The next thing I want to refer to is about electrification. In my State, there is the Vilupuram-Thambaram line to be taken up for electrification. In his budget speech, the Minister has said that this electrification will be slowed down on account of the Madras Government failing to give electric current in time. But a few days ago I read in the *Hindu* of Madras a statement from the Madras Government that they will provide electric current at all costs. I mention this only for verification.

Next I come to the distress caused to third class passengers. Here too, I do not want to take much time. The only thing I want to stress is that

[Shri Nanjappa]

sleeping accommodation should be provided to third class passengers also. In long distance trains, one cannot sit the whole night. In third class compartments, we have heard about deaths occurring of old, infirm or sickly people. They cannot sit up the whole night and finish their journey. So deaths occur. So in long distance trains, during night sleeping accommodation must be given to third class passengers. For this, I suggest that the so-called second class may be withdrawn and in its place, third class sleeping accommodation be given.

I have mentioned long ago that for short distances, they need not have air-conditioned coaches at all. For example, they are running air-conditioned coaches from Madras to Coimbatore and Madras to Bangalore. We have been impressing on the authorities that this is quite unnecessary. There are air passage facilities and good roads to travel by motor car. So most of the people use these routes rather than air-conditioned coaches. But the Minister says that they are popular. They are popular at the expense of the third class passengers who pay the maximum but at the same time are denied the comfort of travelling stretching themselves in the third class compartment.

Regarding the Chamarajnagar-Satyamangalam railway line I do not want to emphasise the need for its construction. But, I want to suggest this that if the Chamarajnagar-Satyamangalam line is not feasible for the present due to finance, I want them to look on the other side, to the Coimbatore-Satyamangalam line. That is a short distance line and it runs through even ground and rich tract. So, they can think of this line being constructed in the first instance. But, if they can do the Chamarajnagar-Satyamangalam line, I have no objection.

About the replacement of old lines. We have a line from Coimbatore to Pollachi, just a distance of 29 miles. For any train it takes 2 hours to run

It is because the original line was constructed with very small rails. It is nearly 25 years old and these rails were not renewed for one reason or the other. And, to cover this short distance, any train takes nearly 2 hours. I submit that this rail line may be done at an early date.

Shri Panigrahi (Puri) I think the Railway Minister has told us, that new lines cannot be taken up at present. Still while moving my cut motion to Demand No 15, I will refer to certain observations which were made by the then Railway Minister, Shri Lal Bahadur Shastri, so far as certain essential railway lines in Orissa are concerned. If the Railway Ministry will kindly take the trouble of looking into the route mileage in India and its proportion to area and population, Statewise, they will find that the two most unfavourably and so unfortunately placed States in this respect are Assam and Orissa in the eastern region.

So far as route mileage is concerned, UP has 5050 miles of railway lines, Madras, 4494 miles, Bombay, 3822 miles, Bihar 3230 miles, Madhya Pradesh 2598 miles, West Bengal 2016 miles, Punjab 1672 miles, Assam 1108 miles and Orissa 888 miles.

It is well known that since 1892, in Orissa, 25 lines were surveyed by the railways and not one of them has been implemented so far. In the First Five Year Plan the State Government was asked to recommend the lines which may be taken up in the First Plan. The Government of Orissa recommended 12 lines out of the 25 lines which were already surveyed. After this, the Railway Board expressed its inability and informed the Government of Orissa that in the First Five Year Plan projects only those lines could be taken up which suit the urgent needs of the development projects and also which assist in the economic, mineral and industrial development of the States concerned.



At that time, the then Railway Minister, Shri Lal Bahadur Shastri, said—I am quoting—

“In fact, I am very particular myself that this Sambalpur-Titlagarh and Rourkela-Talcher lines, either one or the other should be taken up in Orissa as soon as possible. In fact, I was on the point of including it in our present programme. But, then, the matter of the location of the steel plant is still under the consideration of the Planning Commission. As soon as they have decided regarding the location of the steel plant, we will be able to decide about taking up one of these two lines.”

Again, in one of his letters to the Finance Minister of the Government of Orissa, dated 15th April, 1953, he stated as follows:

“The construction of new railway lines in Orissa in the near future is intimately connected with the mineral developments in that State. The main schemes under consideration are:—

Steel plant,  
Ferro-manganese plant,  
Export of additional ores”—iron or manganese.

The Railway Minister has stated:

“The various railway lines required in connection with these schemes are the following and they are under investigation.

Bonaigarh-Sambalpur,  
Rourkela-Talcher,  
Sambalpur-Titlagarh.”

I would like again to refer to a statement, a statement which was made by the Chairman of the Railway Board on 17th March, 1954, at Cuttack in a Press Conference. He said:

“The Sambalpur-Titlagarh line will permit coal trains between

Bengal Bihar fields and the south being routed over a shorter route and would thus relieve the heavy load on Khargpur-Cuttack-Vizianagaram section, where the released capacity could be used for other purposes like additional passenger trains and goods trains for forest, agricultural products and general merchandise.”

I need not quote another statement which he made in the Press Conference.

Sir, since then, all these requirements have been fulfilled. The steel plant has been located at Rourkela, the Ferro-manganese plant has been located at Joda in Orissa and the Hirakud dam project has completed its first stage. Many other factories are going to be established in this region. And, in fact, it is going to be one of the industrial regions so far as the eastern part of India is concerned. Almost all the requirements as the Railway Board wanted have been fulfilled; but, still, nothing has been done in this respect.

Recently, the Japanese team came and visited the port of Paradip in Orissa and also surveyed some mining areas in Orissa. Orissa will supply iron ore to the tune of 2 million tons to Japan. The foreign exchange and the credit thus available to Orissa is being planned to be first spent in developing further the port at Visakhapatnam. I do not object to that port being developed. But, it has got its limitations. Even those who are in charge of that port development say that the Vizag port has got its limitations for further development. But still, this foreign exchange and the credit available from the export of iron ores from Orissa to Japan, Poland and other countries will be first spent not in developing the railway communications in those mining areas but in other parts of the country. Such acts of the Ministry, I think, would be questioned more and more by the people concerned, when in future....

**Shri Shahawaz Khan:** We are thinking of India as a whole.

**Shri Panigrahi:** But, you are not thinking so; that is what I say. The people of those parts of our country which are neglected will question your acts more and more. It may be said that when the need comes you will have to run to the State Governments. That is what you are doing today.

Then, I will come to the question of shortage of wagons. So far as the east-coast section of the South Eastern Railway is concerned, there is chronic short supply of wagons. The Railway Board has decided and has fixed a quota of 65 wagons daily for Khurda Road district, and in item (e), 16 categories of goods have been included beginning from iron, manganese, jute, pulses, timber, beedi leaves and salt to rice. It is enough to say that this quota which has been fixed has been most irresponsibly fixed.

Leave aside the question of iron and manganese ores. The difficulties in the Jaipur-Keonjhar areas are known to the Railway Board. Every time they write to the Railways to supply them with wagons but only a few are given.

Take one instance, the case of Bamboos to the West Bengal Paper Mills. The West Bengal Paper mills require 1200 wagons a month but the quota that has been fixed is 600 wagons per month. So, how can we supply all these bamboos to the West Bengal Paper Mills? There is great difficulty in that respect—leave aside iron and manganese which require immediate facility for transport.

I was looking into the Report of the Railway Board. It has been said there that in order to assist maximum lifting to the ports for export and to eliminate delays, a day-to-day watch was maintained by the Railways. I would cite one instance. It was said that on 31st March, 1956 the iron ore awaiting shipment at Calcutta port was 38,383

tons, and it increased to 90,917 tons on 31st March, 1957. Of course, there is a slight improvement. But there is nothing to feel self-satisfied over it. I shall just give you one figure, I am citing only one instance, that of iron ore—not manganese or iron. At the end of February, 1956 there was a stock of about 9,20,000 tons of iron ore at the pit-heads of all the iron ore mines in Orissa. The position of manganese export also faces the same situation. And due to the short supply of wagons, the Government of Orissa is not able to lift the quarterly quota of cement and iron to Orissa. I think we should take into consideration this matter so that more facilities may be given to this area and an adequate number of wagons provided. There must be some consideration at least to the actual requirements of the trade in this region.

In conclusion I would just refer to the need for an underbridge at the level crossing near Cuttack station. There is a great traffic congestion there. There is no direct road communication between Cuttack and the new capital, Bhubaneswar except by cutting across the railway line. And in the absence of an underbridge there is great congestion and traffic jam there. I hope the Railway Board will take into consideration this question. We were told that the question of constructing an underbridge there is under consideration. I hope they will consider it quickly so that something could be done about it.

**Mr. Chairman:** Shri Padam Dev. He is not in the House.

श्री श्री सहोदरा बाई (सागर—रहित—  
अनुसूचित जातियां) : सभापति महोदय,  
एक मिनट का मौका मुझे भी बोलने का मिलना  
चाहिये ।

सभापति महोदय : प्राप तो पहले रेलवे  
बजट पर बोल चुकी हैं ।

बीबती सहोदरा बाई : पहले बोल तो चुकी हूँ, लेकिन मुझे कुछ और कहना है।

समापति सहोदरय : धाप का ठहरना पड़ेगा।

**Dr. Pashupati Mandal** (Bankura—Reserved—Sch. Castes): Madam Chairman, I thank you for the chance you have given me to speak in this debate.

At the outset I wish to say a few words about Bankura station on South-Eastern Railway in West Bengal. It is a junction station handling a good deal of goods and passenger traffic. But you will be surprised to know the conditions if you give me a patient hearing. The platform is as low as possible. There are two night trains, one going to Calcutta and the other coming from Calcutta, and special bogies are attached to these trains. When this train comes to the station, the special bogie remains out of the platform. The platform itself is low; you can imagine what the position of the passenger will be outside the platform for getting into the train or coming out of it. This was brought to the notice of the General Manager and the Ministry. We have received an acknowledgment, but no action has been taken.

Now I come to the overbridge. The outer wing of the overbridge is so stiff that the passengers have to cross the overbridge with great trouble. The inner wing is all right. We have repeatedly brought to the notice of the General Manager's Office the need to construct the outer wing on the same lines as the inner wing, but no action has been taken.

Then I come to the sweetmeat stall at Bankura. It is a big stall, and passengers coming from Howrah and Kharagpur, all buy sweetmeats there. But it has been closed since 1956. We brought this to the notice of the General Manager and the Deputy Minister here. We received an acknowledgment, but on action, has

been taken. Actually it is the passengers who are suffering a great deal on account of the closure of this sweetmeat stall.

Then I wish to suggest the diversion of one of the trains from Delhi to Howrah; I want it to be diverted via Adra, Bankura and Kharagpur from Gomoh and Asansol. There is no express train on this line, and if this diversion is done, the people of Purulia, Bankura and Midnapore will get the facility of travelling up to Delhi. And there is no express train on this line on the South-Eastern Railway also. The hon. Minister once travelled from Puri via Kharagpur; he came down at Adra and reached his destination by car—he was so disgusted by the journey. It is a long-standing desire of the people of this locality to have this diversion.

Then I come to the minimum amenities at Ondagram and Peardoba on the South-Eastern Railway. The facilities of drinking water and waiting room are required at these places. At Bankura the climate during summer and winter is just like Delhi, but there is no water supply and no waiting room. So a permanent water man should be appointed and a waiting room should be constructed.

One thing more I would like to say about the Ondagram station. For a period of about six months there are no printed tickets available though the daily sales is four hundred. Repeated reminders have been sent, but no action has been taken, whereas at Bheduasol where the daily sale is only fifty tickets, they receive excess quota every month. And many of the requisite forms are also not available at many stations, and the stationery supplied is of inferior quality. Repeated reminders have been given about the ticket supply at Ondagram but nothing has happened so far. In this way the administration is deteriorating day by day.

Then I would like to refer to the Vishnupur-Santragachi line. It was

[Dr. Pashupati Mandal]

surveyed by Mr. Tulach, the then Chief Engineer of the B.N. Railway, and he assessed that Rs. 60 lakhs will be the income by transport of coal alone, and within ten years, he said, it would meet the expenses of this line. This line has also been recommended by the ex-General Manager, Mr. N. C. Ghosh and by Mr. J. C. Ghosh, Member, Planning Commission and by the West Bengal Government also. Shastriji also gave an assurance and accepted the necessity for this line, but no action has taken place during the Second Five Year Plan.

Then I wish to say that medical men are getting different pay scales in different zones. I think it should be the same in every zone.

Railway reservation in respect of South-Eastern and Eastern Railways should be placed at the main Howrah station instead of at Fairlie Place and Esplanade for day and night. Otherwise the passengers suffer greatly in regard to reservation. A special quota should be allotted to the existing reservation offices also.

Wagon movement must be checked by surprise visits. Otherwise the station masters will make extra income by allowing extra time for loading and unloading over the specified time of six hours.

Then I come to accidents. In regard to accidents I suggest one thing, namely, to remove the dissatisfaction of the commercial staff. Then to that extent it will be averted. I also wish to suggest to give incentive to the thoughts of the public to prevent accidents.

**Shri Shah Nawaz Khan:** But commercial staff has nothing to do with train operation.

**Mr. Chairman:** The hon. Member may continue.

**Dr. Pashupati Mandal:** Then, I suggest that incentive must be given to

the public thoughts and improved means for prevention of accidents should be adopted. There is, for instance, one patent by Dr. L. N. Das. The Indian Patent specification is 45-318. He has submitted it long long ago, but no trial is given to it.

**Mr. Chairman:** Shri D. R. Chavan. He is not here. It is not possible to go and call him.

Pandit J. P. Jyotishi.

**Shri D. R. Chavan:** I am here.

**Mr. Chairman:** I am sorry, I thought he had gone out.

**Shri D. R. Chavan:** I could not catch your eyes.

**Shri Subiman Ghose (Burdwan):** My name was there first and that was his impression.

**Mr. Chairman:** Hon Members should not interpret the mind of the Chair. Better it be left to the Chair itself.

**Shri D. R. Chavan:** Mr. Chairman, I am referring to only one question and that is concerning the grievances of the Barsi Light Railway employees. The hon. Railway Minister was pleased to refer to it and he stated that this question was being examined

This question has been pending before the Railway Board since 1st January, 1954. I would like to place the grievances of the ex-Barsi Light Railway employees before this House and in some little detail will invite the attention of the hon. Minister to their genuine and legitimate grievances. I would like to point out that their grievances are not only genuine, but are just and legitimate.

The management of the ex-Barsi Light Railway Co. was taken over by the Government of India and integrated with the Central Railway on 1st January, 1954. But before this

take-over, the management of the Barsi Light Railway gave one month's notice to its employees on 11th November, 1953 terminating their services. Accordingly their services were terminated on 31st December, 1953, i.e., a day prior to the take-over of the Management of the Barsi Light Railway. The employees of the Barsi Light Railway, after its integration with the Central Railway, were treated as new entrants. The question is that their services were terminated a day prior to the take-over of the management of the Barsi Light Railway Co. and when this system was integrated with the Central Railway, the original employees were also taken over by the Central Railway but as new entrants. That means that on the 31st December, 1953, they were working under the Barsi Light Railway management and no sooner this take-over was completed on the 1st January, 1954, these ex-Barsi Light Railway employees were treated as new entrants.

What is the grievance of these people? The grievance of these people is that the Railway Board should consider their cases sympathetically and should grant them full continuity of service and established service conditions. These are their demands. These demands, according to me, are absolutely real and genuine. My opinion is that their demand is not only genuine but it is legitimate and just. In this connection, I would like to point out that almost all the railways that are now nationalised and State-owned were just like the Barsi Light Railway. They were originally established and run by private companies under similar specific contracts with the Government of India, i.e., the Secretary of State for India before 1947. When all these railways run and managed by private companies were taken over by the Government of India after the termination of their specific contracts, the employees of these respective railways were *ipso facto*, as of natural course, taken over by the Govern-

ment of India in continuity of their service and established service conditions. The question now is that when other railways were nationalised and taken under State management and when they were integrated with other railway systems which were owned and controlled by the Government of India, the services of those employees were guaranteed. Their established conditions of service were given to them and the continuity of their service was also maintained. Then, the question arises as to why the employees of the ex-Barsi Light Railway Co. should be given a differential treatment. Why should there be discrimination? On the same principle and under the same practice why should these persons not be given their continuity of service and established service conditions? That is the question. It is very difficult to understand why in this case the Railway Board of the Government of India has made a deliberate discrimination. Their continuity of service is interrupted and in addition to that these persons are forced under pain of unemployment to enter service as new entrants from the date of the take-over, i.e., 1st January, 1954. This has created an odd state of affairs and has inflicted severe losses on these employees.

Further, I would like to point out a few specific cases of certain persons. I am quoting only two cases. These two cases are of the two medical officers previously employed by the Barsi Light Railway Co. The grade of one of them was Rs. 200—500 on 31st December, 1953 and no sooner this take-over was effected on 1st January, 1954, he was put in the grade of Rs. 200—300. His pay on the 31st December, 1953, was Rs. 500/- and after the take-over he was given Rs. 300/-. That is the case of the medical officer, whose name is Shri B. V. Nivargi. Another medical officer is Shri G. Daniel.

Then, I would quote the cases of persons who were working in the Accounts Department of the Barsi

[Shri D. R. Chavan]

Light Railway Co. They are about 12 or 13 persons. I will quote the cases of some of these persons only and not all because it is impossible to enumerate the cases of all the persons here. It is a long list and I am quite sure that the hon. Minister might be in possession of this list. So, I am quoting the cases of only two or three persons as an illustration. One is Shri D. P. Deshpande. He was working in the Accounts Department of the Barsi Light Railway Co. His grade was Rs. 300—400. Then, on 1st January, 1954, when this take-over was effected he was put in the grade of Rs. 80—220. His pay on 31st December, 1953, was Rs 340/, while on 1st January, 1954, the Railway Board started giving him Rs. 220/- by way of salary. And, his future prospects of promotion are completely blocked. There is another case of one Shri V. H. Nerlekar. He was also in the grade of Rs 200—300. On the day on which the management of the ex-Barsi Light Railway Company was taken over by the Railway Board, he was put in the grade of Rs 80—220. His pay on 31-12-1953 was Rs. 240 and on 1-1-1954, that is the day after, he started getting Rs. 220.

These are only some of the cases. There are about 300 such cases. So, may I request the hon. Minister to look into this matter very carefully, because this matter has been represented to the hon. Minister several times.

Not only that, I would like to refer the hon. Minister to what the Labour Minister, Shri Nanda stated on the floor of the House on 20-5-1957 when he was speaking on the Industrial Disputes (Amendment) Bill. This is what Shri Nanda stated on the floor of this House with reference to this particular case:

"Even as regards the Barsi Light Railway case I have been in touch with some friends who are

interested in the welfare of the workers to see whether we could find independently of this legislation some means of ensuring continuity of service to these workers and do something for them. This is being tried, and I hope something may be done with it."

Therefore, I would like that the hon. Minister should look into this matter and not allow this matter to continue like this, the grievances of the people not being redressed. There is a lot of agitation and commotion amongst these people. Those who were getting high salaries have been put in lower grades and are getting lower salaries. It is these people whom you have to care for because, after all, it is these persons who run the Railways. I would, therefore, like the hon. Railway Minister to consider this point, and also the assurance given by the Labour Minister on the floor of this House that something in respect of these persons would be done, so that the continuity of service may be guaranteed to them.

The Railway Minister just now said that he is examining this question. The cases of certain persons could be examined, there is no doubt about that, but I would like a categorical assurance from the Minister on the floor of this House that the cases of all these employees—there are some 300 to 400 such type of employees—would be considered, continuity of their service would be given to them, their prospects would not be blocked and the established service conditions would be restored to these persons.

पंडित स्वामी प्र० उद्योतिनी (रागर)

माननीय सभानेत्री जी, मेरा दुर्भाग्य है कि मैं मदन के एक ऐसे हिस्से में बैठा हूँ कि जो मेरे इनामों की तरफ ही उपेक्षित है। जिस तरह मेरे इनामों की तरफ लोगों की कम दृष्टि जाती है वैसे ही मैं समझता हूँ कि मेरी तरफ भी

बहुत कम दृष्टि प्राप्त कर पाती है और इसलिये मुझे अपने स्थलात इजहार करने का बहुत कम मौका मिलता है। बहरहाल आज आप मेरी तरफ दृष्टिपात कर सकी इस के लिये मैं शुकृ बुजार हूँ और मुझे उम्मीद है कि मेरा इलाका भी आज रेलवे मंत्रालय का ध्यान आकर्षित कर सकेगा और उस की दिक्कतें दूर हो सकेंगी।

महोदया, हम बहुत बात करते हैं सोशलिस्टिक पैटर्न की, और निश्चित रूप से हम सोशलिस्टिक पैटर्न का समाज स्थापित करने के लिये कृतपथरूप हैं। हमारे रेलवे विभाग में बड़े बड़े कर्मचारी हैं जिन को बड़ी बड़ी तनखाहें दी जाती हैं। लेकिन हमारे विपक्षी लोगो का भी जब इस बात पर ऐतराज नहीं है तो मैं ही इस बात पर क्यों ऐतराज करूँ। लेकिन मुझे दुःख तब होता है जब मैं अपने इलाके के गरीब कर्मचारियों की दशा को देखता हूँ। उनके नगान परमान में बूने हैं। वे मानते हैं कि जिन में कोई मदिराल से ही जिन्दगी बसर कर सकता है। यही पर आफिमर्य के भी महान हैं। उन का दुरुस्त किया जाता है। अगर एक बार भी मांग का जाये तो उन को तीन नगान देखा जाता है। लेकिन जो छोटे छोटे कर्मचारी हैं वे गिडगिडाते हैं, लेकिन उन के भ्रज का रेलवे पी० डब्ल्यू० ई० के कर्मचारी नहीं मुनत और हमारे छोटे कर्मचारियों का कान परमान में उन को बहुत तपसर्प है। उन के टूटे हुए खपरे तब नहा टपटा जा ताकि पानी भरन न गिरे। मुझे उम्मीद है कि सामन हम और अधरय ध्यान देगा।

मुझे खूबी इस बात का है कि इन बार बहा पर एक ऐसा बवाना बननेगा जिसे मैं कि कुछ रोगी रह भी सकुगे। मगर वह रोगी ही न हो इस की व्यवस्था करना ज्यादा आवश्यक है। उन के वे मीलदार मकान दुरुस्त किये जायें ताकि उन में पानी न गिर सके। यह बहुत जरूरी है।

अपने इलाके के मुतालिक मुझे एक बात एक घरसे से भ्रज करनी थी और हमारे इलाके की जनता ने बार बार हम को मरकार के कान तक पहुचान की कोशिश भी की है। लेकिन न मानुम क्यों आज तक इस तरफ मरकार का ध्यान आकर्षित नहीं हुआ। वहा के लोगो की एक लम्बे भ्रमे में यह भाग है कि वहा पर एक तेज गाडी चलाई जाये। नया मध्य प्रदेश बन जाने के बाद इस की आवश्यकता बहुत हो गयी है। जबलपुर लाइन पर दो तेज गाडिया पहले में चलनी थी मगर वह एक तेज गाडी मार दी गई है। मैं चाहता हूँ कि इस तरफ भी आप एक तेज गाडी दें। कहा गया है कि मागर और कटनी के बीच का ट्रेक अच्छा नहीं है, वह मॉकिड क्लाम ट्रेक है। लेकिन मैं श्रदभ में पूछना चाहता हूँ कि विलासपुर और कटनी के बीच भी तो मॉकिड क्लाम ट्रेक है। अगर वहा पर तेज रफतार में गाडिया चल सकना है तो इस लाइन पर क्यों नहीं चल सकी। कटनी जबलपुर की और कटनी तेज गाडिया चला रही है। लेकिन मुझे उम में कोई ऐतराज नहीं है। मैं तो चाहता हूँ कि बीना कटनी के इलाके की जो मांग है कि वहा पर एक तेज गाडी दी जाये, उस की तरफ ध्यान दिया जाना चाहिये। दो गाडिया वहा चलनी है लेकिन उन में बहुत भीड रहती है, इस तरफ सामन का ध्यान निश्चित रूप से जाना चाहिये।

बहुत में छोटे छोटे स्टेशनों को कवर किया गया है। बहुत समय में मागर के लोग चिल्लाते चले आ रहे थे कि इस स्टेशन तो भी कवर किया जाये, क्योंकि शीट न होने में मान खराब हो जाता है और यात्रियों को भी कष्ट होता है। इन स्टेशन के प्लेटफार्म को कवर तो किया गया है लेकिन बंदल बीच के कुछ हिस्से को कवर किया गया है, ऊपर और नीचे के हिस्से को छोड़ दिया गया है। मैं समझता हूँ कि यह तो वहा पर लोगों के लिये श्रद्धा करने का इत्तजाम कर दिया है क्योंकि बरसात में सब

[संक्षिप्त जवा० प्र० ज्योतिषी]

लोग उसी हिस्से से चढ़ने की कोशिश करेंगे। केवल तीन डिब्बों का स्थान कवर किया गया है और पश्चिम और पूर्व के भाग को अनकवर्ड रखा गया है। यह गलत चीज है। मेरा निवेदन है कि पूर्व और पश्चिम के हिस्से के प्लेटफार्म को भी कवर किया जाये तभी ठीक होगा। अगर यही अवस्था रही तो बरसात के दिनों में जब सारे यात्री कवर्ड जगह से ही घुमने की कोशिश करेंगे तो उन में बहुत धक्कम धक्का होगा।

इस के प्रतिरिक्त हमारे यहा एक अंडर-ब्रिज और एक ओवर ब्रिज की बहुत आवश्यकता है। सागर के स्टेशन का प्लेटफार्म उत्तर की तरफ है जब कि शहर का तीन चौथाई भाग दूसरी तरफ है। पुराने अंग्रेजी जमाने में उत्तर की तरफ कटोन्मेंट था जहा कि शहर का पंचमांश या इस से भी कम हिस्सा रहता था। उसी तरफ प्लेटफार्म बनाया गया लेकिन शहर का तीन चौथाई हिस्सा दूसरी तरफ रहता है और उस तरफ प्लेटफार्म नहीं है। उस स्टेशन पर से मान गाडियों को मिला कर दस बारह गाडिया रोज गुजरती हैं और उन का शॉटिंग होता रहता है। जिस के कारण आदमियों को आधा आधा घटा खड़ा रहना पड़ता है। इस प्रकार रोज मैकडो आदमियों को रुकना पडना है। इस का मतलब यह है कि हमारे शहर के और जिले में लोगों की जिन्दगी के बरस के बरस इस प्रकार इन्तजार में बीत जाते हैं। रोज वहा पर हजारों आदमियों को बीस बीस मिनट के करीब रुकना पड़ता है। इस प्रकार हजारों आदमियों की जिन्दगी के बीस बीस मिनट रोजाना वहा पर इन्तजार में खर्च हो जाते हैं। इसलिये बहुत जरूरी है कि वहां पर एक ओवर-ब्रिज और एक अंडर-ब्रिज बनाया जाये।

इस के प्रतिरिक्त मेरा निवेदन है कि हमारे यहाँ पर एक तीर्थ स्थान बांदक पुर है जहाँ कि एक काफी बड़ा मेला लगता है।

लाकों यात्री वहां आते हैं। वहां के प्लेटफार्म को ऊंचा किया जाय और वहां पर शौड बनाया जाये ताकि जो लोग आते हैं उन को एकोमोडेट किया जा सके। दुर्भाग्य है अब तक शासन ने इस ओर ध्यान नहीं दिया है। मैं उम्मीद करता हूँ कि इस बार शासन का ध्यान इस ओर जायेगा। वहां पर सारे प्रान्त के लाकों पिछड़े तबके के आदमी आते हैं। वहा पर बड़ा भारी मेला होता है। अगर हम ऐसे लोगों का सहूलियत न दे तो यह उचित चीज नहीं होगी।

मुगावली मेरे इलाके में एक तहसील का सदर मुकाम है। वहां पर भी स्टेशन का प्लेटफार्म बहुत नीचा है। वहा पर गल्ले की काफी अच्छी मंडी है। वहां पर कोई भी कवरिंग नहीं है। छोटा सा शौड है कि जिन में बीस आदमी मुश्किल से बैठ सकते हैं। इस स्टेशन से शहर मील सवा मील है। यात्रियों को बरसात में आना पडता है, धूप में आना पडता है, और वहा पर लोगों को बैठने का इन्तिजाम नहीं है और न माल लादने का कोई ठीक इन्तिजाम है। बरसात में माल चढाने में असुविधा होती है। मैं ममज्ञता हू कि इस ओर भी ध्यान दिया जायेगा।

हमारे यहा गुन्हा सेक्शन पर एक फ्लेग स्टेशन सेमर खेड़ी तीस बरस से है। यह इतने समय से फ्लेग स्टेशन है। वहा के लोगों की मांग है कि यहा पर प्लेटफार्म बनाया जाये और स्टेशन बनाया जाये, इस से ग्रामीण यात्रियों और किसानों को बड़ी सुविधा होगी।

आपने जो मुझे थोड़ा सा समय दिया उस में मैं ने थोड़ी सी बातें आप के सामने रख दी। मेरा इबाका बहुत उपेक्षित रहा है और इस कारण वहां की जनता बहुत धुब्ध है। अगर वह किसी चीज की आशा करती है तो वह यह कि उन को रेल की सुविधा दिलायी जाये। वहां पर लकड़ी का बड़ा लम्बा चौड़ा व्यवसाय होता है। बीड़ी का व्यवसाय तो



सब पर है हाथी ही। हमारे यहाँ के ट्रैक को माल गाड़ी के लिये रख छोड़ा गया है। लेकिन हासत यह है कि वहाँ की जनता को अपने माल के लिये डिब्बे नहीं मिलते। जगल वाले इस बात की शिकायत करते हैं कि उन को डिब्बे नहीं मिलते। गल्ले वाले शिकायत करते हैं कि उन्हें डिब्बे नहीं मिलते जब इस इलाके के ट्रैक को मालगाड़ी के लिये रखा गया है फिर भी हमारे इलाके के लोगों के लिये माल डिब्बे वक्त पर नहीं मिलते। मैं शासन का ध्यान इस ओर आकर्षित करना चाहता हूँ ताकि यहाँ के लोगों की इस दिक्कत को दूर किया जाये।

मैं एक बार फिर आप को धन्यवाद देता

श्री मोहन स्वरूप (पीलीभीत) . सभापति महोदया, मैं आप का बहुत मशकूर हूँ कि मुझे बोलने का मौका दिया गया। कई रोज से बराबर ग्लवें क मुताल्लिक डिवट चल रही है लेकिन एक चीज जो कि मुसाफिरो के मुताल्लिक है उस की तरफ किसी ने गौर नहीं किया। वट्र केटरिंग का मामला है।

केटरिंग के मुताल्लिक एक भ्रमगेशन कमेटी ३ दिसम्बर, सन् १९५३ को मुकदर की गयी थी जिम को कि यह गौर करना था कि केटरिंग का विस्तार किस प्रकार किया जाये और ठेकेदारो के प्रबन्ध में जो खराबिया है उन को किस प्रकार दूर किया जाये। इस कमेटी ने गौर से खोज किया। सारी लाइनो का दौरा किया और जो नतीजे निकले उन पर गौर किया और वह कमेटी इस नतीजे पर पहुची कि जहाँ गुजाइस हो वहाँ पर डिपार्टमेंटल केटरिंग लागू किया जाये। और ठेकेदारो के प्रबन्ध में जो खराबिया है उन को दूर किया जाये।

दूसरी सिफारिश जो भ्रमगेशन कमेटी ने की थी वह यह थी कि डिपार्टमेंटल केटरिंग को प्राफिट नो लॉस बेसिस पर हो। और साथ ही जहाँ पर डिपार्टमेंटल केटरिंग हो वहाँ पर

ठेकेदारों को भी सुविधा देनी चाहिये ताकि कम्पटीशन हो और मुसाफिरो को यह देखने का मौका मिले कि कौन अच्छा काम करता है। और मुसाफिरो को यह बात देखने का मौका मिले कि खाना किस तरफ से अच्छा मिलता है, डिपार्टमेंटल केटरिंग की तरफ से या ठेकेदारो की तरफ से जिम। वक्त भ्रमगेशन कमेटी की सिफारिशत पर भ्रमल किया जाने लगा, उस वक्त तमाम हिन्दुस्तान में ठेकेदारो की तादाद ६,५०० थी, जिन में से ५० डार्निंग -कार्ज व ठेकेदार थे, ५८ रेस्टोराज के ठेकेदार थे, ३५८ रिफ्रेशमेंट रुम्ज के ठेकेदार थे और ५,९५५ वेडिग कन्ट्रेक्टर्ज थे। अब रेलवे में सभी जोन्ज में डिपार्टमेंटल केटरिंग लागू हो चुकी है, लेकिन इसके जो नतीजे निकले हैं वे कुछ हौसला-भरफडा नहीं है, ऐसे नहीं है कि जिससे मुसाफिरो को कोई राहत मिलती हो या कोई आराम मिलता हो। बरखिलाफ इमने गवर्नमेंट की रिपोर्ट यह है कि गवर्नमेंट को हर जौन में बगबर घाटा हो रहा है। मिसाल के तौर पर आप दिल्ली जवशन को ले लीजिए। डिपार्टमेंटल केटरिंग के लागू होने से पहले करीब करीब २८,००० रुपए कन्ट्रेक्टर्ज में लाइसेन्स की सूरत में गवर्नमेंट को मिलते थे, लेकिन अब वह आमदनी खत्म हो गई है। बल्कि अब गवर्नमेंट को करीब करीब ५०,००० रुपए सालाना घाटा हो रहा है। इसने भलावा यह भी देखने में आता है कि खाने पीने की चीजो का जो स्टैंडर्ड था, वह भी गिर गया है, केटरिंग और सर्विस ठीक तरीके से नहीं हांती है, चीजो को खाने में घटो लग जाते हैं उनके लिए कई बार तकाजा करना पडता है। आज दिल्ली स्टेशन पर पेडा ३-८-० रुपए प्रति सेर और पुरी २-०-० रुपए प्रति सेर मिलती है, जब कि ठेकेदारो के खमाने में पेडा या बर्फी २-८-० रुपए प्रति सेर और पुरी १-८-० रुपए प्रति सेर मिलती थी। मेरे कहने का मतलब यह है कि एक तरफ चीजो का स्टैंडर्ड गिर गया है और दूसरी तरफ उन की कीमते बढ गई हैं। इसी तरह

## [श्री मोहन स्वर्ण]

ग्रान्ड ट्रक एक्सप्रेस में ठेकेदारों के जमाने में एक घाल १ रुपए में मिलता था, जब कि आज वह १-२-० रुपए में मिल रहा है। सदरन रेलवे में जो घाल पहले १० आने का मिलता था, आज १-२-० रुपए का मिल रहा है। पहले चाय का कप २ आने में मिलता था, लेकिन आज वह ०-२-७ आने का मिलता है। इस तरह नामों २ बढ़ने और स्टैंडर्ड के गिरने से एक मुसीबत सी पैदा हो गई है।

दूसरी तरफ हम यह देख रहे हैं कि हजारों ठेकेदार हो गए हैं। जो बर्तन, फ़ाकरी वगैरह बे इस्तेमाल करने थे, वे भी बेकार हो गए हैं। जिन लोगों को इस काम का कई सालों में तजुर्बा था, आज उनमें पाम कोई काम नहीं रहा है। वे सब बेकार हो गए हैं।

श्री शाहनवाज खा बेकार नहीं हो गए हैं।

श्री लुनावत राम (खेरी) : बेकार हो गए हैं।

श्री मोहन स्वर्ण उनका काम नहीं दिया गया है। मैं ग़मा फ़िगंज देना हूँ।

गवर्नमेंट : नावा रुपए बर्तन और फ़ाकरी ख़रोदने में लिपु खर्च करने पड़े हैं, वह अनग संख्या हो गया है। इसमें अनावा चीजों की कीमतें बढ़ गई हैं और म्याफ़िरो को तकनीक अनग हुई है। मेरी समझ में नहीं आता कि डिपार्टमेंट एरिंग की एफ़िगेंसी क्यों घट रही है। रेलवे मिनिसटर माहब इस पर ध्यान करें और रेलवे प्रशासन का यह फ़र्ज है कि वह इस तरह सबजह दे।

श्री शाहनवाज खा : ज्यादा लोग तो बहुत कुछ हैं।

श्री मोहन स्वर्ण : इसके साथ ही मैं यह निवेदन करना चाहता हूँ कि डिपार्टमेंटलाइजेशन के बाद भी बड़े बड़े ठेकेदारों को किसी न किसी सूत्र में कायम रखने दिया गया है और उनको पहले से भी ज्यादा कायदा पहुँचाया गया है, जब कि छोटे छोटे ठेकेदारों को खत्म कर दिया गया है। मिसाल के तौर पर मैमज़ मोहन लाल एड सन्ज को कहा गया कि फना स्टेशन छोड़ दो, जो कि अच्छे नहीं थे, और उन्होंने उनको छोड़ दिया और इसके बदले में पंड्या स्टेशन उनके पाम रख दिए गए। उन्होंने अपने बिज़नेस को अपने लड़को वगैरह के नाम कर दिया है और इस तरह वह बदरतूर अपना काम चला रहे हैं।

नाथ-इंस्ट्रुन रनवे पर गणेशी नाल क पाम बहुत बड़ा काम है। जब उस ज़ोन को डिपार्टमेंटलाइज किया गया, तो भग्नी और मुजफ़्फ़रपुर, जो वि अच्छे स्टेशन हैं, उसके पाम करने दिए गए और समरतीपुर, जो कि घाटे वाला स्टेशन है, उसमें ले लिया गया। जो छोटे छोट वन्टेस्टर्ज थे, उन का बिल्कुल वाइप आउट कर दिया गया। अनगेशन कमेटी की सिफ़ारिश यह थी कि साथ ही साथ कन्टेक्टर्ज को भी करने दिया जाए, लेकिन उस पर बिल्कुल ध्यान नहीं किया गया और उन नामों का निकाल दिया गया।

इंस्ट्रुन और नाथ इंस्ट्रुन फ़ोटीयर रेलवे पर इंडियन केटरिंग कम्पनी ६६ स्टेशन पर बराबर काम कर रही है, मिन छोटे कन्टेक्टर्ज का बिल्कुल वाइप आउट कर दिया गया है।

श्री शाहनवाज खा यह बिल्कुल सलत बात है। आपकी इतिला सलत है।

एक पालनीय सवस्य : यह कई नामों से काम करती है।

15 hrs.

**श्री मोहन स्वरूप :** नार्दन रेलवे पर श्री वी० एल० मित्तल एंड सन्स एक बहुत बड़ी केटरिंग कम्पनी है। जो अच्छे स्टेशन हैं, उन पर उन को काम करने का मौका दिया जा रहा है, जबकि खराब स्टेशन उन से ले लिये गये हैं। इस पालिसी का नतीजा यह है कि जो छोटे कन्ट्रेक्टर थे, वे बिल्कुल मर रहे हैं और बड़े कन्ट्रेक्टर सरसब्ज हो रहे हैं और उन को बराबर राहत मिल रही है।

**श्री बजर्राज सिंह :** सोशलिस्टिक पैटर्न आफ़ सोसायटी है।

**श्री मोहन स्वरूप :** छोटे कन्ट्रेक्टर ज़्यादातर रेफ़्यूजी हैं और पाकिस्तान से आये हुए हैं। पहले उन के पास कोई रोज़गार नहीं था, लेकिन जब उन को यह काम मिला, तो उन की रोज़ी चलने लगी। अब वह भी खत्म हो गई है। उन को समझ में नहीं आता कि किस तरह से वह अपना काम चलायें। मैंने और खुशवक्त राय जी ने कई रिप्रेजेंटेशन इस बारे में दिये, बात-चीत हुई, लेकिन कोई नतीजा नहीं निकला। मैं मिनिस्टर साहब से दरखास्त करूंगा कि वह इस मसले पर गौर करें। इस बात की बड़ी ख़बरत है कि केटरिंग की एफ़िशियन्सी बढ़े और जो छोटे ठेकेदार बेरोज़गार हो गये हैं, उन की रोज़ी का सवाल हल किया जाय।

इस के बाद मैं यह अर्ज़ करना चाहता हूँ कि रेलवे में करप्शन बहुत बढ़ रहा है। मैं आप के सामने बरेली की मिसाल रखता हूँ। दिवाली के मौके पर एक बुकिंग क्लर्क छः हजार रुपये ले कर भाग गया। अभी तक उस का कुछ पता नहीं चला है। अभी मैंने अख़बारों में पढ़ा था कि एन० ई० रेलवे में गोरखपुर में कुछ ऐसे गाड्ज और टिकट-कलेक्टर पकड़े गये हैं, जोकि इल्लीगल

तौर पर मुसाफ़िरों से रुपया वसूल करते थे। मुझे ऐसा भी बताया गया है कि शायद उस के मुताल्लिक एन्क्वायरी चल रही है। मैं यह अर्ज़ करना चाहता हूँ कि करप्शन एक ऐसी हद पर पहुंच गई है, जबकि वह रेलवे एडमिनिस्ट्रेशन पर एक बदनुमा धब्बा बन गई है। गवर्नमेंट को इस तरफ़ ध्यान देना चाहिये।

पारसलों की रोज़ चोरियां होती हैं और नतीजा यह है कि गवर्नमेंट को क्लेम्प की शकल में लाखों करोड़ों रुपये देने पड़ते हैं। उस में एक छोटी सी चीज़ है। पहले वैगन्ज में जो लेबल लगा करते थे, उनमें एक पीतल का छल्ला लगा होता था, लेकिन इकानोमी ड्राइव में वह छल्ला निकाल लिया गया और उस की जगह पर कागज़ का छल्ला लगा दिया गया, जोकि बरसात में गल जाता है और गिर जाता है। इस का नतीजा यह है कि वैगन एक जगह से दूसरी जगह चला जाता है। जैसाकि गोरे साहब ने कहा है, बहुत से कागज़ात चोरी हो रहे हैं, फ़ाइलें चोरी हो रही हैं, जिस से सामान का पता नहीं चलता है कि किधर जाना है और किधर से आया है। रेलवे मंत्री महोदय को इस पर गौर करना चाहिये।

अब मैं अपनी कांस्टीट्यूएन्सी के बारे में कुछ कहना चाहता हूँ। पीलीभीत से टनकपुर ३६ मील का फ़ासला है। इस स्पूटनिक की एज में, इस स्पेस ट्रेवलिंग के ज़माने में यह ३६ मील का सफ़र आठ घंटे में तय होता है। कितनी मज़हकाखेज़ बात है यह। कई मर्तबा मैंने ज़ाती तौर पर मिनिस्टर साहब से कहा है कि इस ज़माने में, जबकि दुनिया आगे बढ़ रही है, पापुलेशन, बढ़ रही है, रेलवे में भी कुछ सुधार होना चाहिये, लेकिन अभी तक इस तरफ़ कोई तवज्जह नहीं दी गई है।

पीलीभीत-बिसालपुर लाइन और पीलीभीत-लखनऊ लाइन का भी यही हाल है।

[श्री मोहन स्वयं]

जहाँ तक पीलीभीत-सखनऊ लाइन का सम्बन्ध है मैं समझता हूँ कि जब से यह बनी है तब से शायद उस की मरम्मत ही नहीं हुई है। इन सब बातों की तरफ रेलवे एडमिनिस्ट्रेशन को तवज्जह देनी चाहिये।

श्री हंस राज (कागडा) : महानेत्री महोदय . . . . .

श्री श्री० बा० शर्मा (गुरदामपुर) :  
 आप धामे धा जाये।

श्री हेम राज : मैं वहीं से खड़ा हो कर बोलना चाहता था और आप को बतलाना चाहता था कि हम जो पिछड़े हुए लोग हैं उन की क्या हालत है। सभानेत्री महोदय, हालत वैसी ही है जैसे किली पिछड़े हुए इलाके की होती है। यहाँ पर हम पीछे ही बैठे हुए हैं। ऐसा मालूम होता है कि जो लोग पहाड़ों पर रहने हैं उन की तरफ लोगों की नजर कम जाती है। इन पहाड़ों पर जो लोग रहते हैं उन की तरफ नजर कम खाने का एक कारण यह है कि नजर नीचे नीचे ही रह जानी है और देखने वालों को ऊँचे रहने वालों की क्या दशा है, यह दिखाई नहीं देता है।

श्री शाहनवाज खाँ कुमूर नजर का है।

श्री हेम राज : हा, उमी का है।

जिस तरह से जो लोग पहाड़ों पर रहने हैं, वे लावारिस होते हैं, उसी तरह से जो वहाँ रेलें चलती हैं नैरोगेज की वे भी लावारिस ही बन गई हैं। इस साल की जो एनुअल रिपोर्टि इश्यू की गई है, उस में जो तालिका दी गई है उस को आप देखें तो आप को पता चलेगा जो प्रोब्लम-गैज रीनिंग स्टाक है, वह वहाँ ग्रांड गेज पर ३० परसेंट लोकोमोटिव्स

का है, मीटर-गेज पर २३ परसेंट है वह नैरोगेज में घा कर ३५ परसेंट बन जाता है। इसी तरह से कोरिंग स्टाक की हालत है। ग्रांड गेज पर वह ३४ परसेंट है, मीटर गेज पर २८ परसेंट और नैरोगेज पर ५२ परसेंट वह बन जाता है। यही हालत बैंगन स्टाक की है। ग्रांड गेज पर वह १५ परसेंट है, मीटर गेज पर १६ परसेंट है और नैरोगेज पर घा कर वह ५२ परसेंट बन जाता है। मेरे कहने का मतलब यह है कि इन लाइनों को लावारिस ही लाइने गिना जाता है। मिसाल के तौर पर मैं कागडा वैली रेलवे को लेता हूँ। वहाँ पर झबल तो बहुत कम टिब्बे लगाये जाते हैं और रीनिंग स्टाक इस किस्म का है कि उस की मरम्मत के लिये पंजाब में केवल कालका में ही जगह है और कहीं नहीं। वहाँ पर अगर ३८ गाड़ियाँ हैं तो उन में से २२ खराब पड़ी हुई हैं। माल जो होता है वह पठानकोट में बूक नहीं हो सकता और हपनेबागी वहाँ पर बारिया आती है और जिस में व्यापारियों को बहुत तकलीफ का सामना करना पड़ता है। इस की एक और वजह भी है। उवाला-मुली में ड्रिलिंग प्रोग्रेस चल रहे हैं। यह भी जरूरी हो जाता है कि उस जगह के लिये जो मामान ले जाना हो उस को प्रायो-रिटो दी जाय। लेकिन मैं माननीय मंत्री जी का ध्यान इस ओर दिलाना चाहता हूँ कि जहाँ वह इतना रुपया स्टाक बगेरह के लिये खर्च कर रहे हैं वहाँ वह इन लाइनों के लिये भी नई गाड़ियाँ और नई बैंगन प्रवायें लाफि वहाँ का जो काम है वह करने न पाये और वह चलता रहे।

हमारे मंत्री महोदय कुल्सू की तरफ जाना चाहते हैं लेकिन अभी तक वह उधर जा नहीं पाये हैं। जब वह वहाँ जायेंगे तो देखेंगे कि वहाँ पर रेलें भी पहाड़ों के बर-म्मान में हो कर चलती हैं और उन के ऊपर लोग चक्ते हैं। बरम्मान में कई जगहों पर

दूरों की हैं और वहाँ पर अगर किसी का खिर घा कर कम बायें तो फट सकता है और कुछ नहीं हो सकता है। इन गाड़ियों में भीड़ भाड़ भी बहुत रहती है। इन पहाड़ों पर जो लोग रहते हैं वे गरीब हैं और वहाँ पर जो गाड़ियाँ चलाई जायें वे टूटी फूटी नहीं होनी चाहियें, अच्छी गाड़ियाँ चलाई जानी चाहियें : चूँकि वे गरीब हैं, इस वास्ते उन के लिये अच्छी गाड़ियाँ न चलाई जायें, यह ठीक नहीं है। मैं माननीय मंत्री जी तथा रेलवे बोर्ड का खास तौर से इस और ध्यान दिलाना चाहता हूँ और उन से प्रार्थना करता हूँ कि वे इन लोगों की दिक्कतों को दूर करें।

पहाड़ों में जो लोग रहते हैं, वे अत्यन्त गरीब हैं और इस वास्ते उन को ज्यादा सहायिते मिलनी चाहिये। लेकिन आज हालत यह है कि उन इलाकों के लिये इन-फ्लेटिड माइलेज रखा गया है और कही पर यह दो गुना है, कही पर तीन गुना और कही पर चार गुना। मैं रेलवे बोर्ड का आभारी हूँ कि पिछली मर्तबा उस ने १।४ के करीब की कमी इन किरायों में की है। लेकिन वहाँ पर रहने वाले लोगों की गरीबी को अगर ध्यान दें तो ध्यान पावेगे कि यह भी किराया जो उन्हें देना पड़ता है, बहुत ज्यादा है। इस के अलावा एक और भी बोझ हम पर लादा गया है। एक तो हम से इन-फ्लेटिड माइलेज के लिहाज से चार्ज किया जाता है और दूसरे उस के ऊपर सरचार्ज लगा दिया गया है। इस से हम लोगों की जो दिक्कत है वह और भी बढ़ जाती है। चाहिये तो यह था कि हम को कोई राहत पहुँचाई जाती लेकिन इस से हम लोगों की तकलीफें और भी ज्यादा बढ़ गई हैं। मैं मंत्री महोदय से प्रार्थना करता हूँ कि वहाँ पर जो किराया चार्ज किया कम यह बड़ी होना चाहिये जोकि प्लेन्स में चार्ज किया जाता है। धाप समाजवादी समाज की बात करते हैं और इस में धाप कहते हैं कि जो पिछले हुए

इलाके हैं, उन का पिछड़ापन धाप ने दूर करना है, जो पदबस्तित हैं उन को उठाना है, ऐसी हालत में इन लोगों पर और ज्यादा बोझ लादना मैं प्रोक्षता हूँ कहा तक न्याय-संगत है। इस नुकतेनिगाह से भी मैं प्रार्थना करता हूँ कि पहाड़ी इलाकों में रेलों का जो किराया है, वह कम होना चाहिये।

अब मैं कम्पेसेट्री एलाउंस के बारे में एक बात कहना चाहता हूँ। कांगड़ा बैली रेलवे पर जो पालमपुर और जोगेन्द्रनगर के स्टेशन हैं, वहाँ पर तो लोगों को कम्पेसेट्री एलाउंस दिया जाता है लेकिन इन स्टेशनों के बीच में जो स्टेशन पड़ते हैं, जैसे मुल्लाह, पंचदली, पथरोला, बंजनाथ, धाजू इत्यादि वहाँ पर कोई कम्पेसेट्री एलाउंस नहीं दिया जाता है। जिस तरह की हालत पालमपुर और जोगेन्द्रनगर में है, वैसी ही हालत इन स्टेशनों पर भी है। मैं समझ नहीं पाया कि यह भेदभाव क्यों किया जाता है। ये स्टेशन भी पहाड़ी स्टेशन हैं। मैं मंत्री महोदय से प्रार्थना करता हूँ कि वह इस बीच को भी एम्बेडिन्ग करवायें और जो रियायतें पालमपुर और जोगेन्द्रनगर के मुलाजिमों को मिली हुई हैं, वही रियायतें इन स्टेशनों के मुलाजिमों को भी दी जानी चाहिये।

हमारा जो इलाका जोगेन्द्रनगर से धागे का है यानी कुल्लू का इलाका वह मादनियात से भरा पड़ा है। वहाँ पर गुम्मा माइंस है और माइंस में जंगवाल के जंगलात भरे पड़े हैं। धाप की रेलवे जोकि जोगेन्द्रनगर तक गई है, उस के धागे कुल्लू तक भी धाप का सर्वे हो चुका है। कुल्लू तौर के लिये बहुत अच्छी जगह है और टुंग्य के लिहाज से भी वह एक बहुत बेहतरीन जगह बन सकती है। मैं प्रार्थना करता हूँ कि जो सर्वे धाप करवा चुके हैं, उस पर धाप दोबारा और करें और जो धाप की रेलवे लाइन है, उस को धाप कुल्लू तक एक्सटेंड कर दें।

[श्री हेम राय]

धब में धाप के सामने एक स्टेशन के बारे में कुछ कहना चाहता हूँ। मैं यह नहीं कहता कि धाप हमें नया स्टेशन दें। परीर एक स्टेशन है जोकि जगल में है। अगर धाप इस स्टेशन को वहाँ से हटा कर वी फरलाग पर सबक के किनारे ले धाये जोकि मोटर रोड है, तो यह धाप के लिये बहुत लाभप्रद सिद्ध हो सकता है और पब्लिक को बहुत सहूलियत हो सकती है।

धाप की रेलो की वहा जो स्पीड है, यह बहुत ही कम है। हो सकता है कि यह इस वजह से हो कि वहा पर लाइन्स कम-जोर हैं। बैजनाथ पपरोला से ले कर ध्राजू तक १३ मील का फासला है और इस को २ घंटे और १० मिनट में तय किया जाता है। यह बहुत ज्यादा है। पठानकोट से जोगेन्द्रनगर तक मोटर में छ घट में पहुँचा जा सकता है जबकि ध्रगर माडी में ध्राया जाय ता दम घट लगते हैं। इस का नाज़िमी तौर पर यह नतीजा निकलना है कि लोग ध्राम तौर पर मोटर में सफर करना प्रेफर करते हैं। इस मामले में चाहता हूँ कि ध्राप इस ध्राय भी ध्यान दें।

धब में ध्राप में मुरेरिया पुल के मूना-स्लिक घाडा मा कहना चाहता हूँ। इस के बारे में ध्राप ने अपने एक जवाब में कहा था कि वह मरूर हाँ चुका है लेकिन अभी तक उस पर काम शुरू नहीं हुआ है। मैं प्रार्थना करता हूँ कि मुरेरिया मडी के नखदीक जो पुल बनाने की ध्राप ने मजुरी दी है, उस पर ध्राप काम जल्दी में शुरू करे और जल्दी से इस को तैयार करवाये।

अन्त में मैं टी प्लाटेशन्स के बारे में कह कर समाप्त करता हूँ। हमारी रेलो के दोनो किनारे किनारे बहुत ज्यादा लोगो की जमीनें होती हैं। ध्राप वहा पर पेड लकवा रहे हैं। मैं चाहता हूँ कि वहा पर ध्राप

बाड़ लगावा दें और किलेजर्स के लिये ध्राप उन की जमीनो को जाने का रास्ता छोड़ दें ताकि जहाँ ध्राप अपनी ध्रामदनी का खरिया बढाना चाहते हैं वहाँ पर किलेजर्स को भी बिला वजह तकलीफ न हो और जो हो रही है वह दूर हो सके।

श्री बख्तराज सिंह : सभापति महोदय, रेलवे के मिनिस्टर महोदय का भाषण सुनने के बाद मैं यह कहने पर मजबूर हूँ कि समाजवादी समाज की रचना के बारे में उन के दृष्टिकोण में और उन की पार्टी के एक दूसरे मदस्य श्री सिंहासन सिंह के दृष्टिकोण में बहुत फर्क है।

मैं इस माल के रेलवे बजट को देखने लगा। एक तरफ तो हम देखते हैं कि रनिंग स्टाफ के लोग ध्राज कई मानो में लगातार यह माग करते ध्रा रहे हैं कि उन को भी दूसरे लोगो की तरह जो उन्ही की तरह रेलवेज में चलते हैं और जो एनाउंस उन का मिलता है वही उन को भी मिले लेकिन उन का वह एनाउंस देने की कोई काशिश नहीं की जाती है लेकिन दूसरी ध्राय रेलवे मिनिस्टर महोदय की समाजवादी रचना में हम देखते हैं कि २५०० रुपये माहवार के एक नये डायरेक्टर महोदय हम वर्ष रखे जा रहे हैं और ४ के बजाय धब ७ जवाइंट डायरेक्टर रहेंगे, सयुक्त मंचालक रहेंगे जिन की कि तनख्वाह १५०० रुपये रहेगी। इसी तरह एक के बजाय धब दो डिप्टी डायरेक्टर होंगे जिन की कि तनख्वाह १२५० रुपये से ले कर १४५० पये तक होगी। इस के धलावा ६ के बजाय १२ डिप्टी डायरेक्टर्स होंगे जिन की कि तनख्वाह ६०० से ले कर ११५० रुपये तक होगी और २०० रुपये किसेब एनाउंस किलेमा . . . . .

श्री शाहनवाज खां : रेलवे बोर्ड का तो दिसकथान खत्म हो चुका है ।

*Mr. Chairman:* The hon Member can speak on Demand Nos. 2 to 18 and 20, and not on the general budget, the discussion of which has ended.

श्री ब्रजराज सिंह : मैं यह कह रहा था कि जिस समाजवादी समाज की यहाँ पर खर्चा की गई और मिनिस्टर महोदय ने भी उस की खर्चा की उस का और जो रेलवे बजट है उन दोनों का मिलाकर तो आप को पता लग जायगा कि जो रेलवे के छोटे कर्मचारी हैं उन की तरफ कोई विशेष ध्यान देने की कोशिश नहीं की जा रही है और छोटे कर्मचारियों को हालांकि उन की मांग जायज भी होती है लेकिन उन को मनवाने के नियम आदानन करना पड़ता है और उन के नियम उन्हें बहुत दिखाने पड़ती पड़ती हैं और तब उस के बाद वही जा कर उन की सुनवाई होती है । हम ने देखा कि ब्रान आयोग की सरकार द्वारा नियुक्ति की गई और उस के आधार पर अभी उन के वेतनों में 1 प्रथम 10 रुपये की बढ़ोतरी हुई है ।

अब मैं टिकट बेचने और गाड़न की बात कहना चाहता हूँ कि उन की इयूटी में और जो दूसरा रेलवे का रनिंग स्टाफ है, क्या अन्तर है ? लेकिन आप ने उन को रनिंग स्टाफ की कैटेगरी में शामिल नहीं किया हुआ है । आप टिकट बेचने को सिर्फ 30 रुपये का माहवारी एलाउमें देते हैं ।

श्री शाहनवाज खां : जमीन ग्राममान का फर्क होता है ।

श्री ब्रजराज सिंह : आप कहते हैं कि जमीन ग्राममान का फर्क होता है लेकिन कम से कम हम लोगो की तो समझ में नहीं आता कि दोनों में क्या फर्क है । दोनों ही गाड़ी पर चलते हैं । ड्राइवर वगैरह को तो आप रनिंग स्टाफ में मानते हैं लेकिन टिकट बेचने और गाड़न को उस कैटेगरी

में नहीं मानते और उन को आप सिर्फ 30 रुपये माहवारी भत्ता देने हैं, यह समझ में आने वाली बात नहीं है । अगर हिसाब लगाया जाय तो मैं समझता हूँ कि ऐसे लोगो की तादाद 5, 6 हजार के होगी जिन को कि टिकट बेचने कहा जाता है और अगर आप यह 30 रुपये का भत्ता देने के बजाय उन को भी रनिंग स्टाफ एलाउमें दे तो 50 रुपये माहवार का भौतन पड़ेगा । इस तरह दोनों में सिर्फ 20 25 रुपये माहवार का फर्क पड़ता है और यदि पूरे देश का हिसाब लगाया जाय तो करीब 25 लाख रुपये मानाना का अनिश्चित खर्चा रेलवे पर पड़ेगा और मैं समझता हूँ कि यह खर्चा बहुत अधिक नहीं है और इस को बड़ी आसानी से वहन किया जा सकता है । आज जो टिकट बेचने चोरी करने हैं अर्थात् बिना टिकट के मुसाफिरो को गाड़ी पर चढा लेते हैं, उन के एलाउमें में यदि 50 रुपये के माहवारी वृद्धि हो जायेगी तो उन को प्रोत्साहन मिलेगा और वे अधिक ईमानदारी, मुत्सदी और उत्साह में अपनी इयूटी भ्रंजाम देगे । मैं यह नहीं कहना चाहता कि इस तरह का प्रलोभन दे कर उन को ईमानदार बनाया जाय और उन का सच्चाई में विश्वास पैदा कराया जाय और उन की कार्यक्षमता बढ़ाई जाय । मैं तो महसूस करना हूँ कि उन की कार्यक्षमता वैसे ही बढ़नी चाहिये और उन में अपने कर्तव्य के प्रति उदासीनता की भावना नहीं होनी चाहिये । आज जो वे चोरी करते हैं, अपने साथ बिना टिकट लोगो को रेल में ले जाते हैं और उन से पैसा भी वसूलते हैं वह अवैधानिक है और उस के लिये मैं रेलवे प्रशासन को जिम्मेदार ठहराता हूँ और यह चीज प्रशासन को दूर करनी चाहिये । अगर आप यह 25 लाख रुपये की वृद्धि उन की तनखाह में कर देंगे तो इस में उन की कार्यक्षमता बढ़ेगी और आज उन में जो इस चीज को ले कर एक असन्तोष है वह खत्म हो जायगा और वह उत्साह के साथ अपना काम करेंगे ।

[श्री बजरंग सिंह]

यह कहा जाता है कि ग्राम अपने रेलवे कर्मचारियों को बहुत सुविधायें दे रहे हैं। ग्रामरा से मबुरा हो कर जो लाइन दिल्ली जाती है उस में रास्ते में एक ऐसा स्टेशन पड़ता है जहा कि पानी की सुविधा नहीं है और वहां के रेलवे कर्मचारियों के लिये दूसरी जगहों से गाड़ी के डिब्बे में पानी भर कर लाया जाता है। अब अगर बीमारी या किसी अन्य कारण से वहा पानी न प्राप्त पाये तो वहा के कर्मचारियों को बिना पानी के बहुत मुसीबत उठानी पडती है। यात्रियों की सुविधा पहुंचाना तो दूर रहा ग्राम अपने रेलवे कर्मचारियों को पानी की जोकि निहायत जरूरी चीज है, उस का अभी तक पूरा ठीक से इंतजाम नहीं कर पाये हैं। मैं नहीं समझता कि यह चीज ग्राम के समाजवादी समाज के ढांचे में कैसे फिट बैठेगी।

रेलवे मंत्री महोदय ने जो नई रेल लाइनों का खिभ किया है और उस की जो एक तसवीर खीची है उस से पता चलता है कि अगले १०, २० साल में ग्राम देश में कोई नई रेलवे लाइन नहीं बनाने जा रहे हैं। मैं रेलवे मंत्री महोदय का ध्यान उन अविकसित क्षेत्रों की ओर दिलाना चाहता हूं जहा कि अभी तक कोई रेलवे लाइन नहीं बन पाई है और जहा कि बहुत सी मिनरल रैसर्च दबी पडी है और जिस के द्वारा हम काफी विदेशी विनिमय कमा सकते हैं और अपनी आय बहुत अधिक बढ़ा सकते हैं। इस के अतिरिक्त वहा पर रेलो की व्यवस्था होने से वहा की जनता को बहुत सहूलियत हो सकती है और उन क्षेत्रों का जोकि अभी तक अविकसित और नैग्लेक्टेड पडे हैं उन का विकास हो सकता है। जब ऐसे इलाकों में रेलवे लाइनों को खोलने के लिये एक के बखे एक माननीय सदस्य द्वारा यहा पर माग की जाती है तो नई रेलवे लाइनों को खोलने के लिये हमारे मंत्री महोदय तैयार नहीं होते हैं। मैं मंत्री महोदय से पूछना चाहता हू कि

आखिर ग्राम ने इस समस्या का कोई हल सोचा है ? अगर ग्राम सोचते हैं कि इस पंचवर्षीय योजना के अन्तर्गत ग्राम वह रेलवे लाइनें नहीं बना सकते तो ग्राम को अपनी पंचवर्षीय योजना में उस के लिये परिवर्तन करना पड़ेगा। ग्राम इस देश को बनाने वाले हैं और आखिर है कि उस के लिये ग्राम को बहुत अधिक खर्च करने की आवश्यकता पड़ेगी और इसलिये ग्राम को अपनी धामदानी भी बढ़ानी होगी। यह ४०० करोड़ रुपये का बजट है, २३ करोड़ पिछले वर्ष से ज्यादा है। रेलो की आय में यानी भाडे और माल भाडे के परिणामस्वरूप काफी वृद्धि हुई है और यदि उस के बावजूद ग्राम नई रेलवे लाइनें नहीं बना सके और इस तरह के जरूरी काम न कर सके जिस में कि पिछड़े हुए इलाके सुधर सके, न पुल बना मके और न नई इमारते बना सके तो मैं नहीं समझता कि किम तरह इस देश में विकास कार्य हो सकेगा। अगर हम रेल पथो का विस्तार नहीं कर सके और जहा जरूरत हो वहा नई रेलवे लाइनें नहीं बिछा सकते तो हम कैसे इस देश का विकास कर सकेंगे और कैसे उस सम्पदा का उपयोग कर सकेंगे जोकि उन अविकसित क्षेत्रों में दबी पडी है। जरूरत इस बात की है कि ग्राम की जो योजना चल रही है उस के साथ साथ ग्राम रेलो का और सडको का विकास कीजिये। इस के साथ साथ ग्राम का यह भी भूल नहीं जाना चाहिये कि ग्राम की ओर में जो बार बार यह कहा जाता है कि हम रेलवे बोर्ड के अफसरों के लिये सैलून लक्ष्य नहीं कर सकते और उन को जो तनख्वाह और अन्य सुविधायें दे रहे हैं, उनमें हम कमी नहीं कर सकते, ऐसा कह कर के ग्राम एक ऐसी परम्परा डाल रहे है जिस परम्परा में अष्टाचार को बन्द करना दूसर और असम्भव हो जायगा। आज यह सब पर विदित है कि रेलवे में अष्टाचार फैला हुआ है। उदाहरण के लिये मैं ग्राम को बतलाऊ कि मेरे पास का



एक रेलवे स्टेशन है जहाँ कि तारीख लिखी हुई है कि ५-३-५७ को वहाँ का खंड रंग दिया गया है लेकिन बाकया यह है कि वह रंगा नहीं गया है। कहने का मतलब यह है कि आज रेलवे में लाखों रुपये की इस तरह की गड़बड़ी चल रही है। उन्हीं लोगों के लिये बार बार हम से यह कहा जाता है कि यह सचन उन के लिये प्रशंसा के शब्द भेजे ताकि वह और अच्छे तरीके से काम करे, इस सम्बन्ध में मेरा निवेदन यह है कि जहा तक नुस्क की खिचमत करने का सवाल है और रेलवे प्रशासन के सुधारने का सवाल है, हम १ नहीं १० शब्द कहने के लिये तैयार हैं बशर्ते कि मंत्री महोदय आज जो रेलवे में कार्यक्षमता घट रही है उस को स्वीकार करते हुए सल्टी से उसे दूर करने का प्रयत्न करें। उस के लिये अगर आप सदन को जिम्मेदार बनाना चाहते हैं तो मैं निवेदन करना चाहता हू कि यह भविष्य जिन्हें आप जन सेवी कहते हैं वे इतनी मजबूत हो जायेंगे कि उन के प्रायः आप की बात भी सुनाई नहीं देगी। इसलिये आप को इस समस्या को सुनाने के लिये क्रान्तिकारी परिवर्तन नाना पड़ेगा। इस सम्बन्ध में मेरा सुझाव है कि आप इस सदन की एक समिति बनायें जो कि पालिसी मेंटमेंट को देखें और इस का निश्चय करे कि कहा कहा रेलवे लाइन बननी चाहिये और कहा नहीं और इस का निश्चय सली रेलवे के बड़े अफसरों पर छोड़ देना ठीक न होगा।

यह बार बार कहा जाता है कि जिन छोटे कर्मचारियों के खिलाफ अनुशासन की कार्यवाही कर दी गई है उन के लिये जो पहले से बिधि निहित है और जो पहले से नियम बने हुए हैं उन नियमों के मुताबिक ही वह कार्यवाही कर सकेंगे। अब एक तरफ तो हम इस सदन में एक दूसरा कानून पास करते हैं जिस की कि रू से उन जुर्म करने वालों को जिन को कि फौजदारी के कानूनो में सजा होती है और जेल जाने

हैं, उन को तो हम बालान होने पर प्रोबेशन पर जमानत पर छोड़ देने को तैयार हो जाते हैं लेकिन आप के अपने अफसर जो कि एक्सीक्यूटिव आफिसर्स हैं उन की सजा का आप रिबिजन करने को तैयार नहीं हैं और उन के सम्बन्ध में अन्वेषण करने को तैयार नहीं हैं और इस से तो यही पता चलता है कि आज उन के कारण जिन लोगों में असन्तोष है और जिस की कि बहुज से कार्यक्षमता को नुकसान पहुंचता है, उस को आप दूर करने के लिये तैयार नहीं हैं। मैं निवेदन करूंगा कि जो नियम आप लागू करते हैं फौजदारी में सजा प्राप्त लोगों के लिये वही नियम हम इन लोगों के लिये भी लागू करें जो कि हमारे रेल प्रशासन में हैं। हो सकता है कि कुछ निर्दोष व्यक्तियों के प्रति कार्रवाई हो जाय। मैं नहीं कहता कि उन के विरुद्ध कार्रवाई छोड़ दी जाय, उन को दो चार साल का मौका दिया जाय अगर वह अपना चरित्र सुधार ले और उन के विरुद्ध कार्रवाई में कोई शिकायत नहीं पाई गई है, या पाई भी गई है, तो उन को मौका होना चाहिये और जो पदोन्नति उन की रोक दी गई है वह प्रायः बढ़े।

मैं निवेदन करूंगा कि आप रेलवे प्रशासन में आमूल चूल परिवर्तन करे। जो काम आप ने उन लोगों को दे रक्खा है जिन को ऊंची तनस्वाहा दी जाती है, यानी पालिसी बनाने का काम जो आप ने उन को दे रक्खा है, उस के लिये एक सदन की कमेटी बनाइये। वही नीति आदि को तय किया करे। इस मामले में एक्सपर्ट (विशेषज्ञ) लोगों की राय ली जा सकती है। जब तक ऐसा नहीं होगा, आप इस या बीस साल तक भी, पाच, छ पंचवर्षीय योजनायें बना नें, तब भी रेलवे के सम्बन्ध में जो समस्यायें हैं, उन्हें हल नहीं कर सकेंगे। इसलिये जरूरत इस बात की है कि आप तयाम देना की और देखें। इस के लिये कल नहीं आज चेतें, अभी चेतें, सदन की कमेटी

[श्री बजराम सिंह]

बनायें। उस से प्रायः समय समय पर मलाह ले कर क्रांतिकारी परिवर्तन करने की कोशिश करे।

**Mr Chairman:** I would request hon. Members to speak on cut motions. General policy discussions are over under Demand No. 1 of the Railway Board. Now I call upon Shri Manaan.

**Shri Manaan (Darjeeling):** Madam Chairman, I am extremely grateful to you for giving me this opportunity to speak, and I will crave your indulgence to permit me to confine my observations to the problems of a particular area, which has a fairly good bearing on the security and well-being of the country. I refer to the district of Darjeeling. It is, in the words of our Prime Minister, the north-eastern gateway of India. It is also one of the largest tea producing areas in the country. So, it is important both from the point of view of defence and the point of view of foreign exchange earnings.

I would like to seize the first opportunity to thank the Railway Administration, and particularly hon. the Deputy Railway Minister who personally visited Darjeeling, for their kindness and wisdom in abandoning the idea of abolishing the Darjeeling-Himalayan section of the North Eastern Frontier Railway on the plea that the section was running at a loss.

If we were to throw undertakings overboard on the plea of loss, then a number of national-building and welfare works, would have to be quashed in this country. But since the decision has been taken now by the railways to retain it, I need not make out a case for the retention of this railway. But I must say that Darjeeling Himalayan railway is considered a great engineering feat inas-

much as this railway line, starting from almost the sea level, reaches a height of above 7,000 feet. This Darjeeling-Himalayan railway has been a source of attraction to the tourists also. It attracts a lot of tourists both from this country as well as from abroad.

As I said earlier, I do not have to make out a case for the retention of this railway, but there is a genuine case for its improvements in various ways. The distance from Siliguri to Darjeeling is only 50 miles. But it takes 6-7 hours for the train to cover this distance. Had it not been for the shifting panorama against the background of eternal nature which the travellers can feast their eyes upon doing the journey, from Darjeeling to Siliguri I am afraid, they would be bored to death. It takes almost double the time than the buses take

I am sure that if the speed is stepped up a little, all the travellers would take to the train and would give a fairly good revenue to the railways. This is a problem which is not very difficult to be obviated. Recently, they have introduced one diesel engine in this section. I personally travelled in this engine when it was being run on trial. I noticed that the time taken for covering this distance is reduced by about two hours; and it requires only two men to man it, whereas the existing steam engines require eight persons to man them. Thus, the cost can also be very much reduced

I am of the firm opinion that if more powerful diesel locomotives are introduced in this section, the railway will run more efficiently and profitably. I believe there are five engines of the type that I mentioned, has been introduced in Darjeeling, are lying idle in the Simla-Kalka line. So, I would urge upon the hon. Deputy Railway Minister to kindly divert these engines to the Darjeeling section.

Coming to carriages, most of which are most antiquated ones and do not even have such basic amenities as toilet or comfortable seats. These have got to be improved. There are about a dozen stations from Siliguri to Darjeeling, a distance of 50 miles. Most of the stations are the most God forsaken places. I would also urge upon the Railway administration to provide waiting rooms at reasonable distances with some reasonable amenities.

The passenger fare is also comparatively high. Steps must be taken to rationalise it. I am told that the freight from Siliguri to Darjeeling, a distance of 50 miles—only 50 miles—is as high as it is from Kanpur to Siliguri. This has got to be reduced. I am sure, if the rates are made a little attractive, and if wagon facilities are improved, and made easily available, all such goods as tea, potato, cardamon, etc would be carried by the railway and it would yield a fairly high revenue.

When hon the Deputy Railway Minister was in Darjeeling, we had pleaded with him that a small Advisory Committee should be formed to aid and advise the Railways. He had even agreed to consider that suggestion. I might mention that during the days when the railway was in private hands, it was yielding a fairly high dividend. Now, it is alleged that a loss to the tune of few lakhs is sustained every year. I may submit that this is entirely due to neglect and the tremendous amount of pilferage of all varieties. As I said, if an Advisory Committee is formed with merchants, tea planters—this is entirely a tea-growing district, and as I said, the best tea in the world—and representatives of the people, they would advise the Railway. I do not see what can be the objection to forming such a Committee which would give advice gratis to the Railway.

**Mr. Chairman:** Are they not represented on the Railway Users Consultative Committee?

**Shri Manasen:** There are the Railway Users Consultative Committees. They are only concerned with the timings of the railways. What I was pleading with the hon. Railway Minister, when he was in Darjeeling, was, we want to suggest several ways and means to run this railway, more smoothly, more profitably and in a better way. I am sure the Railway Minister will give thought to this also.

I would like to touch on Siliguri which is perhaps the biggest station in the entire North Eastern Frontier Railway with an average daily income of Rs. 50,000. The entire trade to Sikkim, Bhutan and Tibet and areas in North Bengal and Assam go through this station. In fact, Siliguri is the vital link between Assam and the rest of the country. In fact, the headquarters of the N.E.F. Railway should have been at Siliguri. I would urge that the Transportation and Commercial offices should be located at Siliguri.

There is a small wagon workshop in Bagdogra near Siliguri. This has got to be converted into a major workshop. The Railway Minister knows that Siliguri is the most central place between Barauni in the west and Armingaon and Tejpur in the east. A major workshop at a central place like Siliguri would be able to meet the needs of repairs and maintenance and it will also provide great scope of employment to the huge number of refugees who are in Siliguri.

One point more and I would finish. Two single lines run through the heart of the town: One at Siliguri Old Station running through the heart of the town and the other to Darjeeling. There is another line which runs from the Darjeeling station to the goods shed which is at a distance of 1½ furlongs. This line in Darjeeling can easily be lifted without any inconvenience to the Railway. The Railway station is a fairly big one and the goods shed can be housed in the station as also the goods

[Shri Manaan]

office. This single line that I am mentioning in Siliguri has got to be shifted. This is not only causing great inconvenience to Siliguri which is a growing town, but is also causing a tremendous strain on the Mahananda Bridge which is there. I am afraid, if this is not lifted, this bridge will not be able to stand the strain for long.

I would have liked to make a few observations of a general character, but my time is exhausted and I must resume my seat. I will say just one thing. The Railway administration must bring home to the railway employees that courtesy does not cost anything. It must be brought home to them that the travelling public who are taxpayers have a certain right to expect courtesy and decorum. I would have given a number of instances when the employees have behaved in a rude manner. But, I have no time. Once again, I thank you very much for giving me this time.

**Shri Naushir Bharucha:** I desire to speak on certain aspects to which attention so far has not been invited. The first point has reference to the congestion in the suburban trains in the Bombay city. It is reported that the Railway administration can do very little in relieving this congestion. I might make some concrete suggestions, the first of which is to examine whether the local suburban trains from Bandra and Kurla cannot be extended and directly connected with Ballard Pier. It is not probably realised that in the Bombay city alone, buses and trams move daily about 1½ million passengers which is more than what both the Railways do. It is necessary that a part of this traffic has to be diverted to Ballard Pier. Therefore, it may be examined whether direct linking of local trains cannot be established between Bandra, Kurla and Ballard Pier, if necessary by use of the track of the Port Trust Railway.

There is also another proposition, namely the construction of an underground railway, a tube railway. When I was on the B.E.S.T. Committee, this proposal was examined by Japanese Engineers and approved. I do not know whether the Railways are informed about this proposal or what they propose to do. That would go a great way in relieving the congestion.

Another point to which I would like to invite attention is that second class has been eliminated from the Bombay suburban trains. I do not know what prompted them to eliminate the second class. That is the policy which is being followed. I can assure the House that it is the most ill conceived policy so far as the Bombay Suburban trains are concerned. The second class requires to be re-introduced. A large part of the office-going population consists of mainly the middle classes who used to travel by the second class. I think the Railway administration would do well in considering the desirability of re-introducing the second class.

Coming to the question of repairs and maintenance, signal failures, particularly automatic and electric signals, is increasing day by day. I am told that as many as 300 failures in one month could be reported during the monsoon which means endangering the lives of the people who use these local trains in the Bombay city. I would like to know why there are so many failures, in the case of automatic signals.

It also appears that there is no efficient utilisation of rolling stock. The hon Railway Minister took credit that the ton miles per wagon day mounted from 570 to 630. For a twenty-two ton four wheeler wagon, 630 ton miles means that the wagon has moved only 30 miles in the course of a whole day! I should like to know if this is the wagon utilisation or whether there is something else in the statistics which is not revealed at first sight. There

must be certain bottle-necks. Why is it that wagons move so slowly? I suggest that the Railway administration might consider the desirability of providing additional crossing points at various stages and also marshalling of wagons, so that even half filled wagons may be detached quickly and the use of small cranes on the loading platforms to avoid slow manual loading and unloading. These are matters which a Committee should look into.

I have spoken about the Depreciation fund. There has been no reply to that. As I said, I do not know on what basis the depreciation fund is being set aside. Rs. 45 crores are set aside for the last three or four years, even though our assets in the course of the Second Plan have increased by Rs. 674 crores. The investment total in three years of the Second Plan comes to Rs. 674 crores without corresponding increase in the depreciation. I, therefore, suggest that a committee should be appointed to examine what should be the basis on which depreciation fund should be set aside, whether on replacement basis or any other basis.

It seems that we do not take into consideration even the crudest principles in setting aside depreciation. I do not think that the Railway Board applies its mind as to the useful life of various categories of railway assets, whether rolling stock of a particular category is wearing out faster or not. Nothing is being done. It is high time a committee was appointed to examine this question in all its aspects, to determine the useful life of various categories of railway assets and to provide depreciation accordingly.

15-41 hours.

[MR. DEPUTY-SPEAKER in the Chair]

The Revenue Reserve Fund now stands round about Rs. 50 crores. I do not know whether the railway administration follows the principle that it will place a ceiling on this Revenue Reserve Fund. What is the

use, when every year you are having surplus, keeping on piling up the Revenue Reserve Fund? I suggest that a ceiling of Rs. 50 crores should be placed on the Revenue Reserve Fund. No more should be added to that, and whatever excess is there should be diverted to the depreciation fund.

Then there is the question of the freight rates structure. We are aware that the committee has made its recommendations and Government are considering them. What I fear is that in the guise of readjustment and reclassification, freights are sure to be increased. If not, let the hon. Railway Minister give me an assurance on the floor of this House that barring readjustments of classifications, there will not be substantial increase in railway freights under the guise of implementing the recommendations of the Railway Freights Structure Enquiry Committee. I do not think that the hon. Minister will be prepared to give such an assurance.

Also, I would like to know whether any procedure is laid down whereby trading and commercial interests will be consulted before laying down the revised rates policy. Also, I should like to know whether the Railway Minister will place before the House a comprehensive booklet giving us information on the decision taken by the Government in revising the recommendations of the Freight Committee. If so, I think Parliament should have an opportunity to discuss this subject.

There are two or three small points, small in the way that they will not take much time, but bigger in their implications. The first is that we notice a new drift in the railway administration now, and that is that the senior scale officers pass on the work to their assistants, and the assistant officers who are the lowest in the category of officers have nobody to whom to pass on the baby. The legitimate work of a senior scale officer is being passed on to the assistants, with

[Shri Naushir Bharucha]

the result that today the railway administration is run by assistant officers. I would like the hon. Minister to examine how far this rot has crept in.

What is more serious is that senior scale officers refuse to place in black and white the orders which they issue to their assistant officers. I ask why. There is a tendency to avoid responsibility, and ever since the hon. Prime Minister said in this House that in the railway administration or any other administration it is not possible every time to issue orders in writing, the tendency has increased perceptibly. At the back of it all is the fact that the senior scale officers are trying to avoid the responsibility and pass it on to assistant officers. Orders are given on the phone of which no record is deliberately kept, so that if an enquiry takes place, the assistant officer becomes responsible. This is a trend which requires to be checked, and I hope the hon. Minister will look into it.

There is one other point on which I would like to lay emphasis, that the workload of officers has increased terribly. The hon. Minister must, as is in fairness to the officers, look into the question whether the workload has increased or not. Some norms must be settled for the officers as for the workmen, because I am told that it is not an uncommon thing to find an officer daily and regularly working for 13 to 14 hours. These instances can be brought to the notice of the hon. Minister. I am sure he is aware of it. Something must be done, and if necessary the strength of the officers must be increased.

One last point, and that is about re-employment of employees. Employees are re-employed, and that is regarded as a break in the service for them for the purpose of seniority, pensions and other things. Particularly in cases of T.B. where a man after a break is certified as fit for re-employment, we find that it is regarded as a break. I

think on humanitarian grounds this should not be regarded as a break; particularly if the man offers to pay back the provident fund or gratuity amount, that should be regarded as continuous service.

These are the few points to which I am inviting the attention of the hon. Minister. I hope he will look into them.

श्री आसुर (रत्नागिरि) : उपाध्यक्ष महोदय, रेलवे मंत्री ने अपने भाषण में नई रेलवे लाइनों के बारे में कहा था कि पैसे की बहुत कमी होने के कारण इस काम को नहीं किया जा सकता है। लेकिन मैं जिस रेलवे की मांग कर रहा हूँ वह वेस्टर्न कोस्ट की रेलवे है। ग्राज वेस्टर्न कोस्ट में कौंकण रेलवे के बारे में बड़ा भ्रान्दोलन चल रहा है। रत्नागिरि और कोलाबा डिस्ट्रिक्ट्स के क्षेप्टर हर देहात में बड़े बड़े जत्से होते हैं और जत्सों में प्रस्ताव पास किये जाते हैं। मुझे ऐसा लगता है कि यहाँ रेलवे मंत्रालय में भी हजारों की तादाद में पत्र आते हैं। वहाँ के बड़े निगमों, ग्राम पंचायतों और लोकल बोर्डों ने, सभी जगह प्रस्ताव पास कर के भेजे हैं कि वहाँ पर रेलवे होनी चाहिये। लेकिन रेलवे मंत्रालय की तरफ से अभी तक कोई कदम इस बारे में नहीं उठाया गया है। वहाँ की जनता ने इतना बड़ा भ्रान्दोलन अपने हाथ में लिया है इस का कारण यह है कि वहाँ की परिस्थिति बहुत कठिन है। हमारे रत्नागिरि और कोलाबा डिस्ट्रिक्ट्स की जनसंख्या करीब करीब ३० लाख के है। इन दोनों जगहों के बन्दई में रहने वाले लोगों की संख्या करीब १३ या १४ लाख है। इन ४०, ४५ लाख लोगों की यह डिमाण्ड है, मांग है, कि हमारे यहाँ कौंकण रेलवे बनाई जाय। वहाँ जाने के लिये एक ही रास्ता है, और वह स्टीमर का है। लेकिन धाप सुनते होंगे, हर एक न्यूजपेपर में यह न्यूज भी आई है, कि वहाँ के स्टीमर अब बन्द

हो रहे हैं। वहाँ के स्टीमरों के बन्द होने के बाद वहाँ जाने के लिये कोई रास्ता नहीं रहेगा। विर्फ स्टेट ट्राम्पोर्ट पर निर्भर रहना पड़ता है। लेकिन स्टेट ट्राम्पोर्ट की स्थिति यह है कि वह ३०, ४० लाख लोगों के लिये इन्तजाम नहीं कर सकता। इस दृष्टि से देख कर कोंकण रेलवे की तरफ ध्यान दिया जाय। इस कोंकण रेलवे का एक भाग है दिवादासगांव का। इस का सर्वे हो चुका है। इस रेलवे के महत्व को देखते हुए हमारे पूर्व रेलवे मंत्री श्री लाल बहादुर शास्त्री ने वहाँ का दौरा किया था और वहाँ की स्थिति को देखते हुए वह प्राश्वासन दिया था कि कोंकण रेलवे के बारे में विचार किया जायेगा। लेकिन अब तक कोई विचार नहीं किया गया। कोंकण रेलवे तो ठीक है ही, मैं कहता हूँ कि दिवादासगांव का ६० मील का जो रेल लिंक है उस लिंक का बढ़ाने का प्रयत्न किया जाय जिस से वहाँ के लोगों के लिये सुविधा हो सकती है।

**Shri Panigrahi:** Sir, there is no quorum in the House.

**Shri Naushir Bharucha:** You noticed it only now. There has been no quorum since half an hour.

**Mr. Deputy-Speaker:** The quorum bell is being rung—Now there is quorum, the hon. Member may continue his speech.

**श्री आत्सर:** रत्नागिरि डिस्ट्रिक्ट की परिस्थिति बहुत खराब है, इस का कारण यह है कि रत्नागिरि जिले के बहुत से लोग नौकरी करने के लिये और दूसरे कामों के लिये बम्बई पर ही निर्भर करते हैं। उन को बम्बई घाना पड़ता है क्योंकि यातायात के साधन न होने के कारण वहाँ कोई उद्योग नहीं चलते। इस बारे में मैं ने कई बार यहाँ के उद्योग मंत्रालय से कहा, वहाँ के बड़े उद्योग-पतियों से भी कहा कि वे वहाँ आ कर उद्योग शुरू करें। लेकिन उन का कहना है कि हम वहाँ उद्योग शुरू कर सकते हैं, लेकिन यातायात

के साधन न होने के कारण उद्योग चल नहीं सकते। हमारे यहाँ बड़ी मात्रा में जगह है, लोगों के लिये बड़ी संख्या में स्थान हैं पर वहाँ बेकारी है, भुखमरी भी है। इस का कारण यह है कि वहाँ बड़ी संख्या में रहने वाले लोगों के लिये उद्योग नहीं है। आप को पता होगा कि हमारे यहाँ विपुल खनिज सम्पत्ति है, मैन्गू है, फ़ूट्स है। इतने साधनों के होते हुए भी यातायात के न होने के कारण भुखमरी फैल रही है। इस लिये रेलवे मंत्रालय से मेरी प्रार्थना है कि वह इस ओर ध्यान दे।

हम कंटमी वोक या सौजन्य सप्ताह मनाने में वड़ा पैसा खर्च करते हैं। इस सौजन्य सप्ताह के बारे में मुझे कुछ कहना है। जिन दिनों सौजन्य सप्ताह चलता है, उन दिनों के बारे में रेलवे मंत्रालय को सूचना मिलती होगी कि बड़ा अच्छा काम होता है। लेकिन इस सौजन्य सप्ताह में लोगों के साथ कैसा बर्ताव होता है इस का मैं उदाहरण देना चाहता हूँ। भ्रमसर ऐसा होता है कि जब रेलगाड़ी स्टेशन पर धाती दे तो उस पर लेडीज कम्पार्टमेंट नहीं लिखे रहते जिस से यात्रियों को पता नहीं चलता है और वे उस में बैठ जाने हैं। जब गाड़ी छूटने का समय आता है तो टिकट कलेक्टर वहाँ आते हैं यात्रियों से कहते हैं कि यह लेडीज कम्पार्टमेंट है। लोग कहते हैं कि हम ने देखा है, बाहर तो कुछ लिखा नहीं, गुप्त कैसे कहते हो कि यह लेडीज कम्पार्टमेंट है? इम पर जो टिकट कलेक्टर होते हैं वह अपने हाथ में लेडीज कम्पार्टमेंट लिख देते हैं और गाड़ी के छूटने के समय सब को वहाँ से निकलना होता है। शोलापुर में ऐसी ही स्थिति हुई थी। वहाँ सब लोग गाड़ी में बैठ गये। गाड़ी छूटने के एक मिनट पहले टिकट कलेक्टर आया और लोगों को बताया कि यह लेडीज कम्पार्टमेंट है। सब लोग बाहर उतरे और चारों ओर देखा, वहाँ कहीं लेडीज कम्पार्टमेंट नहीं लिखा था। उन्होंने उस से कहा कि इस में तो कहीं नहीं लिखा कि यह लेडीज कम्पार्टमेंट है। इस पर टिकट कलेक्टर ने अपनी जेब से

[श्री मासर]

थाक निकाला और लेडीज कम्पार्टमेंट लिख दिया। सब लोगो को उतरना पड़ेगा। बेचारे क्या करते, उन्होंने कुछ झगड़ा किया, लेकिन सब को उतरना पडा। वहाँ का डिबिजनल सुपरिन्टेंडेंट भ्राया और सब लोगो को कहा कि उतरना पड़ेगा। अब कही जगह तो थी नहीं, इस लिये उन में से कुछ भ्रादमियो ने टिकट कलेक्टर को बतलाया कि हम रेस्टोरेन्ट कार मे जाते हैं। जब वहा भी टिकट कलेक्टर गया तो कहा कि तुम से कह कर तो गये हैं कि रेल मे कही जगह नहीं है और हम रेस्टोरेन्ट कार मे जाते हैं। यह देख कर डिबिजनल सुपरिन्टेंडेंट का भगज खराब हो गया और उस ने लोगो से कहा कि तुम सब लोग यहा से निकलो। इस मे भ्राश्चर्य की बात यह है कि उन यात्रियो मे रेलवे कन्सल्टेटिव कमेटी जो होती है उस के एक सदस्य भी थे। उन्होने भी कहा कि यह गलत बात है, भ्राप हम सब को नहीं उतार सकते। गाड़ी में कही जगह नहीं है। इस पर डिबिजनल सुपरिन्टेंडेंट ने कहा

"Mr. Awekar, I have power to arrest you".

इस का अर्थ यह होता है कि मे भ्रापको अरेस्ट कर सकता हूँ। ऐसे भ्रपमानजनक शब्द कहे। मे समझता हूँ कि रेलवे मन्त्रालय इस तरफ ध्यान देगा। इस बारे में रेलवे बोर्ड और जनरल मैनेजर को भी लिखा गया। उन्होने जवाब दिया कि हम हम पर विचार कर रहे हैं। लेकिन पांच महीने हो गये, अब तक कोई जवाब नहीं भ्राया। इस में कोई इन्क्वायरी नहीं की गई। जिस कर्टसी वीक के लिये भ्राप पैसा दे रहे हैं उस मे रेलवे के भ्रफमर कन्सल्टेटिव कमेटी के मेम्बरो के साथ ऐसा बरताव करते हैं तो सामान्य जनता के साथ किसवा खराब बरताव होता होगा इस की तरफ ध्यान देने की भावश्यकता है। कर्टसी रक्खाह तो सात दिन रहता है। लेकिन हमेशा ही कर्टसी का बरताव होना चाहिये। इस तरफ ध्यान दें।

कमशियल क्लर्क के बारे में कहा गया है कि उनको पूरी सुविधायें नहीं दी जाती। उनको बारह बारह चौदह चौदह घंटे काम करना पडता है और उनको हालिडेज मे भी छट्टिया नहीं मिलती। इस सब के होते हुए भी उनको तनखाह कितनी मिलती है। भ्राज एक मैट्रिक पास क्लर्क जो काम करता है उसको ६० रुपया तनखाह मिलती है। कमशियल क्लर्क को खास प्रशिक्षण दिया जाता है पर फिर भी उसको ६० रुपये ही मिलते हैं। इस तरफ भी ध्यान देना चाहिये।

दूसरे जो सरकार से पेशान योजना चलायी है उसके बारे में कुछ कहना चाहता हूँ। दिल्ली डिबिजन मे कमशियल क्लर्क बारह बारह साल से काम कर रहे हैं पर अभी तक उनको कनफर्म नहीं किया गया है। इससे उनके पेशान पर प्रभाव पड सकता है। इस बारे में यह नियम होना चाहिये कि तीन चार बरम के बाद इन लोगो को कनफर्म कर दिया जाये। इस पर सरकार विचार करे। भ्रापने न्यू डील दिया है उसका फायदा उनको नहीं मिलता है। इम बारे में ध्यान देना चाहिये।

द्वितीय पचवर्षीय योजना मे कितना काम बढ़ा है लेकिन उसको देखते हुए कमशियल क्लर्क की जितनी तादाद बढ़नी चाहिये उतनी नहीं बढ़ी है। इसलिये उनसे गलतिया हो जाती है जिसके लिये उनको पनिसामेंट दी जाती है और उनका बहुत परेशानी होती है। सरकार को इस तरफ ध्यान देना चाहिये कि इन गलतियो का कारण क्या है। इन लोगों को जो बारह बारह चौदह चौदह घंटे काम करना पडता है यही इन गलतियो का कारण है। तो इस तरफ सरकार को देखना चाहिये। इस चीज को दूर करना चाहिये। भ्राजकल तो सत्ता का दुरुपयोग हो रहा है जिसका परिणाम बहुत खराब होता है और उसका काम पर भी बुरा असर पडता है।



श्रम में इन्वेंक्टरी की पोस्ट के बारे में कुछ कहना चाहता हूँ। इस पोस्ट पर कमबियल क्लर्क्स में से श्रावणी लेने चाहिये जिनको कि इस काम का प्रशिक्षण होता है। नये प्रादमियों को भरती करना जिनको कुछ मालूम नहीं, ठीक नहीं है। इससे एडमिनिस्ट्रेशन पर बुरा असर पड़ता है। इस तरह ध्यान देना चाहिये।

एक बात मुझे धीर कहनी है। वह यह कि सरकार को जनता की इच्छा का भी ध्यान रखना चाहिये। मैं करजत रेलवे स्टेशन के बारे में कुछ कहना चाहता हूँ। वहाँ के लोगों की यह मांग है कि वहा पर डेकन क्वीन दो मिनट के वास्ते रुके। जाते वक्त तो यहा पर डेकन क्वीन रुकती है पर आते वक्त नहीं रुकती। ऐसा करने का कारण यह बताया जाता है कि रोकने से देर होगी। लेकिन मुझे लगता है कि यह कारण सही नहीं है। हम देखते हैं कि जब गाड़िया एक धीर दो दो बंटे सेट हो जाती है तो उनका टाइम मेक अप कर लिया जाता है। तो क्या यह दो मिनट का टाइम मेक अप नहीं किया जा सकता यहाँ पर करीब मौ पासहोल्डर्स को यह मांग है कि यहा पर डेकन क्वीन दो मिनट के वास्ते रोकी जाय करे। यह बहुत ही उचित माग है। इसको पूरा किया जाना चाहिये। यह अनुचित मांग नहीं है।

जो डेकन क्वीन चलायी जाती है उसमें घाट इंजिन नहीं लगाया जाता। इस बारे में स्पष्ट नियम है कि जब रेल घाट में चलती है तो घाट इंजिन लगाना चाहिये। लेकिन बिना घाट इंजिन के गाड़ी को चलाया जाता है। वह नियम इस प्रकार है

“Engine power: Normal working by train engine or engines or a freight engine in front of train engine: There must be a ghat driver on the leading engine of all trains which are double-headed with a freight engine.”

यह स्पष्ट नियम होते हुए भी इस गाड़ी पर डबल इंजिन नहीं लगाया जाता और यह

बेकायादा काम किया जाता है। इससे रेलवे को नुकसान भी होता है। मैं ने एक प्रश्न पूछा था जिसके उत्तर में बतलाया गया था कि इंजिन न लगाने से मौ रुपये की बिजली एक बार में ज्यादा खर्च होती है। तो इस तरह से सरकार का भी नुकसान होता है। तो मैं चाहता हूँ कि डबल इंजिन लगाया जाये और करजत स्टेशन पर डेकन क्वीन दो मिनट रोकी जाये क्योंकि इसके बिना लोगों को बहुत परेशानी होती है। दूसरा इंजिन न लगने से कभी कभी एम्सीडेंट भी हो जाते हैं। सरकार इस धीर ध्यान दे।

श्री रा० रा० मिश्र (फैजाबाद) : माननीय उपाध्यक्ष महोदय, रेलवे के सम्बन्ध में जिन मांगों का विषय इस समय प्रस्तुत है उनका समर्थन करते हुए मैं दो तीन बातों की तरफ रेलवे मंत्री का ध्यान आकर्षित करना चाहता हूँ।

16 hrs.

एक तो यह बात मैं कहना चाहता हूँ कि रेलवे का बर्किंग एक्सपेंसेस बेतहाशा बढ़ता जा रहा है। डिमांड नम्बर ५ रिपेयरिंग धीर मेटिनंस में सन् १९५६-५७ में खर्च था ८८ करोड़ रुपया जो कि अब बढ़कर १०५ करोड़ हो गया है। डिमांड नम्बर ६, प्रापरेंटिंग स्टाफ में सन् १९५६-५७ में खर्च था ५२ करोड़ जो कि इस साल बढ़ कर ६३ करोड़ हो गया है। डिमांड नम्बर ७ में सन् १९५६-५७ में जो खर्च ४५ करोड़ था वह सन् १९५८-५९ में ५७ करोड़ हो गया है। इस प्रकार हम देखते हैं कि डिमांड्स नम्बर ५, ६ धीर ७ में सन् १९५८-५९ में करीब ३९ करोड़ रुपये की वृद्धि हुई है। यह ३९ करोड़ की वृद्धि जो एक साल में हुई है यह धीर तलब बात मालूम होती है। डिमांड नम्बर १, रेलवे बोर्ड, के खर्च के सम्बन्ध में कई एक सदस्यों ने प्रापका ध्यान आकर्षित किया है कि कई एक डाइरेक्टर धीर बड़े बड़े कर्मचारी नियुक्त किये गये हैं। उस

[श्री रा० रा० मिश्र]

डिमाड को देखने से मालूम पड़ता है कि खर्चा बढ़ा है। इसी प्रकार हमारा ख्याल है कि डिमांड्स नम्बर ५, ६ और ७ को भी घगर ठीक से देखा जाये और इनके खर्चों में मित-व्ययता की जाये तो खर्च में काफी कमी हो सकती है।

रेलवे के सम्बन्ध में कहा जा सकता है कि रेलवे विभाग के बड़े कर्मचारी यह जानते हैं कि किन विभागों में भ्रष्टाचार है और किन विभागों में किन किन स्थानों पर ज्यादा खर्चा हो रहा है लेकिन यह जानते हुए भी खर्च को कम करने की तरफ अधिक ध्यान नहीं देते यह दुःख का विषय है। मैं चाहता हूँ कि हमारे रेलवे मंत्री इस तरफ ध्यान दें और रेलवे में जो वर्किंग एक्सेंसेज बेतहाशा खर्च रहे हैं उनको कम करने की कोशिश करें।

दूरी बाल में यह कहना चाहता हूँ कि जो छोटे छोटे स्टेशन हैं वहाँ पर लोगों की सुविधाओं की तरफ ध्यान नहीं दिया जाता। बड़े बड़े स्टेशनों पर ता बड़े बड़े प्लेटफार्म बनाये जाते हैं, ऊँचे ऊँचे मकानात बनाये जाते हैं लेकिन छोटे स्टेशनों पर इस बात की बहुत कम कोशिश की जाती है। फंजावाद जिले में कई स्टेशन ऐसे हैं जहाँ पर प्लेटफार्म नहीं है और वहाँ पर स्टेशनों पर टैलीफोन तक नहीं है इस कारण यह पता नहीं चलता कि गाड़ी कब आवेगी। मैं समझता हूँ कि इस तरफ ध्यान देना चाहिये और छोटे स्टेशनों पर जो लोगों को सुविधाएँ हैं उनको दूर किया जाना चाहिये। मैं इस सिलसिले में देवरकोट, और अलना भारी स्टेशनों की तरफ ध्यान दिखाना चाहता हूँ जहाँ पर न कोई प्लेटफार्म है और न और कोई सुविधाएँ हासिल हैं।

मेरे जिले में श्रयोध्या खास मुकाम है। घाघरा नदी के उस पार लकड़मंडी स्थान है जो कि नार्थ ईस्टर्न रेलवे पर एक स्टेशन

है। यह श्रयोध्या से दो चार मील पर है जो कि नार्थर्न रेलवे पर है। दोनों मुकामात के बीच में घाघरा नदी बहती है। अगर इस स्थान पर एक पुल बना दिया जाये तो घाघरा के इस पार और उस पार का हिसा अपस में मिल जाये और लोगों को बड़ी सुविधा हो जाये। श्रयोध्या में हर साल तीन चार मेले लगते हैं और सारे प्रान्त से जासो यात्री आते हैं। घाघरा के उस पार से भी आते हैं। उनको नदी पार करने में बहुत असुविधा का सामना करना पड़ता है। विशेषकर रावन क महीने में यात्रियों को नदी पार करने के लिये चार पाच रोज तक पड़ा रहना पड़ता है। एक रेलवे का स्टीमर है पर वह सारे यात्रियों को पार ले जाने में समर्थ नहीं होता और इस वजह में उनको काफी दिक्कत होती है। अब जब कि रेलवे का विकास हो रहा है मैं रेलवे मंत्री महोदय का ध्यान इस ओर दिलाना चाहता हूँ।

जहाँ तक नई रेलवे लाइन्स बनाने का विषय है डिमांड नम्बर १५ में कई साल से बराबर टाडा अकबरपुर की डिसमेंटल्ड लाइन के लिए रुपया रखा जाता है पर उसे खर्च नहीं किया जाता। दरियाफ्त करने से मालूम हुआ कि अब उसका एस्टीमेट बढ़कर ३२ लाख हो गया है। इस वर्ष भी दस लाख रुपया रखा गया है। पता नहीं कि उसको खर्च किया जायेगा या नहीं। मेरी प्रार्थना है कि उस तरफ ध्यान दिया जाये। जब कि सारी डिसमेंटल्ड लाइन्स बन गयी हैं या बन रही हैं तो इस लाइन पर भी काम शुरू किया जाये।

अब मैं रेलवे की आय बढ़ाने के सम्बन्ध में कुछ कहना चाहता हूँ। मैं समझता हूँ कि अगर हमारे बड़े अधिकारी लोग इस तरफ ध्यान दें कि कहां पर ज्यादा खर्चा होता है, कहां पर ज्यादा कौयला खर्च होता है और उस में किसी प्रकार से कमी करनी चाहिए, तो इस का कुछ फल निकल सकता है। मैं

महोदय ने एस्तान किया है कि एक कमेटी बिठाई जायगी, जो कि इस सारे प्रश्न पर विचार करेगी और उस कमेटी के जरिये जहाँ जहाँ खर्च कम हो सकता है, वहाँ वहाँ कम करने का प्रयत्न किया जायगा। इस बात की जल्द से जल्द कोशिश करनी चाहिए कि जहाँ कोयला ज्यादा खर्च होता है, वहाँ उस को रोका जाय। लेकिन यह बात तो सब जानते हैं कि रेलवे में चोरी कहाँ होती है, कोयले के सम्बन्ध में चोरी कहाँ होती है और हरेक स्टेशन पर कौन कौन मुलाजमीन और कौन कौन दूसरे लोग चोरी करते हैं। लेकिन तथ्य यह है कि जानते हुए भी और इस विषय में शिकायतें पहुँचने पर भी ध्यान नहीं दिया जाता है। मैं चाहता हूँ कि इस ओर सख्ती से ध्यान दिया जाय और अगर ध्यान दिया जायगा, तो मुझे विश्वास है कि रेलवे में किफायत-शायरी हो सकेगी और चोरी कम हो सकेगी। रेलवे के उच्चाधिकारी सब कुछ जानते हुए भी इस तरह ध्यान नहीं देते हैं और जानते हुए भी सोते रहते हैं और यह जानते हुए भी सोना और ध्यान न देना एक दुःख का विषय है।

जहाँ तक रेलवे में होने वाले एक्सिडेंट्स का तात्लुक है, इस सदन के बहुत से माननीय सदस्यों ने अपने विचार प्रकट किये हैं। मैं इस बारे में यह कहना चाहता हूँ कि इस समय ऐसा स्थान पैदा हो रहा है कि रेलवे में सफ़र करना कुछ ज्यादा खतरे का वायस हो रहा है। भाष यह मालम नहीं होता कि सफ़र करे या न करे, करें तो कितना करें, दिन को करें या रात को करें। इस वक्त रात को सफ़र करना ज्यादा खतरे का वायस मालूम होता है। मंत्री महोदय ने इस विषय में प्राश्नासन दिया है। मैं समझता हूँ कि अगर रेलवे के सब कर्मचारी इस में अपना सहयोग देंगे, तो इस का अवश्य कुछ न कुछ फल निकलेगा। लेकिन जहाँ तक ट्रेनिंग का सम्बन्ध है, अगर यह बात सही है कि हमारा कुछ स्ट्राक—कुछ कर्मचारी—ठीक प्रकार सेट्रेन्ड नहीं हैं, तो मैं यह कहना चाहूँगा

कि ट्रेनिंग के सम्बन्ध में जितनी जल्दी कोई कदम उठाया जाय, उतनी ही अच्छी बात होगी। इस सम्बन्ध में कोताही नहीं की जानी चाहिए। अगर इस में कुछ रुपये पैने की बात है, तो इस मामले में रुपये पैसे का बिल्कुल ख्याल न करते हुए जल्द से जल्द आवश्यक कार्यवाही की जानी चाहिए। हम को इस प्रकार की बातों से संतोष नहीं करना चाहिए कि इस साल पिछले तीन चार सालों के मुकाबले में एक्सिडेंट्स की तादाद कम है, पहले साल इतने हुए और अब उन में एक हज़ार या चार सौ की कमी हो गई है। माननीय श्री फ़िरोज गांधी ने इस सम्बन्ध में इस भाशय के फीगर्स दिये कि कई सालों से लगातार जो दुर्घटनाएँ हो रही हैं, इस वर्ष उन की तादाद कम होती जा रही है। मैं कहना चाहता हूँ कि इससे संतोष नहीं होना चाहिए। एक हो, दो हो, दस हों या चालीस हों, आखिर एक तादाद है तो सही। अगर एक आदमी मरता है, तो वह भी बुरी बात है। इधर तीन चार महीनों से हम देख रहे हैं कि कोई भी अखबार पढ़िये, तो मालूम होता है कि कोई न कोई वाक्या हो रहा है। इस प्रकार से लोगों में असन्तोष बढ़ता है और उन्हें सफ़र करने में खतरा महसूस होता है। इस तरह मंत्रालय का ध्यान जाना चाहिए और आवश्यक कदम उठाने चाहिए।

अगर कुछ उपाय किये जायें, तो रेलवे की भाय और बढ़ सकती है। मैं ने देखा है कि अक्सर रेलवे में नीलाम के सम्बन्ध में काफ़ी देर की जाती है। रेलवे का सामान, लकड़ी, पेड़ इत्यादि रेलवे लाइन के किनारे पड़े रहते हैं और सब को नीलाम करने में साल दो साल लग जाने हैं। मैं ने देखा था कि ऊँजाबाद लाइन में पच्चीस, तीस सीशम के दरव्त गिरे हुए थे। लिखा गया कि उन को नीलाम किया जाय। इस में एक साल लग गया और उस के बाद सैक्सन मिलने में एक साल लग गया। इन दो सालों में सामान ग्रायब हो गया। कोई नहीं जानता कि कितना सामान ग्रायब हो गया। लेकिन यह सब कहते हुए दिक्कत मालूम होखी है कि रेलवे कर्मचारी इन बातों की तरफ़

[श्री रा० रा० मिश्र]

ध्यान नहीं देते। अगर इस बारे में कुछ कड़ाई की जाय, तो कुछ रकम भी हासिल हो सकती है और भ्रष्टाचार की मात्रा भी कम हो सकती है।

श्री डमराब मिश्र (घोसी) उपाध्यक्ष महोदय, पहले तो मैं आप को इस बात के लिये धन्यवाद देता हूँ कि आप ने इस पिछली सीट पर भी स्थान किया। जैसी हमारी यह सीट है, वैसा ही हमारा जिला आजमगढ़ उत्तर प्रदेश का सब से पिछड़ा हुआ जिला है। मैं ने इस किताब को देखा है, जिस में रेलवे मंत्रालय ने अपनी स्कीम दी है और बताया है कि भगले वर्ष हम क्या कुछ करने जा रहे हैं। वह किताब बिल्कुल खाली ही खाली दिखाई पड़ती है। अगर उस में यह लिख दिया गया होता कि रेलवे लाइन उखाड़ दी जायेगी, तो हम कह सकते हैं कि रेलवे मंत्रालय हमारे लिये कुछ सोचता है। लेकिन ऐसा मालूम होता है कि रेलवे मंत्रालय ने सोचना ही बन्द कर दिया है जिस जिले से तीन एम० पी० आते हैं, जो इतना बड़ा जिला है, जिस की बाइस, चौबीस लाख की आबादी है, उनकी हालत यह है कि वहाँ पर कोई साधन नहीं है। गाहगज स्टेशन जहाँ पर बड़ी लाइन बन्द हो जानी है और उसके आगे छोटी लाइन से जाना होता है, की हालत यह है कि वहाँ पर एक भूट मूठ का स्टेशन कायम कर दिया गया है। उस के मुतालिक कई बार कम्प्लेंट बुक में लिखा गया कि सिगनल के पास गाड़ी खड़ी की जाती है और यात्री को यह मालूम नहीं होता कि गाड़ी स्टेशन पर आ गई है। हर जगह लिखा हुआ है कि लाइन पार करना जुर्म है, लेकिन अगर झाहगज के पास स्टेशन पर लाइन पार कर के चला जाय, तो प्लेटफार्म पर नहीं जा सकते, उसके लिये कोई जगह नहीं है। कभी कभी ऐसा होता है कि गाड़ी इस तरह खड़ी हो जती

है, और एक इधर से आ जाती है, एक उधर से आ जाती है, और कुली सामान ले कर बीच में से दोनों गाड़ियों को पार कर के बाहर निकल पाता है। एक बीमार भावभी को पेट पर चढ़ने में जो दिक्कत होती है, वही दिक्कत यात्री को सिगनल के पास खड़ी रेलगाड़ी से उतर कर प्लेटफार्म पर जाने में होती है। कई बार एक वही, दो दो, तीन तीन एम० पी० ने कम्प्लेंट बुक में इस के बारे में लिखा है—बलिया के लोग उधर से जाते हैं—लेकिन कोई नतीजा नहीं निकला है। हमारा यह दृढ़ विश्वास हो गया है कि जितने इन्-एफिशिएंट डिपार्टमेंट्स हैं, वे यह चाहते हैं कि एक साधु मिनिस्टर बन जाये, ताकि वह हमारे काम में दखल न दे सके। मैं इस का खुद अपनी तौहीन मानता हूँ। जो सर्विमिज लोगो का बिल्कुल खयाल नहीं करती है, जो कि जनता के जीवन में खिन्नावाड करती है, हम देखते हैं कि मिनिस्टर उन के लिये ढाल का काम करता है। हम ने अपने मंत्री महोदय के जवाब मुने। उन्हो ने बिल्कुल ठोक से जवाब दे दिया कि कोई शिकायत नहीं है। मैं यह कहना चाहता हूँ कि आप हिन्दी के बारे में यह कहते हैं कि प्रभो हिन्दी के लिये जमाना नहीं आया है, तो क्या आप समझते हैं कि सर्विमिज इंग्लैंड और दूसरे मुल्को की सर्विमिज की तरह एफिशिएंट है, उमी तरह से उन की वर्किंग है, उसी तरह में फाइने चलती है? हमें सर्विसेज पर बिल्कुल विश्वास नहीं है। वे सर्विमिज जानती है कि जनता के साथ कंसा व्यवहार करना चाहिये। गांधी जी ने सर्विमिज से कह दिया था कि आज से तुम हमारे मुल्क के भादमी हो और उन को उसी तरह का व्यवहार करना चाहिये। सर्विमिज के जिन लोगो में मेवा-भाव है, हम उन को दाद देते हैं और समझते हैं कि उन को काफी कद्र होनी चाहिये। हमारी निगाह में ऐसे भादमी हैं जो रिश्तत लेना हराम समझते हैं। उन का हम आदर करते हैं। लेकिन केवल यह लिख देने से कि बूस लेना और बूस देना पाप है, काम

चल जायेगा, हम इस पर विश्वास नहीं करते हैं। ज्वायन्त महोदय, मैं आप के जरिये से मंत्री महोदय को यह कहना चाहता हूँ कि इस मामले में भी तरफ भी कुछ ध्यान दिया जाय। उस क्षेत्र में हम समय एन० ई० रेलवे है। बचपन में हम उस का नाम बी० एन० डब्ल्यू धार० सुनते थे। जब उस का नाम बी० टी० धार० रखा गया, तो हम को बड़ी खुशी हुई। जब यह रेल बनी थी, तो उस में जो डिब्बे लगे थे, वे नये थे, लेकिन जैसे जैसे उस रेलवे के नाम बदलते गये वे वैसे वैसे डिब्बे भी पुराने होते गये और वह लाइन भी खराब हो गई। कोई उम लाइन पर चलना नहीं है। आजमगढ़ से मऊ की तरफ दस, पन्द्रह मिनट के बाद बसिज चलती है और रेलगाड़ी पर कोई बैठने की बात ही नहीं करता। मैं ने डिप्टी मिनिस्टर महोदय को प्रार्थना की है कि आजमगढ़ में सिटी स्टेशन खोल दिया जाय, जिस में रोडवेज का भार हल्का हो जाये और कुछ प्रादमी उस पर भी चलने लग, लेकिन इस तरफ कोई ख्याल नहीं किया गया। तीकरां के पाम कागज भेज दिय जाते हैं। अगर हम को यह मालूम होता, तो यह दरवाजा खटखटान के बजाय हम उन के पाम दफ्तरो में ही जाने तो शायद हमारा कुछ काम चल जाता। लेकिन हम लोग इस के प्रादमी हैं। ये लोग हमारी ही तरफ के प्रादमी हैं। हम लोग इन से बात करते हैं। करोगे, करगे, नहीं करंगे, तो होगा क्या? न हम मम्बर रहेंगे और न ही यह मिनिस्टर रह सकेंगे। दोनों की नाव डूबेगी, यह मैं बता देता हूँ। आप कहते हैं कि इतनी बड़ी तादाद में कैसे प्राये। इस का कारण महारथ, गांधी और वे लोग हैं, जिन्होंने सैक्रिफाइस किये। आज भी पब्लिक हजार तकलीफ में रहती है, अगर कांग्रेस और गांधी को नहीं भूलती है। यह वही कमाई है जो कि हमें और आपको इन कुर्सियों पर ले प्राई है। अगर आज हम सजब नहीं हुये और ठीक तरह से हमने अपना काम नहीं किया तो मैं आपको भगाह करता हूँ कि मैं तो थोड़े घाटे में रहूंगा लेकिन आप भी कम घाटे

में नहीं रहेंगे। जो पिछड़े हुये इलाके हैं और जो पूर्वी जिल कहलाते हैं उनकी तरफ आपका ध्यान नहीं जाता है। हो सकता है कि आपको वहां जाने से कुछ तकलीफ का अनुभव होता हो। जो अफसर लोग वहां जाते हैं उनको बहुत ज्यादा परेशानी होती है। इसी से आप अन्दाजा लगा सकते हैं कि वहां पर रहने वाले लोगों को कितनी परेशानी का सामना करना पड़ता होगा। वे ही बुनियाद हैं, वे ही एक कड़ी हैं, जिन कि वजह से आपको और हमको ये जगह मिली हैं। वे गरीब लोग हैं, गांव में रहने वाले हैं और उन्हीं के हम नुमाइदे हैं। अगर और उग्र बैठे हुये पार्लियामेंट के मेम्बर जो कुछ कहते हैं उससे तो ऐसा आभास मिलता है कि हम यहां पर कर्मचारियों के लिये सुख सुविधाओं की ओर ध्यान देने के लिये ही बैठे हुये हैं। लेकिन ऐसी बात नहीं है। हमको पब्लिक की जो तकलीफें हैं, उनकी जो परेशानियां हैं, उनकी ओर भी ध्यान करना होगा। हमारे बाप दादा हमेशा तीसरे दर्जे में सफर किया करते थे। हम भी यहां आने से पहले तीसरे दर्जे में ही सफर किया करते थे। आज हम उनको भूल जाये, उनका कोई ख्याल ही न करे, यह कैसे हो सकता है। आज हमको गाड़ियों में भीड़ भाड़ को कम करना होगा। हमें यह देखना होगा कि लोगों को कम में कम बैठने की जगह तो मिल जाये। यहां पर दिल्ली के स्टेशन पर अगर कोई बीमार भुसाफिर आता है, जब उसको बैठने की जगह नहीं मिलती है तो वह कहता है कि चलो मैं फर्स्ट क्लास में बैठ कर चला जाता हूँ। यह बाप दादा की कमाई का ही नतीजा है कि यह यहां पर बैठे हुये हैं। उनकी सैक्रिफाइस का ही यह नतीजा है कि हम प्राये हैं यहां। हम यह नहीं चाहते कि बाप दादा के सामने तो हम अच्छा खाना खायें और फिर बाहरे घर में खाने के लिये रोटी भी न हो। हमारी जनसंख्या का बहुत बड़ा भाग गांधी में

[श्री उमराव सिंह]

रहता है। उनके बारे में रेलवे मंत्रालय कुछ नहीं सोचता है। आज हम बड़ी बड़ी नौकरियों में सगे हुये लोगो की ही फिक्र कर रहे हैं और जो दूसरे मुलाजिम हैं उनको सुविधायें प्रदान करने की फिक्र में है। लेकिन हम अपनी भूखी और नगी जनता को कैसे भूल सकते हैं। हमें वह होटल पसन्द नहीं जहां पर कुर्सी तो अच्छी है लेकिन खाना अच्छा नहीं, हमें वह होटल पसन्द है जहा पर कुर्सी चाहे टूटी हुई है लेकिन खाना अच्छा है। इसको हम ज्यादा पसन्द करते हैं। इस दृष्टिकोण से अगर इस बजट को देखा जाये तो मैं कहूंगा कि इसमें रियलिटी बहुत कम है, शो बहुत है। यह पब्लिक का रपया है, हमें इसका ठीक ठीक इस्तेमाल करना है। उस जगह के रहने वालो का भी हमें खयाल करना है जो ओ० टी० आर० पर रहते हैं। यहा के जो बरेली मिल के चोटा है, वह जाते हैं, और गांव वाले स्वाते हैं — यहा पर सभी लोग बड़े बड़े लोगो की बात करते हैं, गरीबो के मुताल्लिक कोई मोचना नहीं है।

मैं चाहता हू कि रेलो के पास जा पैसा है, उसको ज्यादा से ज्यादा रलवे लाइने बनाने पर खर्च करना चाहिये और ज्यादा से ज्यादा पैसा खर्च करके गुड्स ट्रेन आपको चलानी चाहिये। आज हालत यह है कि अगर आप गुड्स ट्रेन में माल बुक कराने के लिये जाते हैं तो आपको रिटवत देनी पडती है। बिना रिटवत के कोई काम नहीं होता है। यह क्यों है? कहा जाता है कि डिब्बे अवे-सेबल नहीं हैं।

श्री शाहमबाब सा . गुड्स ट्रेन ज्यादा चलेगी तो बाप दादा कहा बैठेंगे ?

श्री उमराव सिंह : मैं उस तरफ भी आऊंगा। मैं उस जिले में आया हू जहा पर चीजें बहुत महंगी बिकती हैं। शाहगज में एक रुपये का तीन सेर आटा मिलता है। शाहमगड़ में एक रुपये का सबा दो सेर

मिलता है। यह क्यों है? यह छोटी लाइन के कारण है। अगर वहां पर बड़ी लाइन रहती तो बाप दादा भी खा सकते थे। अब वे कहा खा सकते हैं। आपको इन बातों का क्या पता है। जाक पैर न फट बिवाई, वह क्या जाने पीर पराई। बाप दादा को हम भूल नहीं सकते हैं। यदि हम उनके प्रति बफादार नहीं रहते और इन कुसियों पर बैठकर उनकी दशा को सुधारने का प्रयत्न नहीं करते तो हम भी यहा नहीं रह सकते हैं। हम पर उनका कर्जा है जिसे हमें चुकाना है।

मैं ज्यादा डिटल्स में नहीं जाना चाहता। मैं रेलवे मंत्रालय से इतना ही कहना चाहता हू कि आप लगेटी वाले गांधी जी को न भूलिये। आप उसके बतलाय हुये रास्ते पर चलिये और उमी रास्ते पर चल कर आप मुल्क का कल्याण कर सकते हैं। मैं चाहता हू कि आपका ध्यान उम भूखड की ओर भी जाये जहा लोग बहुत गरीब हैं, जहा लोग पिछड़े हुये हैं जिन को यह छोटी लाइन और भी उजाडती जा रही है।

महू म काँ प्रान्-ब्रिज नडा ।  
महू व' वार मे गांधी जी न वडा था ।क  
इट इज दी मानवैस्टर आफ इन्डिया । वहा  
पर बहुत भारी स्ट्रैफाम नो बना दिया गया  
है । वहा आदमियो के जाने के लिये थोडा  
दूरी पर पक्की सडक भी है । कई बार प्रार्थना  
की गई है कि एक चावर ब्रिज दे दीजिये  
लेकिन वह नहीं दिया गया है । वहा मे पक्की  
सडक बालिया को जाती है । वहा पर लाइन  
भी छोटी है । वहा जा गेटकीपर है वह मिगनल  
को डाउन कर के बैठा रहता है । सभी  
गांधिया, टुक इत्यादि सडी रहनी है लेकिन  
कोई परवाह नहीं करता है । इस को बैंक  
भी नहीं किया जा सकता है कि गांधी आने

वाली है या नहीं। यह गेटकीपर की मर्जी पर बन्द होता है और उसी की मर्जी पर खुलता है। यह भी सुनने में आया है कि गाड़ी बालो से तथा ट्रक बालो से रिक्वत लेता है और तब जा कर गेट खोलता है। रात के वक़्त भी वह ऐसा ही करता है। गेट बन्द पड़ा रहता है और वह सोता रहता है, उस को कोई किमी किस्म की परेशानी नहीं है। मैं धारा करता हूँ आप इस ओर भी ध्यान देंगे।

आप का ज्यादा से ज्यादा पैसा मान गाड़ी के डिब्बे बनाने में खर्च होना चाहिये ताकि माल गाड़ी के अधिक से अधिक डिब्बे लाइन पर आ सकें। आप हम जरा टूटा हुआ डिब्बा मफ़र करने के लिये दे दें, इस में कोई हरज की बात नहीं है। लेकिन आप यह अवश्य देखें कि एक दूसरे के ऊपर आदमी न चढ़ें। इस के बाद जा पैसा आप के पास बचे उसे आप कर्मचारियों को सुविधा देने के लिये खर्च करें। तब यह नहीं कहा कि आप उन का भूखा मारे। ऐसा मान्य होता है कि आज मारी नेतागिरी हमी म है कि कर्मचारियों के लिये सुख सुविधायें हो, उन के लिये मकान बन, उन का तनख्वाह अच्छी हो और जो नीसरे दज वः मुर्माफ़र ह, व चाहे इमी तरह से परदान हान रह। आज हमारे जो बाप दादा हं व यह नहीं बरदाश्त कर सकते हैं कि कारखान रहे। अगर इस का हम दूर नहीं कर सके तो हम भी नहीं रह सकते। जैम तैसे इम का दूर करना ही होगा। आज वह जमाना है कि हमारे बाप दादा हम से पूछत हैं कि आप ने क्या किया है और उन का यह पूछना ठीक भी है। सब जानते हैं कि जहा बुकिंग होती है, वरा बिना रिक्वत लिये काम नहीं होता है, बिधर देखो कोरखान है। इम का असर किम पर पड़ता है? बाप दादा के ऊपर ही तो इम का असर पड़ता है। जो लोग रिक्वत देत हैं वे माल को महंग कर देते हैं जिस का नतीजा यह होता है कि गांव के जो लोग होते हैं वे

पिस जाते हैं। रेलों पर जो चोरी होती है, उम का असर भी उन्हीं लोगों पर पड़ता है। इस वास्ते में चाहता हूँ कि आप इस ओर भी अवश्य ध्यान दें।

मुझे खुशी है कि हमारे जो मिनिस्टर हैं वे सिर्फ मिनिस्टर ही नहीं हैं बल्कि उन्हीं ने देज मेवा के क्षेत्र में भी बहुत ख्याति प्राप्त की है। मैं चाहता हूँ कि वे अपना ध्यान अपनी एनर्जी इन बातों की ओर भी लगावे जो मैंने कही हैं और हमारा कष्ट दूर करने की चेष्टा करें।

Dr. K. B. Menon (Badagara): Mr. Deputy-Speaker, Sir, I wish first to speak about the difficulties that the employees attached to the Divisional Office at Olavakkot are put to for want of the elementary amenities of life. The Divisional Office was shifted from Podanur to Olavakkot a year and a half ago. There are working in this office about seven hundred staff, including seventeen officers. This, I think, is the largest office working in Kerala. The staff attending this office have to come from Podanur, from Shoranur and from Kollergode every day, spending three hours for going and perhaps three hours for coming back home. The Railways have sanctioned, I understood, 315 houses for the employees, out of which only 150 have been constructed. Even if the other 150 are constructed, I understand that it will not accommodate the whole of the staff, and another one hundred more houses may perhaps be necessary. At present the office is working in three sheds with asbestos roofing. And Olavakkot being very far away from the sea, the temperature goes fairly high during summer and I learnt that last summer a number of employees, more than about half a dozen of them, swooned during the day. I request the railway authorities to expedite the construc-

[Dr. K. B. Menon]

tion of these houses for the accommodation of the staff. It is not possible to expect any efficiency from the office if the staff have to spend three or four, or even more, hours to go and come.

Next, I would like to place before the House a little information that I have about sick engines on the Southern Railway. Whatever information I have, I wish to place the same before the House, right or wrong, and I may invite any correction to it from the Minister. It appears that at the fag end of 1955, ten engines were bought from Cullen Foundry in Birmingham. And out of these ten, five, I understood, were allotted to the Northern Railway and five to the Southern Railway. These five engines on the Southern Railway started hauling trains from Mangalore to Madras from January, 1956. Out of these five engines, according to the information that I have, three are in the loco-shed, sick, for heavy repairs. Two others are still on the track, and I understood that they are likely to be put out of commission in the course of the year. I do not know to what class these engines belong, but ordinarily an engine is expected to give efficient service for fifty to sixty years. Engines belonging to K class, PT and PTI and other classes have given fifty to fifty-five years of efficient service, while these engines newly bought, hardly two years old, are expected to go out of commission. I do not know the reason. And the fate of the engines given to the Northern Railway also, I do not know. I would request the Minister to throw more light on the subject.

Next I would like to pass on to the recently constructed metre-gauge railway linking Trivandrum with the Cochin Harbour. This railway, newly constructed, running entirely through Kerala, should have been part of Olavakkot Division, but it has been torn away from Olavakkot Division and linked on to Madura. The two reasons urged, I understand, are one,

administrative efficiency and convenience and, the other, the difficulty in transferring the Loco Shed from Kottayam. In regard to the first reason urged, namely of administrative convenience and efficiency, I should think that there are three Divisional Offices in Madras, namely, one at Madura, another at Trichy and the third at Madras itself. All these three Divisions have larger lines of railway than the Olavakkot Division which was started only very recently. If from the efficiency point of view, decentralisation is a factor that contributes to efficiency and convenience—and the Railway is such a huge affair that if it is reduced to small, convenient units it will be working more efficiently—from that point of view I think that the newly constructed metre gauge should have been linked on to Olavakkot. And even if it is linked on to Olavakkot, I do not think that it will come up to compare in size with either Madura or Trichy or even Madras.

One of the reasons for the construction of this metre gauge from Trivandrum to Cochin was to link the hinterland with the Cochin Harbour and afford facilities particularly for the transport of oil. If that be so, both Ernakulam and Cochin belong to the Olavakkot Division, and that railway should have been linked up with Olavakkot. Another reason, from the point of view of the convenience of the travelling public and also of the business community, I believe, is that it is more easy for them to have access to Olavakkot than to Madura.

The reason urged, of the difficulty in handing over the Loco shed at Kottayam to the Olavakkot Division, cannot be seriously taken. For, during the regionalisation and divisionalisation of the railways last time there were transfers of loco sheds all over the country. So that cannot be urged as an important reason.

Apart from all these considerations there are two very important reasons which one would urge for the transfer



of this railway to Olavakkot Division, from the point of view of labour. The larger units of Madura and Trichy have a larger number of higher grade staff and the promotions and other things as such are bound to be affected. Therefore, it may be in their interest to transfer this railway to Olavakkot.

Next the recruitment of the lower staff, particularly that of the porters, linemen and gangmen, for this railway running from Trivandrum to Cochin will be done at Madura and I have very little doubt that the people of Kerala will consequently suffer. There is considerable unemployment even as it is in Kerala which is a small State and if this also is denied to them, there is likely to be a serious handicap. From that point of view I feel that it will be unfair to take away that line from Olavakkot and shift it to Madura. I hope that what is necessary and what is good for Kerala will not be taken beyond the Ghats. I commend it to the attention of the Ministry.

Shri Warlor (Trichur): Mr Deputy-Speaker, Sir, I take this opportunity to congratulate the Ministry as well as the Railway Board and those who were in charge as also the workers for the completion of the Ernakulam-Quilon link in scheduled time, because I understand that not a single trade dispute had been there even though 10,000 persons were employed in the construction of that line. But, in that connection itself I would like to support the points made out by Dr. Menon just now about the transfer of this line from the Madura Division to the Olavakkot Division.

It is a fact which should not be hidden that opinion is divided on this point even in Kerala itself. It is in the best interests of Kerala that the Ministry itself should go into this matter more sympathetically and seriously once more consider the whole aspect and take a final decision before it is finalised. If it is finally considered to make the change, then make the necessary change because it

is in the interests of the trading community which is largely scattered in the Cochin Harbour area. These lines are feeding the Cochin Harbour and if their interests should be taken as of primary importance then surely Olavakkot Division is the best suited for the administration of this line because not only from Trivandrum but from the northern end of the Kerala State another line is coming directly to Cochin Harbour. So, all these things can be managed by one Division and the traders and the business community at large should approach only one Division. Now, the parties in Cochin Port area have for certain purposes to go to the Olavakkot Division and for certain other purposes have to go to Madura Division. That is a very big difficulty for them.

From the workers side also, the representation has come because of transfers and all other things. From the Ernakulam-Quilon-Trivandrum line the workers, to represent their grievances, have to go to Madura if certain necessary cases arise and such other handicaps are there. But at the same time, it will be easy and convenient for them to go up to Olavakkot which is nearer from the Ernakulam centre and which is also a connecting place of this railway with broad gauge.

So, I will appeal to the Ministry to go into the matter because I am also not decided and there are people who are not decided upon that. That is a fact and that fact must also be borne in mind. But apparently and *prima facie* the interests of the State will be best served if this Division is transferred to Olavakkot.

The next point that I want to make is about the employment of superannuated persons. The difficulty experienced by the staff is that those superior officers, who had been superior when they were employed, after being relieved from the service are re-employed as juniors to those erstwhile juniors. So, a very anomalous position is created. A very awkward situation is also created by the erstwhile superiors becoming the

[Shri Warior]

juniors of the erstwhile juniors. The erstwhile juniors do not find it easy to give commands to or to be task-masters of these newly recruited superannuated officers and superannuated persons, naturally take advantage of that. Although they are to execute certain things, they simply shift it to the erstwhile juniors because it is a very easy thing and the erstwhile juniors would not be showing their reluctance before their erstwhile masters. In that way the efficiency of the administration and the staff is also affected. So this question must be taken into consideration more seriously. I am not against those persons, who are experienced and trained, being taken back into service for a few years, but at the same time, if that causes much handicap in the efficient execution of the day-to-day administration and that itself becomes a bottleneck in the whole transport system, then that question is a very serious question and must be borne in mind. A policy must be evolved for that.

In this respect I will also wish to state that promotions are stopped when these persons come and fill in higher posts. Those, who are expecting some promotion in the routine way, think that their promotions are stopped at least for a few years. That much of discontent is also arising in the junior staff. So, in the interests of those employees also this taking back of superannuated officers for a number of years must be reconsidered and some adjustment must be made between their claims and the claims of the junior officers.

Another point, although it is not of very urgent or immediate importance, is about the Kerala railways' electrification. I do not now propose to go into the electrification system as a whole, but this will give the Railway Administration more profit out of the cost of the coal which is very high when exported from the coal areas, down the sea in the ships and taken

to Cochin Harbour and then taken to the railways. I am told that freight charges for a ton of coal are about Rs. 16 ordinarily when carried by train, but when taken by ship to Cochin Harbour they come to Rs. 30 or Rs. 35 per ton. The Railway Board is subsidising that so that it is brought down to the normal cost. But, Kerala has electricity potential and it is in the process of development. We think that by the end of the Second Plan the entire railway system in Kerala can be electrified and it will be the cheapest electricity possible, because we are told by experts that whereas in other parts, even in Bhakra Nangal and other bigger projects, electricity is costing about Rs. 1,700 per kilowatt, Kerala Hydro-electric projects can provide electricity for Rs. 600 per kilowatt. If that is the case then electrification will be the cheapest method for fuel and it will be a big gain for the Railways. So, I urge upon the Ministry to make some plans and schemes for that so that when the hydro-electric power is developed in Kerala, the best use can be made of that and the Railway Ministry can gain out of it.

Another very small point, which I have to make, is about the level crossing at the Shoranur Junction. Ordinarily, I would not have stressed upon the question of an overbridge when we debate upon such serious matters like the Railway Demands, but this overbridge is in a particular position. It is on the National Highway from Palghat to Trivandrum and the level crossing at present is between the loco shed, which is very important loco shed, and Shoranur Railway Station. There are four lines branching out from Shoranur Junction and lately, I am told, even the Governor of Kerala had to be stopped there for more than 45 minutes to get the level crossing gate opened for him. If that is the case of a Governor, you can very well infer, Sir, how much handicap is there for the road traffic over there? Even I, along with some other

M.Ps., had many occasions to be stopped there for half-an-hour and more than half-an-hour at times for 45 minutes.

The Railway Administration has issued orders that the gates should not be closed for more than 15 minutes. In fact, Shri A. K. Gopalan and myself had written in the complaint book at Shoranur Junction that we were stopped for more than 30 minutes. Nothing has been done in that respect so far. Last year, at the time of the budget discussion we had moved a cut motion relating to this very over-bridge. This is not an ordinary over-bridge. The level crossing comes in between the station and the loco shed, and always there would be shunting and marshalling. Therefore, this work must be taken in hand in right earnest. Although this is not in my constituency, this is adjacent to my constituency in Kerala. I would, therefore, appeal to the Ministry to take it up at least in the next budget and meet this long over due demand.

श्री श्रींकार साह (कोटा-रजित-अनु-सूचित जानिया) : माननीय उपाध्यक्ष महोदय. यह सत्य है कि रेलवे मंत्रालय ने सारे देश में जनता के लिये काफी तादाद में सुविधाएँ प्रदान की हैं। इस में कोई दो शक नहीं हो सकती कि हम ने सारे देश में जनता के बीच में शुद्ध वातावरण पैदा हुआ है और इस के लिये रेलवे मंत्रालय वास्तव में अन्याय का पात्र है। यह एक रेगुलर फीचर हो गया था कि अक्सर ट्रेन्स समय पर नहीं चलती थी। यह काफी शर्म तक रहा लेकिन अभी थोड़े समय में ट्रेन्स की नेट रनिंग कम होनी जा रही है, और विषय रचना चाहिये कि आगे चल कर इस में प्रगति की जा सकती है। पर फिर भी जितनी एफिशिएंसी आनी चाहिये वह अभी तक नहीं आ पाई है। वजह में यह कर्तव्य दृष्टिगोचर नहीं होता कि हम मोगलिस्टिक पैटर्न आफ मोबायटी की तरफ बढ़ते चले जा रहे हैं जब तक हम देखते हैं कि सर्वाइनेट स्टाफ

और हाई आफिसर्स की वे में काफी अन्तर पड़ा हुआ है। इस पर भी रेलवे मंत्रालय को ध्यान देना चाहिये ताकि सर्वाइनेट स्टाफ के लोगों की तनख्वाहों पर अधिक विचार किया जाय और अधिक से अधिक सुविधाएँ प्रदान की जाय।

ज्ञान ही में जो इंटेग्रिटी रिनीफ छोटे बेंचन वालों को दिया गया है पांच रुपये का, वह में समझता हूँ कि बहुत कम है। आजकल की महंगाई और जमाने को देखते हुए यह आवश्यक मानूँगा कि जो इंटेग्रिटी रिनीफ डिग्रेशन अलाउंस में पांच रुपये का दिया गया है वह अधिक बढ़ाया जाय।

यह भी हमारे देखने में आ रहा है और माननीय सदस्यों ने उचित बात की शिकायत की है कि ट्रेन्स में काफी रकम रहता है। यह नितांत आवश्यक है कि एग्जिस्टिंग कोच और मैनुअल इन्वॉयड को मरामत कर थर्ड क्लास कोच में बदल दिया जाय। यह देखा गया है कि रेलवे मंत्रालय में इस ओर ध्यान कम दिया है ताकि वास्तव में मरामतीय है और प्रथमतीय है।

मैं अब राजस्थान प्रदेश की ओर रेलवे मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ। उस की यह नीति रही है, और हानी भी चाहिये कि जो इलाके या प्रदेश अन्डर डेवलप्ड हैं या अन्डेवलप्ड हैं उन को टारगटपॉजिटिव दी जाय। लेकिन मैं देखता हूँ कि राजस्थान में अन्डर रेलवे मंत्रालय ने इस ओर कतई ध्यान नहीं दिया है। हिन्दुस्तान में जो और प्रदेश हैं उन की ओर अधिक ध्यान दिया गया है। हालाँकि मैं मानता हूँ कि हिन्दुस्तान में कहीं भी, किसी भी समय अगर सुविधाएँ दी जाती हैं तो वे भी हमारे देशवासियों को ही दी जाती हैं, लेकिन मैं बहुत अदब में दखलस्त करना चाहता हूँ कि अगले वर्ष हम बात का विशेष तौर से ध्यान रखा जाय, ताकि

(श्री भोंकार लाल)

राजस्थान का, जोकि एक बैकवर्ड इलाका है, उस का इन्डस्ट्रियली, ऐग्रिकल्चरली और कमर्शली डेवलपमेंट ठीक हो सके।

यह कट्टु सत्य है कि कोटा से जयपुर जाते समय माधोपुर गाड़ी बदलनी पड़ती है और वहां पर करीब तीन चार घंटे रात्रि में इन्तिजार करना पड़ता है। भस्ती मील का टुकड़ा जो कि माधोपुर से जयपुर तक का है उसे तय करने के लिए वहां की मीटरगेज गाड़ी करीब करीब ५ घंटे लेती है और इतना अधिक समय खर्च हो जाता है कि जिसको किसी प्रकार से बरदास्त नहीं किया जा सकता। इससे यात्रियों को बहुत ही तकलीफ होती है। मैं निवेदन करना चाहता हूं कि देहरादून एक्सप्रेस का टाइम और उस मीटर गेज ट्रेन का टाइम जो माधोपुर से दो बजे के करीब स्टार्ट होती है ऐसा रखा जाये कि यात्रियों को अधिक दिक्कत का सामना न करना पड़े और उनको माधोपुर प्लेटफार्म पर अधिक इन्तिजार न करना पड़े।

जब जयपुर से वापस कोटा आते हैं तो माधोपुर होकर आना पड़ता है और वहां जनता के लिए गाड़ी बदलनी पड़ती है। माधोपुर पर काफी रेलवे स्टाफ न होने की वजह से यात्रियों को टिकट तबदील कराने में काफी दिक्कत का सामना करना पड़ता है। उसका परिणाम यह होता है कि कोटा पर उन यात्रियों को हैरास किया जाता है और उनको दिक्कत होती है और उनसे पैनाल्टी चार्ज की जाती है। इसमें यात्रियों का कोई फुसूर नहीं होना चाहिए क्योंकि टिकट की तबदीली माधोपुर पर होनी चाहिए। स्टाफ की कमी के कारण यात्रियों को यह तकलीफ भुगतनी पड़ती है। मैं चाहता हूं कि रेलवे मंत्री महोदय इस ओर भी ध्यान दें।

इसी प्रकार कोटा से भजमेर डाइरेक्ट स्ट है। उस ओर भी एक नई रेलवे लाइन बनानी चाहिए। इसी प्रकार बारां से शिवपुरी

बाया किशनगंज साहाबाद एक रेलवे लाइन निकाली जानी चाहिए। कोटा का बहुत बंदर डेवेलपड इलाका है। यदि वहां पर रेलों का जाल बिछाया जाये तो वहां के लोगों को ज्यादा राहत मिल सकती है और वह इलाका ज्यादा तरक्की कर सकता है और अन्य प्रान्तों के मुकाबले में बराबर आ सकता है।

इसी प्रकार छवड़ा से झालावाड़ रोड वाया हकलेरा मनोहर थाना एक नई रेलवे लाइन बनायी जानी चाहिए जिससे कि वहां की जनता को अधिक सुविधा मिल सके।

कोटा जंक्शन एक महत्वपूर्ण जंक्शन है जो कि बम्बई और दिल्ली के बीच में पड़ता है। कोटा को वैगन वर्कशॉप का हैडक्वार्टर बनाया गया है इसके लिए रेलवे मंत्रालय धन्यवाद का पात्र है। लेकिन कोटा स्टेशन पर पूर्ण रूप से टिनशैड नहीं है। इसकी निहायत जरूरत है। वहां पर तीन चार प्लेटफार्म हैं जिन पर टिन शैड की बहुत आवश्यकता है। इनसे मुसाफिरों को बहुत राहत मिल सकेगी।

प्रायः यह देखने में आता है कि डाइनिंग कार्स में अच्छा खाना नहीं मिलता। मेरा अपना भी यही अनुभव है कि वहा अच्छा खाना नहीं मिलता। इस ओर रेलवे मंत्रालय का ध्यान जाना चाहिए।

वेस्टर्न रेलवे में कोटा बीना लाइन पर एक डाइनिंग कार होनी चाहिए ताकि यात्रियों को खाना मिल सके और उनको सुविधा प्राप्त हो सके।

यह भी सत्य है कि मेजर मामलों को रेलवे बोर्ड ने अपने हाथ में ले लिया है। मेजर करप्शन की वह देखभाल करती है। लेकिन मैं रेलवे मंत्रालय का ध्यान इस ओर आकर्षित करना चाहता हूं कि छोटे छोटे केसेज अभी भी मौजूद हैं जैसे कि बुकिंग में और पारसलों की डिलीवरी लेने में अभी भी भ्रष्टाचार और करप्शन

पाया जाता है। इस धोर ध्यान दिया जाना अत्यन्त आवश्यक है।

मैं धाखिर में एक यह निवेदन कर देना चाहता हूँ कि हरिजनस को अभी तक पूर्ण रूप से राहत नहीं मिली है। हरिजनस को रेलवे डिपार्टमेंट में अधिक से अधिक रिजर्वेशन देकर इस कमी को पूरा किया जाये ताकि वे अन्य लोगों के मुकाबले में अपने स्तर को बराबर कर सकें।

जो जनता गाड़ी दिल्ली से बम्बई जाती है उसका इन्दरगढ़ और लखेरी स्टेशनों पर ठहरने का प्रबन्ध किया जाये। एक जगह तो यह जसूल कायम किया जाता है कि उसका लांग स्टापेज न रखा जाये और इसलिए उसको छोटे छोटे स्टेशनों पर ठहराया जाता है। मैं नहीं समझता कि इस जगह पर ठहराना क्यों उपयुक्त नहीं समझा जाता।

अन्त में मैं आपका आभारी हूँ कि आपने मुझे बोलने का अवसर दिया और साथ ही मैं रेलवे मंत्रालय का भी आभार प्रदर्शित करता हूँ।

**Mr. Deputy-Speaker:** The following are the selected cut motions relating to Demands Nos. 2 to 18 and 20 in respect of Railway:—1958-59 which may be moved subject to their being otherwise admissible:

**Demand Nos. Nos. of Cut Motions**

2	221, 470, 520.
3	471.
4	222 to 224, 472, 473.
5	474, 521.
6	475 to 531.
7	476.
8	477.
9	478.
10	481.
11	482.
12	483.
15	113, 225, 226, 484.
16	114, 485.
17	115, 486.
18	117 to 120, 227, 487.

*Failure to start the construction of the broad gauge line from Kuráuwadi to Pandáurpur, Mangalwadhá, Jath, Athani and Miraj*

**Shri Assar:** I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

*Failure to include surveys of dismantled lines*

**Shri Braj Raj Singh:** I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

*Speeding up of the work of Rourkella-Talcher line via Barkote in the second Plan period*

**Shri P. G. Deb (Angul):** I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

*High rate of working expenses on railway lines*

**Shri Braj Raj Singh:** I beg to move:

"That the demand under the head 'Payments to Worked Lines and others' be reduced by Rs. 100."

*Failure to take effective steps to prevent accidents*

**Shri Assar:** I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

*Grievances of the S.Ms. and A.S.Ms. of all Railway zones*

**Shri Assar:** I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

*Grievances of the Commercial clerks of all Railway zones*

Shri Assar: I beg to move

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs 100"

*High rate of working expenses on administration of the Railways and working of Railway Service Commissions*

Shri Braj Raj Singh. I beg to move

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs 100"

*Corruption in different categories of services under the Railway*

Shri Braj Raj Singh I beg to move

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs 100"

*High cost of Repairs and Maintenance*

Shri Braj Raj Singh I beg to move

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs 100"

*Non-replacement of old rail tracks by new ones on all the branch lines of South-Eastern Railway in Orissa*

Shri P. G. Deb. I beg to move

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs 100"

*High cost of expenses incurred on operating staff*

Shri Braj Raj Singh. I beg to move

"That the demand under the head 'Ordinary Working Expenses

—Operating Staff' be reduced by Rs 100"

*Discrimination shown towards the workers of the Barsi Light Railway at the time of integration of the Railway*

Shri Warior. I beg to move

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs 100"

*Breach of agreement to maintain continuity of service and service conditions of the Barsi Light Railway employees*

Shri Warior. I beg to move

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs 100"

*Demotions and degradation of several employees of the Barsi Light Railway*

Shri Warior I beg to move

That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs 100"

*Withholding of annual increments of the employees of the Barsi Light Railway due to them in 1954*

Shri Warior I beg to move

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs 100"

*Breach of agreement in respect of payment of gratuity, provident fund and accumulated leave wages of the employees of the Barsi Light Railway*

Shri Warior: I beg to move:

"That the demand under the head 'Ordinary Working Expenses

—Operating Staff' be reduced by Rs. 100."

*Non-implementation of the assurance to restore the continuity of service and service conditions of the employees of the Barsi Light Railway*

Shri Warler: I beg to move:

"That the demand under the head 'Ordinary Working Expenses —Operating Staff' be reduced by Rs. 100."

*Theft of railway coal and wastage of fuel on the Railways, especially at Tundla and Kunjla in the Northern Railway*

Shri Braj Raj Singh: I beg to move:

"That the demand under the head 'Ordinary Working Expenses —Operation (Fuel)' be reduced by Rs. 100."

*High rate of goods lost and compensation paid while in transit on the Railways*

Shri Braj Raj Singh: I beg to move:

"That the demand under the head 'Ordinary Working Expenses —Operation other than Staff and Fuel' be reduced by Rs. 100."

*Unsatisfactory conditions of the catering in Railways, especially the departmental catering*

Shri Braj Raj Singh: I beg to move:

"That the demand under the head 'Ordinary Working Expenses —Miscellaneous Expenses' be reduced by Rs. 100."

*High rate of T.B. amongst railway staff and failure of Railway administration to check it*

Shri Braj Raj Singh: I beg to move:

"That the demand under the head 'Ordinary Working Expenses —Labour Welfare' be reduced by Rs. 100."

*Low amount being appropriated to Depreciation Reserve Fund*

Shri Braj Raj Singh: I beg to move:

"That the demand under the head 'Appropriation to Depreciation Reserve Fund' be reduced by Rs. 100."

*Low amount being paid to General Revenues*

Shri Braj Raj Singh: I beg to move:

"That the demand under the head 'Dividend Payable to General Revenues' be reduced by Rs. 100."

*Inadequate attention paid to the needs of Orissa while undertaking construction of new lines*

Shri Panigrahi: I beg to move:

"That the demand under the head 'Construction of New Lines —Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

*Failure to undertake construction of Diva Dasgaon Railway line*

Shri Assar: I beg to move:

"That the demand under the head 'Construction of New Lines —Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

*Failure to undertake survey of Konkan Railway*

Shri Assar: I beg to move:

"That the demand under the head 'Construction of New Lines —Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

*Usefulness of the Calcutta Electrification Project*

Shri Braj Raj Singh: I beg to move:

"That the demand under the head 'Construction of New Lines —Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

*Failure to supply adequate Railway wagons for Orissa for export of ores and other raw materials*

**Shri Panigrahi:** I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100."

*Failure to restore the Agra-Bagh Railway line dismantled during the war in Agra District, Northern Railway*

**Shri Braj Raj Singh:** I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs 100."

*Failure to effect any improvement in the Rupsa—Banginiposi and Naupada—Gunpur narrow gauge line*

**Shri Panigrahi:** I beg to move:

"That the demand under the head 'Open Line Works—Replacements' be reduced by Rs. 100."

*Large amount of money being spent on replacements of Railway lines*

**Shri Braj Raj Singh:** I beg to move:

"That the demand under the head 'Open Line Works—Replacements' be reduced by Rs. 100"

*Failure to open a city Booking Office in Cuttack*

**Shri Panigrahi:** I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

*Lack of adequate amenities for passengers such as drinking water facility at Jaipur—Keonjhar Road station*

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

*Failure to construct an under-bridge near Railway level crossing at Cuttack station*

**Shri Panigrahi:** I beg to move:

"That the demand under the 'Open Line Works—Development Fund' be reduced by Rs. 100."

*Lack of proper amenities for passengers in third class waiting room at Cuttack*

**Shri Panigrahi:** I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100"

*Failure to provide adequate amenities to third class passengers*

**Shri Assar:** I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs 100"

*Misuse of building material in the construction of quarters for the Railway staff*

**Shri Braj Raj Singh:** I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs 100."

**Mr. Deputy-Speaker:** These cut motions are now before the House.

**Shri Sadhan Gupta:** Mr. Deputy-Speaker, I am going to raise only a few points regarding these demands in order to call the attention of the hon. Minister to some very glaring defects, if I may so call them, in the administration of the railways. Mrs. Renu Chakravartty, I understand, has called his attention to the case of the grant of a contract of a particular



firm near Calcutta regarding the assembly of wagons. I want to strengthen her case by adverting to it again even at the cost of repetition.

From the facts that had come to light regarding the contract and from the reports which had appeared in the Press and which had not been contradicted, this contract has all the appearances of a scandal not perhaps of the same proportion in terms of money as the Mundhra scandal, but certainly of equal proportions as far as the merits of the case are concerned. There are all the defects and all the peculiar characteristics of what appears to be a very corrupt deal, the contract being accepted at a tender which was much higher than the lowest tenders on the ground that the party concerned was the only party in a position to deposit Rs. 2 lakhs as earnest money and this sum of Rs. 2 lakhs has not yet been realised although years have advanced. They have not properly executed the contract. I understand that regarding the assembly of wagons, they are far behind the schedule and, as a matter of fact, the Chief Engineer of the South-eastern Railway had strongly represented about taking action against the party. But still no action has been taken. Not only no action has been taken, but all sorts of favours are shown to that party to this extent that although they were required to complete the assembly work at Vishakhapatnam, what is now being done is that the parts are now being sent to Howrah to their workshop not at the cost of the contractors, but at the cost of the railways. All these present a very suspicious look and the most searching enquiry should be made into the matter to see if there is anyone at fault and whether any "compelling and motivating force", to quote Justice Chagla's remarks, has operated in the grant of this contract. Apart from this, I would like to call attention to the inconvenience in a part of Calcutta—Ballygunge station. It is a very crowded locality. Calcutta has recently extended very

much and there is a large portion of the population which lives outside Ballygunge station at a place called Kashba. It was formerly outside Calcutta but it has recently been incorporated into Calcutta. There is a large amount of pedestrian as well as vehicular traffic crossing from Kashba to Ballygunge and the only crossing that they can avail of is a level crossing. That level crossing is almost perpetually blocked by incoming and outgoing trains. Even when trains are standing in Ballygunge station that level-crossing is blocked because that is so close to the station. There is, in these circumstances, a perpetual traffic jam. Pedestrians somehow manage in a very risky manner to slip through the gates. So, it is very necessary that some sort of an over-bridge should be constructed to enable both the passenger as well as vehicular traffic to pass from the other side of the Ballygunge station into what was Calcutta proper. I hope the hon. Minister will look into this matter because it creates very great inconvenience for the countless numbers of people who have to cross every day into and out of Ballygunge station.

There are one or two other matters. There is the difficulty created by preference given to oil wagons passing near Ballygunge station. As a result certain local trains are held up and the trains reach late for their offices in the early morning. As a result sometimes workers and clerks who attend their offices late are either fined or marked late or absent according to the rules of the office. Therefore, it should be arranged that local trains carrying passengers into Calcutta should not be held up by oil wagons and so on. Complaints have come to me and I believe the MLA has written to the General Manager of the Eastern Railway in this respect.

These are few things which I want to draw the Minister's attention to and I request him in particular that he should make an immediate and

[Shri Sadhan Gupta]

searching enquiry into the contract regarding the assembly of wagons and take very firm and suitable steps against the responsible parties, if any party is responsible in this matter.

**Shri N. B. Maiti:** Mr. Deputy-Speaker, I thank you very much for

allowing me to speak a few words at the fag end of the hour.

**Mr. Deputy-Speaker:** We will hear him at the beginning of Monday.

**17 hrs.**

*The Lok Sabha then adjourned till Eleven of the Clock on Monday the 10th March, 1958.*

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WRITTEN ANSWERS TO QUESTIONS  
—contd.

U.S.Q.No.	Subject	Cols.	U.S.Q. No.	Subject	Cols.
1028	Scholarships to Scheduled Tribes . . . . .	3815	1060	Foreign Exchange for Studies Abroad . . . . .	3834
1029	Rehabilitation Finance Administration . . . . .	3815	1061	Akhil Bharatiya Hindi Parishad of Agra . . . . .	3835
1030	Andaman and Nicobar Islands . . . . .	3815-16	1062	Coal Supply to Punjab . . . . .	3835
1031	Financial Aid to Punjab . . . . .	3816	1063	Assistance to Scientists for Studies Abroad. . . . .	3836
1032	Vallabh Mahavidyalaya, Mandi . . . . .	3817	1064	Army Reservists . . . . .	3836
1033	Colombo Plan . . . . .	3817	1065	Taj Mahal . . . . .	3836
1034	Coal Production . . . . .	3817-18	PAPERS LAID ON THE TABLE 3837-38		
1035	Indian Students in U. K. . . . .	3818-19	The following papers were laid on the Table :—		
1036	Holidays in Colleges and Schools . . . . .	3819	(1) A copy of Notification No. G.S.R. 14, dated the 15th February, 1958 making certain amendment to the Mining Leases (Modification of Terms) Rules, 1956.		
1037	Tripura Territorial Council . . . . .	3819-20	(2) A copy of each of the two Notifications making certain further amendments to the All India Services (Provident Fund) Rules, 1955.		
1038	I.A.F. Store, Manauri . . . . .	3820	(3) A copy of each of the seventeen Notifications under subsection (4) of Section 43B of the Sea Customs Act, 1878.		
1039	Sterling Balances . . . . .	3820-21	CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE 3839-41		
1040	Common Police Reserve Force . . . . .	3821	Shri Hariish Chandra Mathur called the attention of the Prime Minister to the raid by Pakistani nationals on Indian Territory of Char Pirojpur-Bajpur.		
1041	Cantonment Board Employees . . . . .	3822	The Deputy Minister of External Affairs (Shrimati Lakshmi Menon) made a statement in regard thereto.		
1042	India Security Press, Nasik . . . . .	3822-24	STATEMENT BY MINISTER 3841		
1043	Old Hindi Manuscripts . . . . .	3825-26	The Minister of Parliamentary Affairs (Shri Satya Narain Sinha) made a statement regarding the order of Government Legislative and other Business for the week commencing the 10th March, 1958.		
1044	Government Correspondence in Hindi . . . . .	3826-27	BILL PASSED . . . . . 38		
1045	Punjab University . . . . .	3827	The Minister of Railways (Shri Jagjivan Ram) moved the motion for consideration of the Appropriation (Railways) Bill. The motion was adopted. After clause-by-clause consideration, the Bill was passed.		
1046	Foreign Payments . . . . .	3827			
1047	Production and Consumption of Silver . . . . .	3828			
1048	Regional Languages . . . . .	3828			
1049	U.S. Private Capital in India . . . . .	3828-29			
1050	Mission to Foreign Countries . . . . .	3829			
1051	All India Services Rules . . . . .	3829-30			
1052	Library Movement in Punjab . . . . .	3830			
1053	National Agircultural Credit Fund. . . . .	3830-31			
1054	Research Assistants (Hindi) . . . . .	3831			
1055	Education Department of Himachal Pradesh . . . . .	3831-32			
1056	Botanical Survey of India . . . . .	3832-33			
1057	Post-Matric Scholarships . . . . .	3833			
1058	Coal Mines in Assam . . . . .	3833			
1059	U.S. Silver Loan to India . . . . .	3833-34			

Cols.

Cols.

**DEMANDS FOR GRANTS  
ON ACCOUNT . . . 3842—69**

All the Demands for Grants on Account for 1958-59 in respect of the Budget (General) were voted in full.

**DEMANDS FOR GRANTS—  
RAILWAYS. 3869—4002**

Further discussion on Demand for Grant No. 1 in respect of Railways concluded. Discussion on Demands for Grants Nos. 2 to 18 and 20 commenced.

The discussion was not concluded.

**AGENDA FOR MONDAY,  
10TH MARCH, 1958 .**

Further discussion on the Demands for Grants (Railways 1958-59).

Consideration and passing of the Control of Shipping (Continuance) Bill and the Indian Post Office (Amendment) Bill as passed by Rajya Sabha.