

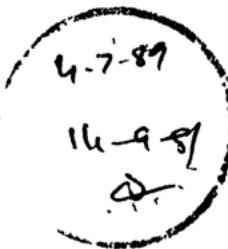
Saturday, 8th March 1958

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.

LOK SABHA DEBATES

3755

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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

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 Tarakeshwari 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 Tarakeshwari Singh: 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 Ramam: 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 Renuka 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 Renuka 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. R. 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 Chakravarty.**

Shrimati Renu Chakravarty: 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. R. 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. R. 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. R. 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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Shri N. R. Munisamy:
Dr. Ram Subhag Singh:
*750, 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. R. Bhagat)** (a) Yes, Sir.

(b) No, Sir.

Shri N. R. 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. R. 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. R. 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 U.K. and West Germany.

Shri N. R. 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 Karni 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 bieng 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 Hem 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 Kaghunath Singh:
Shri D. C. Sharma:
*764. Shri Hem Barua:
Shri Naushir Bharscha:
Shri Assar:
Dr. Ram Subhag Singh:
Shri Sanganna:
Shri Heda:

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 $2\frac{1}{2}$ 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 $2\frac{1}{2}$ 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 Ilia Palchoudhuri: 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 स्वरूप : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि क्या यह सच है कि बगदाद समझौते के देशों को राजपत्रों के जरिये मिलाने के लिये कोई योजना कार्यनित की जा रही है जिसके अन्तर्गत ईरान-पाकिस्तान, ईरान-ईराक और तुर्की को मिलाने वाली सङ्करों का एक जाल बिछाया जायेगा और इसी प्रकार फारस की साझी और भारत महासागर पर बन्दरगाहों का विकास किया जा रहा है ?

प्रतिरक्षा उपमंत्री (श्री रमेश्वर माथेय) प्रेस लिपेटों से जात होता है कि बगदाद-पैकेट के देशों को सङ्करों द्वारा मिलाने के लिये एक योजना बनाई गई है। लेकिन इस योजना में बन्दरगाहों के विषय में कुछ भी नहीं कहा गया है।

Shri Mehan Swarup: Has the security of India been threatened in any-way by this action of the Baghdad Pact countries?

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

Shrimati Renu Chakravarty: 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 Baghuramaiah: 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 Janauri.

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. R. Munisamy:**
 { **Shri Achbar:**

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. Bhatat): (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. R. 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. Shrimali): (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. Shrimali: They have submitted several schemes, one covering badminton courts: Rs. 55,600; one for a stadium at Gauhati: Rs. 1,88,650; another, a sportmen 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. Shrimali: I understand that some work has already been started.

Shri Desai: 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. R. 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. R. 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. R. 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. R. 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. 49-50 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. R. 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. R. 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 fort 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. R. 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. R. 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 में यह जानना चाहता हूँ कि जो केसेज चल रहे हैं उनमें सब के सब कौरेनस हैं या हिन्दुस्तानी लोग भी हैं?

श्री ब० रा० भगत आभी जिन पर केस चले हैं उनमें अधिकतर विदेशी ही है, मिडिल ईंस्ट कट्टीज के लोग हैं। जहा तक हिन्दुस्तानियों का सवाल है उनकी आभी 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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*780.	Shri Hem Barua: Dr. Ram Subhag Singh: Shri S. M. Banerjee: Shri Sarju Pandey. Shri Prabhat Kar: Shri Muhammed Elias: Shri Raghunath Singh: Shri N. R. Munisamy. Shri Achar: Shri Ram Krishan.
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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. R. 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 preamble, 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. R. 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. R. 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. R. 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. R. 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. R. 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. R. 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 Tarakeshwari 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. R. 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 Tarakeshwari 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. R. 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 Tarakeshwari 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. R. 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. R. 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. R. 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 Warior:
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. R. 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 Warior: May I know what steps Government contemplate to take

to speed up the proceedings against the officers?

Shri B. R. 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. R. 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. R. 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. R. 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. R. 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 28 out of the 41 banks comes to Rs. 57,91,172.

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 Raghuramaiah): (a) and (b). Approximately 25,950 yards of Drill Khaki which were purchased during 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 Raghuramaiah: 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 Raghuramaiah: 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 thereof?

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 Renu Chakravarty: 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 Koyna 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 Raghuramaiah: 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.

**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. Shrimali): (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

*766. **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 Panjab 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 भ० मालवाल्य : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि भारत सरकार के राजपत्रित और अराजपत्रित पदाधिकारियों का भेद किस आधार पर किया जाना है ?

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

'Survey Settlement in Tripura

*७७०. 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 अनुभवान सहायक

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

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

(ख) इन सहायकों ने कितने शब्द अध्यात्रा 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 विवरण मंशालय में राज्य-मंत्री (डॉ क० ला० शीमालो) :

(क) २६.

(ख) इन अनुभवान सहायकों ने ३१-१२-१९५७ तक ११०,१२६ परिमाणिक शब्द बनाये । जिन-जिन विषयों के शब्द बनाये गये उनके सम्बन्ध में एक विवरण सभापट पर रख दिया गया है । [देखिये परिशिष्ट ४, अनुबन्ध संख्या ७६]

(ग) केलिनेट लगभग १२,००० शब्दों का अनुभवान 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 शब्दकोश

*778. **Shri K. L. Shrimati:** क्या शिल्प आयोजनात्मक विभाग मंत्री यह बताने की शुरू करेंगे कि क्या यह गच्छ है कि हिन्दुस्तानी कल्चुरल सोसायटी, इलाहाबाद को एक अंग्रेजी हिन्दी शब्दकोश तैयार करने का काम सीपा गया है?

शिल्प आयोजनात्मक विभाग नंदालय में राज्य-मंत्री (डा० का० ला० 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. 784 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. Shrimati): (a) to (c). There has been no change in the position since the reply given to Starred Question No. 784 on 4-12-57.

कच्चे लोहे की खाने

६८८. **Shri M. L. Dube:** क्या इस्तम, खान और इस्तम मंत्री यह बताने की शुरू करेंगे कि :

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

(ख) इन खानों से कच्चे लोहा प्राप्त करने के लिये व्यय 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 कितने मूल्य के संयंत्र तथा उपकरण प्राप्त हो चुके हैं?

खान और नेल मंत्री (श्री का० ला० श्रीमाली) : (क) हरकेला और भिलाई इस्पात संघर्षों को कच्चे लोहे का संभरण करने वाली खानों के विकास पर दृ० ११,००० रुपये व्यय किये जायेंगे। बोलानी और स (प्राइवेट) लिमिटेड, दुर्गापुर इस्पात संघर्ष के लिए कच्चे लोहे का संभरण करेंगी। इस

कम्पनी में सरकार के अधिकार छोड़ देता है। सरकार ने इस कम्पनी में अब तक १०,१०,००० रुपये अद्य किये हैं।

(क) रुकेला के लिए बरसुआ की कच्चे सोड़े की खानों के विकास की आयोजना का परीक्षण हो गया है और उसे स्थीकार कर लिया गया है। अमेरिका की एक फर्म को ब्लास्टिंग, भाइनिंग, होर्लिंग तथा प्रोसेसिंग के उपकरणों के संभरण तथा स्थापना के लिए ठेका दे दिया गया है। खाने कार्यस्थल को जाने वाली मुख्य सड़कें अधिकार 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 खाने कच्चे लोहे के संभरण करने के योग्य हों, तब तक रुकेला की ब्लास्ट भट्टियों को बलाने के लिए गुआ क्षेत्र के बाजार साधनों से कच्चा लोहा प्राप्त करने का प्रस्ताव किया गया है।

भिलाई इस्पात मंडित के लिए राजहरा की खानों के विकास के मुख्य मंडित तथा उपकरण सोवियत संघ में आयेंगे। उस देश के साथ टेक्स पूर्ण हो गये हैं। कार्यस्थल पर प्रारम्भिक वायर हो रहा है। सोवियत सरकार सोवियत भध में निर्माण की विस्तृत रूपरेखा तैयार कर रही है। खाने 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 मरीने लगाई जाती हैं और कार्य पूर्ण रूप से चालू होता है तब तक के लिये मनुष्यों के द्वारा निकाले गये 'फीलोट ओर' को प्राप्त करने का प्रस्ताव बिया गया है जोकि आरम्भ में इस्पात कार्यों को चलाने के लिये पर्याप्त होगा।

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

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 खाने संभरण के लिए समय पर तैयार हो जायेंगी। जबकि दुर्गापुर की प्रथम ब्लास्ट भट्टी अक्टूबर, १९५६ के अन्त तक चालू होने की है।

(ग) बरसुआ (रुकेला) की खानों के लिए ३० लाख रुपये के भूल्य 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 effected 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. Shrimali): (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. Shrimali): (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 of 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) 665 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 Brahmanjan and Kolongpur mousas 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 Dibrugarh. The work of art on stone at the foot of the hill at Brahmanjan and Kolongpur mousas 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 M.B.B. 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:—

(i) 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.

(Rs. in lakhs)

Purpose	Soft Cur- rency areas	Hard Cur- rency areas	Total
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
TOTAL	398	108	506

* 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 आल्वा) :

(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 मंत्रणा बोर्ड कव 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 मंत्रालय 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 २१-६/५४-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 गृहकार्य 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?

गृहकार्य 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 ओर 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 ड्रेनिंग 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 ड्रेनिंग के लिये हाल में कुछ चुने हुए इंजीनियरिंग कालिजों और स्कूलों को बड़ा किया गया है और इंजीनियरिंग तालीम के लिये और सुविधाओं देने के प्रश्न पर सरकार गौर कर रही है।

सेन्ट्रल 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 सेन्ट्रल ग्लास एण्ड सिरैमिक्स रिसर्च इंस्टीट्यूट, 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
 १०२१४ श्री भक्त दर्शन :
 श्री स० च० समान्त :]

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 सूतियां को यथार्थी रूप हटाने के लिये क्या कार्यवाही की जा रही है ?

गृह-कार्य भंत्रालय 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

श्री भक्त दर्शन :
 १०२२ श्री स० च० समान्त :
 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 पट्टल 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

१०२३. श्री D. C. Sharma:
 शर्दार 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
1952-53	Rs. 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 Ila Palchoudhuri: Will the Minister of Education and Scientific Research be pleased to state

(a) whether the palace of Rani Lakshimbai 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. Shrimai): (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 U.S.Q. 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. Shrimai): (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 B. 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. Shrimati): (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. R. 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. R. 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.

बल्लभ महाविद्यालय मण्डी

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

(क) क्या द्वितीय पंचवर्षीय योजना के प्रन्तर्गत बल्लभ महाविद्यालय, मण्डी (हिमाचल प्रदेश) में ८०० टी० की श्रेणियां स्थापी गई हैं ; और

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

शिक्षा और वैज्ञानिक गवेषणा मंत्रालय में राज्य मंत्री (डा० का० सा० श्रीमाली) :

(क) जी, नहीं ।

(ख) बल्लभ महाविद्यालय, मण्डी में ८०० टी० की कक्षायें 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. R. 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. Raghuramalaih): (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. R. 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 Net amount Sterling withdrawn/ Balances 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 Krishan: 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 Raghuramaih): (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 . .	178	2
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 भालवीय : क्या शिक्षा और वैज्ञानिक गবेषणा मत्री यह बताने की कृपा करेंगे कि

(क) शिक्षा और वैज्ञानिक गवेषणा मंत्रालय के प्रतिवेदन के पृष्ठ ६१ पर लिखे अनुसार नागरी-प्रचारणी भभा, बनारम द्वारा मरकार में प्राप्त अनुदानों की सहायता के किन-किन पाण्डु-लिपियों की स्रोज की गई है ; और

(ल) क्या उनकी रीक्षा कर ली गई है ?

शिक्षा और वैज्ञानिक गवेषणा मंत्रालय में राज्य-मंत्री (डा० का० ला० शीकाली)

(क) नीचे दिये हुये विषयों की १३ पाण्डुलिपियाँ स्रोज में मिली

विषय

पुराण	१
रमन	३
श्रगार	५
वशावली	५
राजनीति	२
रीति	१
धर्म कथा	२
ज्ञान	
ज्ञानोपदेश	७
स्वति	२

विषय मरण्या

भक्ति	८०
वैद्यक	१४
पितृन	३
गीत	१
बारहमासा	१
प्रेम गाथा	१
कथा	१
स्वरादय	१
युद्ध	१२
अलकार	१
रम	२
धर्मकृत	१
कोष	३
ज्योतिष	३
नीति	४
धर्म शास्त्र	४
वरित	६

हिन्दी में सरकारी पत्र व्यवहार

१०४४ श्री क० भे० भालवीय क्या गृह-कार्य मत्री यह बतान की कृपा देंगे कि :

(क) भारम मरवार के विभिन्न मंत्रालयों में सविश्वान द्वारा मानव की गई भारतीय भाषाओं में १६५३-४ में (जनवरी १६५८ नव) भाषा अन्याय विनने पत्र प्राप्त हुये ,

(ल) विभिन्न मंत्रालयों में उनके अन्वाद के नियमधा व्यवस्था है, और

(ग) इनमें किनन पत्रों ना उनके अप्रेजी अथवा हिन्दी में दिया गया ?

गृह-कार्य मंत्रालय में राज्य-मत्री (श्री दासार) . (क) राष्ट्रपति मंत्रिवालय और प्रधान मत्री सचिवालय में क्रमशः १५, १२१ और ३७, ६०५ ऐसे पत्र प्राप्त हुये । दूसरे मंत्रालयों वारे में यह सूचना आसानी से नहीं मिल सकती ।

(क) आम तौर से मंत्रालय ऐसे पत्रों का अनुबाद अपने उन कर्मचारियों से करवाते हैं जो वे भाषाये जानने हैं।

(ग) अंग्रेजी और हिन्दी में मिले पत्रों का जबाब आम 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. Shrimall): (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. R. 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. R. 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. Shrimall): (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. R. 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	41.16

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 (Extra-Ordinary 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. Shrimati):

(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. R. 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. 28.86 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)

अनुमंडान सहायक (हिन्दी)

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

(क) शिक्षा मंत्रालय में इन समय जो अनुमंडान सहायक (हिन्दी) कार्य कर रहे हैं उनके पदों के लिये क्या आवश्यक तथा वाक्यनीय योग्यताएं 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) मार्गी गई सूचना के सम्बन्ध में एक विवरण सभा पटल पर रख दिया गया है। [वेदिये परिचय ४, अनुमंडान संघ्या ६५]

(ख) जी, हा।

हिमाचल प्रदेश का शिक्षा विभाग

१०५५. श्री पहाड़िया क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

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

में किननी प्रशासकीय नियुक्तियाँ हुईं और

(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]

आवास की कोयला खाने

१०५८ वी पद्धत देव क्या इस्पात, खाना और इंजिन मंत्री यह बताने की इच्छा करेंगे कि भरकार में आमाम की पहाड़ियों में कोयला खानों में व्यवस्थित ढंग से कोयला निकालने के लिये कोई योजना बनाई है।

खाना और तेल मंत्री (वी के० द० आवासीय) प्रशासन क्षेत्र (Public Sector) में आमाम के कोयला क्षेत्रों के किसी भाग में भी काम करने का अभी कोई प्रत्यावर नहीं है। इमनिये योजना बनाने का तो मवान ही नहीं उठता। फिर भी भारतीय भर्भीय सर्वेक्षण विभाग अपने क्षेत्रीय कार्यक्रम के एक भाग के रूप में गारो की महाड़ियों में योग्यते की मिलत मात्रा का निर्धारण करने के स्थाल म लदाट 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 QA 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 Kodiyan:** 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 Moghalsarai'. 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 Moghalsarai' 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 Maida 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. Shrimati): (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 16 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. R. 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. Piferproof 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 Savashri 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 defraving 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 defraving 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 1,88,000 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 '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 defraving 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—Charg-
es'"

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. 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 '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 20,18,000 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—TUEN-SANG AREA

"That a sum not exceeding Rs. 30,88,000 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 '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 defraving 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 defraving 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. 18,000 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. 15,00,000 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 '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 Predehs'."

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 TELEGRAPHES 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 Telegraphes 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. 59,87,000 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 '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. 12,23,000 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 FOODGRAINS

'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 81,62,000 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 '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 TELEGRAPHES (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 Telegraphes (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 Bezwada, 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 Bezwada 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

बीमती कृष्ण बेहता (जम्मू तक काशमीर) : माननीय उपायकारी, जी मेरा माननीय रेलवे मंत्री जी को बन्धवाद करती हूँ कि उन्होंने उत्तर रेलवे में काफी सुधार करने की कोशिश की है जिसमें काशमीर बेल प्रादि भी शामिल हैं जिसमें काशमीर आने जाने वाले यात्रियों को बहुत सुविधायें मिलती हैं। जो डुपलीकेट ट्रेन गर्भियों में चलायी जाती है उससे काशमीर जाने वालों को बड़ी आसानी हो गयी है। किर भी काफी भीड़ आड़ होती है और मेरा आशा करती हूँ कि रेलवे मंत्री इसकी तरफ ध्यान देंगे और कुछ प्रबन्ध करेंगे क्योंकि दिन प्रति दिन गर्भियों में काशमीर में बहुत

से लोग जाने लगे हैं। मैं आहती हूँ कि पठानकोट के लिवे सीधी जनता एकसमेत भी आतायी 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 किर भी जनता को बहुत सी कठिनाई आनी 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 कहूँगी कि सन् १९५८-५९ के बजट में हमें यह देखकर बड़ी निराशा हुई कि उसमें जम्मू तक रेलवे लाइन की ओर 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 १९४७ से पहले सियालकोट से जम्मू तक रेल चलती थी परन्तु सन् १९४७ में यह सब खाली हो गया। जम्मू की जनता को इसकी कमी बहुत महसूस हो रही है। जब भी मैं वहा जाती हूँ तो लोग मुझसे प्रश्न करते हैं कि तुमने रेल के लिये क्या किया? उनकी मांग जायज़ है क्योंकि उनको रेल की आदत भी और इसीलिये अब वह उनकी मांग करते हैं। यह माना कि वहा के लिये यातायात का डंग बहुत मुन्दर है परन्तु जो आसानिया रेल से यात्रा है वे कैसे पूरी हो सकती हैं। जम्मू और काश्मीर के लोग दिन प्रति दिन उत्तरि कर रहे हैं, इसलिये वहा 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, ग्रीष्म-गिर, आदि नवा रक्का की दृष्टि से भी देखें तो भी हमें इससे बड़ी आसानी मिलेगी।

जम्मू और काश्मीर में जो भी माल से आया 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 लादा 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 पाच छः छः रोज़ पैदल चल कर सामान ले जाना पड़ता है क्योंकि वहाँ पर यातायात का प्रबन्ध होना अभी बड़ा कठिन है। राज्य सरकार इस तरफ़ काफी ध्यान दे रही है और जो कुछ वह कर सकती है कर रही है। परन्तु रेल के बिना हमारे सामान बहुत कठिनाई है।

हमारे राज्य में टिम्बर 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 जलनिया समझा भरी पड़ी है। यात्रियों को ही ले लीजिये। उनको सिर्फ ७० मील के लिये यात्रा एक दिन जाया करना पड़ता है। जो लोग काश्मीर जाते हैं उनको इस ७० मील की बजह से रास्ते में दो दिन लग जाते हैं। माननीय रेलवे मंत्री यह सब जानते हैं परन्तु मैं नहीं समझती कि वह यह सब कुछ कैमे भूल गये। शायद कुछ कठिनाइया होंगी बरता मुझे उनसे ऐसी आशा नहीं थी। मैं उनसे बार बार आप्रह करती हूँ कि लोगों की कठिनाइयों को देखते हुए कुछ न कुछ जरूर करें। हमें आशा थी कि सबं का काम जल्दी शुरू होगा। उससे भविष्य के लिये कुछ आशायी बहतीं।

[भाषणी कुण्डा भेद्या]

मग्न भी कुछ दूर नहीं है। यद्यु भी आप इस भोर व्यान दे सकते हैं। आप जम्मू काश्मीर के सोगां की आशाये पूरी करें। वे आशा भरी नवरों से आप की भोर देख रहे हैं। मैं आशा करती हूँ कि रेलवे बोर्ड वहां की आवश्यकताओं को देखते हुये भी उसके महत्व को देखते हुए भी उसके लाइन के निर्माण की आशा देगा और सर्वप्रायिकता देकर दूसरी पंचवर्षीय योजना में इस काम को हाथ में लिया जायेगा।

दूसरी पंचवर्षीय योजना में कोयले की सानें भीर और औद्योगिक स्थानों को मिलाने का महत्वपूर्ण कार्यक्रम है। हमारे धेन में भी कोयले की सानें हैं भीर टिम्बर का बड़ा उत्तोग है भीर हमारा इलाका पिछड़ा हुआ भी है, इसलिये हमारी रेलवे लाइन की मांग भी जायद है।

एक भीर बात में आपके सामने रखना चाही हूँ। घड़ क्लास के जो यात्री काश्मीर से बापत आते हैं या जाते हैं उनको २७० मील का सफर करने के बाद रेल में घड़ क्लास में सोने का कोई प्रबन्ध नहीं है। इससे उनको बहुत दिक्कत होती है। काश्मीर का रास्ता ज्यादा पहाड़ी भीर कम मेदानी है। जब वे लोग यह बड़ा सफर करके आते हैं भीर उनको रेल में सोने की कोई व्यवस्था नहीं होती तो उनको बड़ी कठिनाई मानूम होती है।

यही थोटी बड़ी बातें हैं जो कि मैंने आपके सामने रखी हैं। आशा है कि आप इन पर गौर करके कुछ सहायता करने की शक्तिया 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 Angan 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 pooh-poohed 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 sore festers. 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 under-developed. 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 $1\frac{1}{2}$ 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 N.E.F.A., 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 outmoded 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 Benu 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-Amra, Howrah-Sekhala, Arrah-Sasaram and Sahadara-Saharanpur are about to be closed down.

I agree that it will 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 Khargpur 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 yard stick 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

[Shri Jagjivan Ram]

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. Wherever 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 Member, 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**

Chakravarty, 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 Chakravarty: 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.

[**Shri Jagjivan Ram**]

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 want

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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 or cancel 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 non-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

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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 (Firozabad): 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. Mati (Ghatal): What about the construction of the Khajuraghata-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 Khajuraghata-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—Retired—Sch. Castes): What about the Mohga-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 to 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 Shahnawaz 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 CHAKRAVARTTY in the Chair]**

Shri Shahnawaz 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 wherein 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 Shahnawaz 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 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 Vilipuram-Thambaran 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 airconditioned 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, U P 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-Vizinagaram 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 Shahnawaz 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-Konjhar 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 38,883

tons, and it increased to 90,017 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.

**चीफ़ रेलवे वार्ड (सागर—राजित—
आनुसूचित जातियाँ) :** सभापति महोदय,
एक मिनट का मौका मुझे भी बोलने का मिलना
चाहिये ।

सभापति महोदय : आप तो पहले रेलवे
बाट पर बोल चुकी हैं ।

धीरजी सहोवरा बाई : पहले बोल तो
चुकी हूँ, लेकिंग मुझे कुछ भीर कहना है।

समापति भाषण : धाय को ठहरना
पड़ा।

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 Bheduaosol 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

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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 Shahnawaz 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 ex-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 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 ज्वाला प्र० उपोतिष्ठी (गगर) ।
माननीया सभानेत्री जी, मेरा द्वितीय ^३ कि
मैं पढ़ने के एक गेमे हिस्से मे बैठा हूँ कि जो
मेरे इनाथे की तरह ही उपेक्षित है। जिस तरह
मेरे इनाथे की तरफ लोगों की कम वृद्धि जाती
है वैसे ही मैं समझता हूँ कि मेरी तरफ भी

बहुत कम बुच्छि आप कर पाती है और इसलिये मुझे अपने स्थालात् इजहार करने का बहुत कम भीका मिलता है। वह दोल आज आप मेरी तरफ दृष्टिपात कर सकी हम के लिये मैं शुक गूआर हूँ और मुझे उम्मीद है कि मेरा इनाका भी आज रेलवे मंत्रालय का ध्यान आकर्पित कर सकेगा और उभ की दिक्कतें दूर हो सकेगी।

महोदया, हम बहुत बात करते हैं मोर्ग-लिस्टिक पैटन की, और निश्चित रूप से हम सोशलिस्टिक पैटन का भाज आपात करने के लिये कृतपूर्वता है। हमारे रेलवे विभाग मे बड़े बड़े कर्मचारी हैं जिन को बड़ी बड़ी तनावाहे दी जाती है। लेकिन हमारे विकासी लोगों को भी जब हम बात पर एन-राज नहीं हैं तो मैं ही इस बात पर यों एन-राज कहूँ। लेकिन मुझे दुख तब होता है जब मैं अपने इनामें धर्मीब वर्मचारियों की दशा को देखता हूँ। उनके भाजान भर्मान म चूने हैं। वे भाजान ऐसे हैं कि जिन में कोई मरिवल से ही जिन्दगी यसर बार म्भवना है। यही पर आक्रियां के भी मराना है। उन का दुर्घटन किया जाता है। अगर एक बार भी माग का जायेता उन को तीन नींग भाज देना जाना है। लेकिन जा छोटे छोटे वर्मचारी हैं वे गिड-गिडां हैं, वे बिग उन के अंतर्वे पी० उन्न० ई० द० वर्मचारी नहीं मूरत और हमारे द्वाटे वर्मचारियों न कान न भगान मे उन को बहुत नपर्साफ़ द० है। उन के दूटे हुए लपरे न नहीं नाटाय जा। नाकि पानी अन्धर न गिरे। मुझे ००.८०म है कि दामन हम और अन्धर ध्यान देगा।

मुझे सूनी इन बात की है कि इन बार बहा पर एक ऐसा दामना न बनेगा जिस मे कुछ रंगी रह भी सके। मगर वह रोमी ही न हो इस की व्यवस्था करना जादा आवश्यक है। उन के बीलदार मकान दुर्घटन किये जायें ताकि उन में पानी न गिर सके। मह बहुत जरूरी है।

अपने इलाके के सुतालिक मुझे एक बात एक भरसे से अचूकरी भी और हमारे इनामों की जनता ने बार बार हम को मरकार के कान तक पहुँचान की कोशिश भी की है। लेकिन न मालूम क्यों आज तक इस तरफ मरकार का ध्यान आकर्पित नहीं हुआ। वहाँ के लोगों की एक लम्बे अग्रमे में यह माग है कि वहा पर एक तेज गाड़ी चलायी जाये। नया मध्य प्रदेश बन जाने वे बाद इस की आवश्यकता बहुत हो गयी है। जबलपुर लाइन पर दो नेज गाड़िया पहुँचे में चलनी भी मगर बहा एक नेज गाड़ी आर री गई है। मैं चाहता हूँ कि इस तरफ भी आप एक नेज गाड़ी दें। कहा गया है कि मागर और कटनी के बीच का ट्रेक अच्छा नहीं है, वे भौंकिड कलाम ट्रैक हैं। लेकिन मैं घदब से पूछना चाहता हूँ कि विलामपुर और कटनी वे बीच भी नो नैकिड कलाम ट्रैक हैं। अगर बहा पर नेज रफ्तार मे गाड़िया बल मकान है तो इस लाइन पर यह बोनी नहीं चल गकरी। कटनी जबलपुर की ओर कर्द नेज गाड़िया चल रही है, लेकिन मुझे उग मे कोई एन-राज नहीं है। मैं तो चाहता हूँ कि बीना कटनी दूँ इनाके की जो माग है वि बहा पर एक तेज गाड़ी दी जाये, उम की तरफ ध्यान दिया जाना चाहिये। दो गाड़ियाँ बहा चलनी हैं लेकिन उन मे बहुत भीड़ रहनी है, इस तरफ दामन का ध्यान निश्चित रूप मे जाना चाहिये।

बहुत मे छोटे छोटे स्टेशनों को बहर दिया गया है। बहुत मम्मा मे भागर से नेज चिल्डाने चले आ रहे थे कि इस स्टेशन हो भी बदर दिया जाये, योंकि शीड न होने मे भाल खगड़ हो जाना है और यात्रियों को भी काट रहोता है। इन स्टेशन के प्लेटफार्म को कवर नो दिया गया है लेकिन केवल बीच दे कुछ तिम्हों को कवर किया गया है, ऊपर और नीचे के हिस्से को छोटे दिया गया है। मैं समझता हूँ कि यह तो बहा पर लोगों के लिये जगड़ा करने का इत्तजाम कर दिया है और्योंक बरसात मे सह

[संघित ज्ञान प्र० ज्योतिर्जी]

लोग उसी हिस्से से चढ़ने की कोशिश करेंगे। केवल तीन विद्वाँ का स्थान कवर किया गया है और परिचन और पूर्व के भाग को अनकवर्ड रखा गया है। यह गलत चीज़ है। मेरा निवेदन है कि पूर्व और परिचन के हिस्से के प्लेटफार्म को भी कवर किया जाये तभी ठीक होगा। प्रगत यही अवस्था रही तो बरसात के दिनों में जब सारे यात्री कवर जागह से ही भुग्ने की कोशिश करेंगे तो उन में बहुत घक्कम घक्का होगा।

इस के प्रतिरक्त हमारे यहाँ एक पंडर-विज और एक ग्रोवर-विज की बहुत आवश्यकता है। सागर के स्टेशन का प्लेटफार्म उत्तर की तरफ है जब कि शहर का तीन चौथाई भाग दूसरी तरफ है। पुराने अग्रेजी जमाने में उत्तर की तरफ कटोन्मेट या 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 उम तरफ प्लेटफार्म नहीं है। उस स्टेशन पर से माल गाड़ियों को मिला कर दस बार हांडिया रोज गुजरती है और उन का शटिंग होता रहता है। जिस के कारण आदमियों को आधा आधा घटा लड़ा रहना पड़ता है। इस प्रकार गोज मैकड़ो आदमियों को इकना पड़ता है। इस का मतलब यह है कि हमारे शहर के ग्रोवर जिले वे लोगों की जिन्दगी के बरस के बरस इस प्रकार इन्तजार में बीत जाते हैं। रोज वहाँ पर हजारों आदमियों को बीस बीस मिनट के करीब रुकना पड़ता है। इस प्रकार हजारों आदमियों की जिन्दगी के बीस बीस मिनट रोजाना वहाँ पर इन्तजार में बीच हो जाते हैं। इसलिये बहुत जरूरी है कि वहाँ पर एक ग्रोवर-विज और एक ग्रन्टर-विज बनाया जाये।

इस के प्रतिरक्त मेरा निवेदन है कि हमारे यहाँ पर एक तीर्थ स्थान बांदक पुर है जहाँ कि एक काफी बड़ा मेला लगता है।

लालों यात्री वहाँ आते हैं। वहाँ के प्लेटफार्म को ऊंचा किया जाय और वहाँ पर शीढ़ बनाया जाये ताकि जो लोग आते हैं उन को एकोनोडेट किया जा सके। दुर्भाग्य है यह तक शासन ने इस ग्रोवर व्यान नहीं दिया है। मेरे उम्मीद करता हूँ कि इस बार शासन का व्यान इस और जायेगा। वहाँ पर सारे प्रान्त के लालों पिछड़े तकों के आदमी आते हैं। वहाँ पर बड़ा भारी मेला होता है। प्रगत हम ऐसे लोगों का सहूलियत न दे तो यह उचित चीज़ नहीं होगी।

मुगावली मेरे इलाके में एक तहसील का सदर मुकाम है। वहाँ पर भी स्टेशन का प्लेटफार्म बहुत नीचा है। वहाँ पर गल्से की काफी पच्छी मंडी है। वहाँ पर कोई भी कवरिंग नहीं है। छोटा सा शैद है कि जिन में बीस आदमी मुश्किल से बैठ सकते हैं। इस स्टेशन से शहर भील सवा भील है। यात्रियों को बरसात में आना पड़ता है, और वहाँ पर लोगों को बैठने का इन्तजार नहीं है और न माल लादने का कोई ठीक इन्तजार है। बरसात में माल चढ़ाने में असुविधा होती है। मेरे ममजता हूँ कि इस और भी व्यान दिया जायेगा।

हमारे यहाँ गुन्हा सेक्षण पर एक प्लेग स्टेशन सेमर लेडी तीस बरस से है। यह इतने समय से प्लेग स्टेशन है। वहाँ के लोगों की मांग है कि यहाँ पर प्लेटफार्म बनाया जाये और स्टेशन बनाया जाये, इस से आमोण यात्रियों और किसानों को बड़ी सुविधा होगी।

आपने जो मुझ थोड़ा सा समय दिया उस में मैं ने थोड़ी सी बातें आप के सामने रख दी। मेरा इलाका बहुत उपेक्षित रहा है और इस कारण वहाँ की जनता बहुत कुम्भ है। प्रगत वह किसी चीज़ की आशा करती है तो वह यह कि उन को रेल की सुविधा दिलायी जाये। वहाँ पर लकड़ी का बड़ा लम्बा थोड़ा व्यवसाय होता है। थोड़ी का व्यवसाय तो

सब पर है हाथी ही। हमारे यहां के ट्रैक को माल गाड़ी के लिये रख लोडा गया है। लेकिन हालत यह है कि वहां 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 बक्स पर नहीं मिलते। मैं शासन का व्यापक इस ओर प्राकर्षित करना चाहता हूँ ताकि यहां के सोगों की इस दिक्कत को दूर किया जाये।

मैं एक बार किर प्राप्त को धन्यवाद देता

श्री मोहन स्वरूप (पीलीभीत) . सभापति महोदया, मैं प्राप्त का बहुत मशकूर हूँ कि मुझे बोलने का भौका दिया गया। कई रोज़ से बराबर गल्वे के मुतालिक डिवट चल रही है लेकिन एक चीज़ जो कि मुसाफिरों के मुतालिक है उस की तरफ किसी ने गौर नहीं किया। वह केटरिंग का मामला है।

केटरिंग के मुतालिक एक अलगेशन कमेटी ३ दिसम्बर, सन् १९५३ को मुकर्रर की गयी थी जिस को कि यह गौर करना या कि केटरिंग का विस्तार किस प्रकार किया जाये और ठेकेदारों के प्रबन्ध में जो स्वारिया है उन को किस प्रकार दूर किया जाये। इस कमेटी ने गौर से सोज किया। सारी लाइनों का दौरा किया और जो नतीजे निकले उन पर गौर किया और वह कमेटी इस नतीजे पर पहुँची कि जहां गुजाइश हो वहां पर डिपार्टमेंट केटरिंग लागू किया जाये। और ठेकेदारों के प्रबन्ध में जो स्वारिया है उन को दूर किया जाये।

दूसरी लिफारिश जो अलगेशन कमेटी ने की थी वह यह थी कि डिपार्टमेंट केटरिंग जो प्राकृति से सास बेसिस पर हो। और साथ ही जहां पर डिपार्टमेंट केटरिंग हो वहां पर

ठेकेदारों की भी सुविधा देनी चाहिये ताकि कम्पिटीशन हो और मुसाफिरों को यह देखने का भौका मिले कि कौन अच्छा काम करता है। और मुसाफिरों को यह बात देखने का भौका मिले कि साना किस तरफ से अच्छा मिलता है, डिपार्टमेंट केटरिंग की तरफ से या ठेकेदारों की तरफ से जिस। वक्त अलगेशन कमेटी की सिफारिशात पर अमल किया जाने लगा, उस वक्त तमाम हिन्दुस्तान वे ठेकेदारों की तादाद ६,५०० थी, जिन से ५० डाइनिंग -कार्बं व ठेकेदार थे, ४८ रेस्टोरेंज वे ठेकेदार थे, ३४८ फिलेमेंट हम्बर के ठेकेदार थे और ५,६५४ बेडिंग कन्ट्रैक्टर्ज़ थे। अब रेलवे वे सभी जोन्स में डिपार्टमेंट बेटरिंग लागू हो चुकी है, लेकिन इसके जो नतीजे निकले हैं वे कुछ हीसला-अफज़ा नहीं हैं, ऐसे नहीं हैं कि जिससे मुसाफिरों को कोई राहत मिलती हो या कोई आराम मिलता हो। बरखिलाक इसके गवर्नमेंट की रिपोर्ट यह है कि गवर्नमेंट को हर जोन में बगबर धाटा हो रहा है। मिसाल वे तीर पर प्राप्त दिल्ली जबशन को ले लीजिए। डिपार्टमेंट केटरिंग के लागू होने से पहले करीब करीब २८,००० रुपए कटौतर्ज़ से लाइसेन्स की सूरत में गवर्नमेंट को मिलते थे, लेकिन अब वह आमदानी खत्म हो गई है। बल्कि अब गवर्नमेंट को करीब करीब ५०,००० रुपए सालाना धाटा हो रहा है। इसके अलावा यह भी देखने में आता है कि जाने पाने की चीजों का जो स्टैंडर्ड था, वह भी गिर गया है, केटरिंग और सर्विस ठीक तरीके से नहीं होती है, चीजों को आने में घटो लग जाते हैं उनके लिए कई बार तकाज़ा करना पड़ता है। प्राज दिल्ली स्टेशन पर पेड़ा ३-८-० रुपए प्रति सेर और पूरी २-०-० रुपए प्रति सेर मिलती है, जब कि ठेकेदारों के जमाने में पेड़ा या बर्की २-८-० रुपए प्रति सेर और पूरी १-८-० रुपए प्रति सेर मिलती थी। मेरे कहने का मतलब यह है कि एक तरफ चीजों का स्टैंडर्ड गिर गया है और दूसरी तरफ उन की कीमतें बढ़ गई हैं। इसी तरह

[श्री मोहन स्वरूप]

श्रान्त ट्रक एक्सप्रेस मे ठेकेदारों के जमाने मे एक याल १ रुपए मे मिलता था, जब कि आज वह १-२-० रुपए मे मिल रहा है । सदने रेलवे मे जो याल पहले १० आने का मिलता था, आज १-२-० रुपए का मिल रहा है । पहले चाय का कप २ आने मे मिलता था, लेकिन आज वह ०-२-७ आने का मिलता है । इस तरह लालों र बड़ने और स्टेंडर्ड के गिरने से एक मुश्किल सी पैदा हो गई है ।

दूसरी तरफ हम यह देख रहे है कि हजारों ठेकेदार हो गए है । जो बर्तन, काकरी बर्गरह वे इस्तेमाल करते थे, वे भी बेकार हो गए है । जिन लोगों को इस काम का कई सालों से तजुर्बा था, आज उन्हें पाम कोई बाम नहीं रहा है । वे मन बेकार हा गए है ।

श्री शाहनवाज खा बेकार नहीं हो गए है ।

श्री खुशबूत राय (बेरी) : बेकार हो गए है ।

श्री मोहन स्वरूप उनका बाम नहीं दिया गया है । मैं भागा कियां देना है ।

गवर्नरेट : नाला रुपा बर्तन और काकरी बर्गरह नियम संबंध करने पड़े हैं, वह अन्य सर्वांगी नहीं है । इसके अन्यां जीवने वाले गुरु हैं और मानकिरा को तकनीक अन्य दूर हैं । मेरी समझ मे नहीं आता कि डिपार्टमेंट ट्रिलिंग की एकिनेन्सी क्यों बढ़ रही है । रेलवे मिनिस्टर साहब इस पर धोर वरे और रेलवे ब्रशासन का यह फैज़ है कि वह इस तरफ तबज्जह दे ।

श्री शाहनवाज खा : ज्यादा जोग तो बहुत सुन्दर है ।

श्री मोहन स्वरूप : इसके साथ ही ये यह निवेदन करना चाहता हूँ कि डिपार्टमेंट बेटाहन-जेशन दे, बाद भी बड़े बड़े ठेकेदारों को किसी न किसी सूत्र मे कायम रहने दिया गया है और उनको पहले से भी ज्यादा ज्यादा पहुँचाया गया है, जब कि छोटे छोटे ठेकेदारों को खत्म कर दिया गया है । यह बिसाल के तीर पर भैमर्ज मोहन लाल एड सन्धि को कहा गया कि फता स्टेशन छोड़ दो, जो कि अच्छे नहीं थे, और उन्होंने उनको छोड़ दिया और इसके बदले मे पेंडिंग स्टेशन उनके पाम रख दिए गए । उन्होंने अपने बिजिनेस को आग लड़कों बर्गरह के नाम बर दिया है और इस तरह वह बदस्तूर अपना बाम लाना रहे हैं ।

नाथ-ईस्टर्न रेलवे पर गणेशी लाल के पाम बहुत बड़ा काम है । जब उम जीवन को डिपार्टमेंटनाइज किया गया, तो भानी और मुजफ्फरपुर, जो वि अच्छे स्टेशन हैं, उसके पाम जन्ने दिए गए, और समर्नीगुर, जो कि घाटे लाला न्डेजन है, जगंगे ले निया गया । जो छोटे छोटे स्टेशन थे, उन का बिल्कुल बाइप आउट बर दिया गया । ग्रन्योजन कमेटी ही भिकारिया यह थी कि साथ ही माय कल्टेक्टर्ज को भी रझने दिया जाए, लेकिन उम पर बिल्कुल गार नहीं किया गया और उन नामों का निकाल दिया गया ।

ईस्टर्न और नाथ-ईस्टर्न की ओर रेलवे पर इडियन केटरिंग कम्पनी ६६ टेशनों पर बराबर बाम कर रही है, भीरन छोटे कल्टेक्टर्ज का बिल्कुल बाइप आउट कर दिया गया है ।

श्री शाहनवाज खा : यह बिल्कुल गलत बात है । आपकी इतिलाल गलत है ।

एक बालकीव सबस्तम्भ : वह कई नामों से काम करती है ।

15 hrs.

श्री मोहन स्वरूप : नार्दर्न रेलवे पर श्री वी० एल० मित्तल एंड सन्च 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 कन्ट्रैक्टर थे, वे बिल्कुल मर रहे हैं और वडे कन्ट्रैक्टर सरसब्ज हो रहे हैं और उन को बराबर राहत मिल रही है।

श्री ब्रजराज सिंह : सोशलिस्टिक पैटर्न आफ्र सोसायटी है।

श्री मोहन स्वरूप : छोटे कन्ट्रैक्टर्ज ज्यादातर रेफ्यूजी हैं और पाकिस्तान से आये हुए हैं। पहले उन के पास कोई रोजगार 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। मैं ने और खुशवक्त राय जी ने कई रिप्रेजेन्टेशन इस बारे में दिये, बात-चीत हुई, लेकिन कोई नतीजा नहीं निकला। मैं मिनिस्टर साहब से दरख्वास्त करुंगा कि वह इस मसले पर गौर करें। इस बात की बड़ी ज़हरत है कि केटरिंग की एक्फिशेन्टी बड़े और जो छोटे टेक्केदार बेरोजगार हो गये हैं, उन की रोज़ी का सवाल हल किया जाय।

इस के बाद मैं यह अर्ज 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 हज़ार रुपये ले कर भाग गया। अभी तक उस का कुछ पता नहीं चला है। अभी मैं ने अखबारों में पढ़ा था कि एन० ई० रेलवे में गोरखपुर में कुछ ऐसे गाड़ज और इटिक्ट-क्लेक्टर पकड़े गये हैं, जोकि इल्लीगल

तौर पर मुसाफिरों से रुपया बसूल करते थे। मुझे ऐसा भी बताया गया है कि शायद उस के मुतालिक एन्कवायरी चल रही है। मैं यह अर्ज करना चाहता हूँ कि करप्शन एक ऐसी हड पर पहुँच गई है, जबकि वह रेलवे एडमिनिस्ट्रेशन पर एक बदनुमा धब्बा बन गई है। गवर्नरमेंट को इस तरफ ध्यान देना चाहिये।

पारसलों की रोज़ चोरियां होती हैं और नतीजा यह है कि गवर्नरमेंट को क्लेम्ज़ की शक्ल 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 कागजात 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 नौर करना चाहिये।

अब मैं अपनी कांस्टीट्युएंसी 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 मज़हकावेज बात है यह। कई मर्टाबा मैं ने जाती 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 तरफ कोई तवज्जह नहीं दी गई है।

पीलीभीत-विसालपुर लाइन और पीली-भीत-लखनऊ लाइन का भी यही हाल है।

[बी शोहन स्वास्थ्य]

बहाने तक पीलीभीत-सहनक साइन का सम्बन्ध है मैं समझता हूँ कि जब से वह बनी है तब से शायद उस की भरभरत ही नहीं हुई है। इन सब बातों की तरफ रेलवे एवं भिन्नस्टेशन को तबज्जह देनी चाहिये।

बी हेम राज (कागड़ा) : मध्यान्त्री महोदया

बी बी० बं० शर्मा (गुरुदामपुर) : आप आगे आ जाये।

बी हेम राज : मैं वही से लड़ा हो कर बोलना चाहता था और आप को बतलाना चाहता था कि हम जो पिछड़े हुए लोग हैं उन की क्या हालत है। सभानेनो महोदया, हालत बैरी ही है जैसे किसी पिछड़े हुए इलाके की होती है। यहा पर हम पीछे ही बैठे हुए हैं। ऐसा मालम होता है कि जो सोग पहाड़े पर रहे हैं उन की तरफ लोगों की नज़र कम जाती है। इन पहाड़ों पर जो लोग रहते हैं उन की तरफ नज़र कम जाने का एक कारण यह है कि नज़र नीचे नीचे ही रह जानी है और देखने वालों को ऊचे रहने वालों की क्या दशा है, यह दिल्लाई नहीं देता है।

बी शाहनवाज खाँ कुमूर नज़र का है।

बी हेम राज : हा, उमी का है।

जिस तरह से जो लोग पहाड़ों पर रहने हैं, वे लावारिस होते हैं, उसी तरह से जो बहाने रेल चलती है नैरोगेज की वे भी लावारिस ही बन गई है। इस साल की जो एनुग्रह रिपोर्ट इष्ट की गई है, उस में जो तालिका दी गई है उस को आप देखे तो आप को पता आ जाना को ओवर-एज रोलिंग स्टाक है, वह बहाने बाड़ में ३० परसेंट लोकोमोटिव्स

का है, भीटर-गेज पर २३ परसेंट है वह नैरोगेज में आ कर ३५ परसेंट बन जाता है। इसी तरह से कोईग स्टाक की हालत है। शाडेज पर वह ३४ परसेंट है, भीटर गेज पर २८ परसेंट और नैरोगेज पर वह ४२ परसेंट बन जाता है। यही हालत बैरेन स्टाक की है। शाड गेज पर वह १५ परसेंट है, भीटर गेज पर १६ परसेंट है और नैरोगेज पर आ कर वह ५२ परसेंट बन जाता है। भेरे कहने का मतलब यह है कि इन लाइनों को लावारिस सी लाइने चिना जाता है। मिसाल के तौर पर मैं कागड़ा बैली रेलवे को लेता हूँ। वहां पर अचल तो बहुत कम डिब्बे लगाये जाते हैं और रौलिंग स्टाक इस किस्म का है कि उस की भरभरत के लिये पंजाब में केवल कालका में ही जगह है और कही नहीं। वहां पर अगर ३८ गाडियां हैं तो उन में से २२ खराब पड़ी हुई हैं। माल जो होता है वह पठान्नबैर में ढक नहीं हो सकता और हपनेवारी वहां पर बारिया आती है और जिस में व्यापारियों को बहुत तकलीफ का सामना करना पड़ता है। इस की एक और बजह भी है। उदाला-मुही में ड्रिलिंग शाप्रेश स्चल रहे हैं। यह भी जहरी हो जाता है कि उस जगह के लिये जो सामान ले जाना हो उस को प्रायोरिटी दी जाय। लेकिन मैं माननीय मंत्री जी का ध्यान इस और दिलाना चाहता हूँ कि जहां वह इतना स्पष्टा स्टाक बैरेन के लिये लंबे कर रहे हैं वहां वह इन नाइनों के लिये भी नई गाडिया और नई बैगन्न भगवान्ये ताकि वहां का जो काम है वह लूकने त पाये और वह चलता रहे।

हमारे मंत्री महोदय कुल्लू की तरफ जाना चाहते हैं लेकिन भभी तक वह उधर या नहीं पाये हैं। जब वह बहा जायेंगे तो देखेंगे कि वहां पर रेल भी पहाड़ों के दरम्भान में हो कर चलती है और उन के द्वार जो जलते हैं। दरम्भान में कही जाती है पर-

मुख्ये भी हैं और वहां पर अगर जिसी का विर या कर लव बाये तो कट 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 वहां पर जो गाड़ियां चलाई जायें वे टूटी फूटी गड़ी होनी चाहियें, अच्छी गाड़ियां चलाई जानी चाहियें: जूँकि वे गरीब हैं, इस बास्ते उन के लिये अच्छी गाड़ियां न चलाई जाये, यह ठीक नहीं है। मेरे माननीय मंत्री जी तथा रेलवे बोर्ड का लास तीर से इस और व्यान दिलाना चाहता हूँ और उन से प्रार्थना करता हूँ कि वे इन सोगों की दिक्षितों को दूर करें।

पहाड़ों में जो लोग रहते हैं, वे अत्यन्त गरीब हैं और इस बास्ते उन को ज्यादा सहृदयते मिलनी चाहिये। लेकिन आज हालत यह है कि उन इलाकों के लिये इन-फ्लेटिड माइलेज रखा गया है और कहीं पर यह दो गुना है, कहीं पर तीन गुना और कहीं पर चार गुना। मेरे रेलवे बोर्ड का आभारी हूँ कि पिछली मत्तवा उस ने १।४ के करीब की कमी इन किरायों में की है। लेकिन वहां पर रहने वाले लोगों की गरीबी को अगर माप दें तो आप पावेंगे कि यह भी किराया जो उहें 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 जार्ज किया जाता है और दूसरे उस के ऊपर सरकारी लापा दिया गया है। इस से हम लोगों की जो दिक्षित है वह और भी बढ़ जाती है। चाहिये तो यह या कि हम को कोई राहत पहुँचाई जाती लेकिन इस से हम लोगों की तकलीफें और भी ज्यादा बढ़ गई हैं। मेरे बंती बहोदय से प्रार्थना करता हूँ कि वहां पर जो किराया जार्ज किया जाय वह वही होना चाहिये जूँकि जेन्स वें जार्ज किया जाता है। आप हमारावादी लाज की बात करते हैं और इस में आप कहते हैं कि जो जिस्ते हुए

इसके हैं, उन का पिछड़ापन आप ने हूँ लगाया है, जो पदवसित हैं उन को उठाना है, ऐसी हालत में इन सोगों पर और ज्यादा बोझ लादना मेरे पूछता हूँ कहा तक न्याय-संगत है। इस नुस्खेनिगाह से भी जैसे प्रार्थना करता हूँ कि पहाड़ी इलाकों मेरे रेलों का जो किराया है, वह कम होना चाहिये।

अब मेरे कम्पेसेंटी एलाउंस के बारे में एक बात कहना चाहता हूँ। कांगड़ा बैली रेलवे पर जो पालमपुर और जोगेन्द्रनगर के स्टेशन हैं, वहां पर तो लोगों को कम्पेसेंटी एलाउंस दिया जाता है लेकिन इन स्टेशनों के बीच में जो स्टेशन पड़ते हैं, जैसे मुलाहाह, पंचलसी, पथरोला, बैजनाथ, आज़, इत्यादि वहां पर कोई कम्पेसेंटी एलाउंस नहीं दिया जाता है। जिस तरह की हानित पालमपुर और जोगेन्द्रनगर में है, बैली ही हालत इन स्टेशनों पर भी है। मेरे समझ नहीं पाया कि यह भेदभाव क्यों किया जाता है। ये स्टेशन भी पहाड़ी स्टेशन हैं। मेरे मंत्री भोदय से प्रार्थना करता हूँ कि वह इस बीच को भी एजेंसियन करवाये और जो रियायते पालमपुर और जोगेन्द्रनगर के मुलाहियों को मिली हूँ है, वही रियायतें इन स्टेशनों के मुलाहियों को भी दी जानी चाहिये।

हमारा जो इलाका जोगेन्द्रनगर से आये का है यानी कुल्लू का इलाका वह मादानियात से भरा पड़ा है। वहां पर गुम्बा माइंस है और माइंस से जंगलात के जंगलात भरे पड़े हैं। आप की रेलवे जोकि जोगेन्द्रनगर तक गई है, उस के पारे कुल्लू तक भी आप का सबंह हो चुका है। कुल्लू सेर के लिये बहुत अच्छी जगह है और टूरिज्म के लिहाज से भी वह एक बहुत बहतरीन जगह बन सकती है। मेरे प्रार्थना करता हूँ कि जो सबंह आप करवा चुके हैं, उस पर आप दोबारा और करें और जो आप की रेलवे लाइन है, उस को आप कुल्लू तक एक्सटेंड कर दें।

[श्री हेम राज]

अब में आप के सामने एक स्टेशन के बारे में कुछ कहना चाहता हूँ । मैं यह नहीं कहता कि आप हमें नया स्टेशन दें । परौर एक स्टेशन है जोकि बगल में है । अगर आप इस स्टेशन को बहा से हटा कर दी फरलाग पर सड़क के किनारे ले जाये जोकि मोटर रोड है, तो यह आप के लिये बहुत साम्ब्रद सिद्ध हो सकता है और पब्लिक को बहुत सहजित हो सकती है ।

आप की रेलो की बहा जो स्पीड है, वह बहुत ही कम है । हो सकता है कि यह इस बजह से हो कि वहा पर लाइस बम्बोर है । बैजनाथ पपरोला से ले कर आजू 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 जोयेन्टनगर तक मोटर में छ घंट में पहुँचा जा सकता है जबकि अगर गाड़ी में आया जाय तो दस घंट लगते हैं । इस का नातिनी तौर पर यह ननीजा निवाना है कि लोग आम तौर पर मोटर म सफर बरना प्रेफर करते हैं । इस बास्ते में चाहां हूँ कि आप इस ओर भी ध्यान दें ।

अब में आप में मुंहरिया पुल के मुना-हिल्क बाड़ा भा क्त्ता चाहता हूँ । इस के बारे में आप ने अपने एक जवाब में कहा था कि वह मनुर हा चुका है लेकिन अभी तक उस पर काम शुरू नहीं हुआ है । मैं प्रार्थना करता हूँ कि मुंहरिया मट्टी के नदीदीक जो पुल बनाने की आप ने मनुरी दी है, उस पर आप काम जल्दी से शुरू करें और जल्दी से इस को तैयार करवायें ।

अन्त में मैं टी प्लाटेशन्स के बारे में कह कर समाप्त करता हूँ । हमारी रेलो के दोनों किलारे किनारे बहुत ज्यादा लेगी और जमीनें होती हैं । आप वहा पर पेड़ लगवा रहे हैं । मैं चाहता हूँ कि वहा पर आप

बाड़ लगवा दें और विलेजसे के लिये आप उन की जमीनों को जाने का रास्ता छोड़ दें ताकि जहां आप अपनी सामूहिक का जरिया बढ़ाना चाहते हैं वहां पर विलेजसे को भी बिला बजह तकलीफ न हो और जो ही रही है वह दूर हो सके ।

श्री बजराज सिंह : समाप्ति महोदय, रेलवे के मिनिस्टर महोदय का भाषण सुनने के बाद मैं यह कहने पर भजबूर हूँ कि समाजवादी समाज के रखना के बारे में उन के दृष्टिकोण में और उन की पार्टी के एक दूसरे मदद्य श्री सिहासन सिंह के दृष्टिकोण में बहुत फँक हैं ।

मैं इस माल के रेलवे बजट को देखने लगा । एक तरफ तो हम देखते हैं कि गतिय स्टाफ के लोग आज कई मानों में लगातार यह मास करते आ रहे हैं कि उन को भी दूसरे लोगों की तरह जो उन्होंने की तरह रेलवे में चलते हैं और जो एनाउम उन का मिलता है वही उन का भी मिले लेकिन उन का वह एनाउम देने की काई कालिश नहीं की जानी है लेकिन दूसरी ओर रेलवे मिनिस्टर महोदय की समाजवादी रखना मे इम देखते हैं कि २५०० रुपये माहवार के एक नये डायरेक्टर महोदय इस बर्ब रखे जा रहे हैं और ४ के बजाय अब ७ जवाहट डायरेक्टर रहेंगे, सदूचत मंचालक रहेंगे जिन की कि तनखावाह १५०० रुपये रहेगी । इसी तरह एक के बजाय अब दो हिटी डायरेक्टर होंगे जिन की कि तनखावाह १२५० रुपये से ले कर १४५० रुपये तक होगी । इस के अलावा ६ के बजाय १२ हिटी डायरेक्टर होंगे जिन की कि तनखावाह ६०० से ले कर ११५० रुपये तक होगी और २०० रुपये विशेष एकांकित विलेजा

श्री शाहनवाज लां : रेलवे बोर्ड का तो विसक्षण लात्म 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 इन्द्रराज सिंह में यह वह रहा था कि जिस समाजवादी समाज की यह पर चर्चा की गई और मिनिस्टर महोदय न भी उस की चर्चा की उस का और जा रेलवे बजट है उन दोनों वा मिलान करे तो आप को पता नज़र 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 तालाकि उन की मार्ग जायथ भी होनी है नर्कन उन तो मनदाने के लिये आदानपन यरना पड़ता है और उन के लिये उन्हें बहुत दिवाने उठानी पड़ती है और नव उस ५ बाद वहीं जा न तर उन की सुनवाई होनी तै है। यमें दिवा कि बात आयोग की भरकार द्वारा नियुक्ति की गई और उम के आधार पर आमी उन दो देवतानों से १० रुपये की बटोरी हुई है।

अब मैं टिकट बैर्स और गाड़ी सी बाबत कहना नाहता हूँ कि उन की डूरी में और जो इमरान रेलवे वा रेलिंग स्टाफ है, क्या अन्नर है? लेकिन इप ने उन को रेलिंग स्टाफ की कैटेगरी में आमिल नहीं किया हुआ है। आप टिकट चेकर्स को सिर्फ़ ३८ रुपये का माहवारी एलाउन देते हैं।

श्री शाहनवाज लां जमीन आसमान का फक्क होता है।

श्री इन्द्रराज सिंह : आप कहते हैं कि जमीन आसमान का फक्क होता है लेकिन कम से कम हम लोगों की तो समझ में नहीं आता कि दोनों में क्या फक्क है। दोनों ही बाड़ी पर चलते हैं। ड्राइवर बैरीह को सो आप रेलिंग स्टाफ में मानते हैं लेकिन टिकट चेकर्स और गाड़ी को उस कैटेगरी

में नहीं मानते और उन को आप सिर्फ़ ३८ रुपये माहवारी भत्ता देते हैं, यह समझ में आने वाली बात नहीं है। अगर हिसाब लगाया जाय तो मेरे गमक्षता हूँ कि ऐसे लोगों की तादाद ५, ६ हजार के होगी जिन को कि टिकट चैकर्स कहा जाता है और अगर आप यह ३८ रुपये का भला देने के बजाय उन को भी रेलिंग स्टाफ एलाउन दे तो ६० रुपये माहवार वा आमत पड़ेगा। इस तरह दोनों में मिर्झ ८० ८२ रुपये माहवार का फक्क पड़ता है और यदि पूरे देश का हिसाब लगाया जाय तो करीब २५ लाख रुपये मालाना का अनिवार्य खर्च रेलवे पर पड़ेगा और मेरे गमक्षता हूँ कि यह खर्च बहुत अधिक नहीं है और इस को बड़ी आगामी मेरे बहन लिया जा सकता है। आज जो टिकट चैकर्स चोरी करते हैं अचानक बिना टिकट के मुगाफिरों को गाई पर चढ़ा लेने हैं, उन के एलाउन में यदि ४० रुपये के माहवारी बृद्धि हो जायेगी तो उन को प्रोत्तान मिलेगा और वे अधिक ईमानदारी, मुनाफ़ी और उत्साह में अपनी डूरी अंजाम देंगे। 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 करता हूँ कि उन की कार्यक्षमता वैसे ही बढ़ती चाहिये और उन में अपने कर्तव्य के प्रति उदासीनता की भावना नहीं होनी चाहिये। आज जो वे चोरी करते हैं, अपने साथ बिना टिकट लोगों को रेल में ले जाने हैं और उन से पैसा भी बसूतने हैं वह अवाक्षीप है और उस के लिये मेरे रेलवे प्रशासन को डिमेदार ठहराता हूँ और यह चीज़ प्रशासन को दूर करनी चाहिये। अगर आप यह २५ लाख रुपये की बृद्धि उन की तानस्वाह में कर देंगे तो इस में उन की कार्यक्षमता बढ़ती और आज उन में जो इस चीज़ को ले कर एक असन्तोष है वह खात्म हो जायगा और वह उत्साह के साथ अपना काम करेंगे।

[भी बजराज मिह]

यह कहा जाता है कि आप अपने रेलवे कर्मचारियों को बहुत सुविधायें दे रहे हैं। आज तक आप नहीं बहुत हो कर जो लाइन दिल्ली आती है उस में रास्ते में एक ऐसा स्टेशन पड़ता है जहा कि पानी की सुविधा नहीं है और वहाँ के रेलवे कर्मचारियों के लिये दूसरी जगहों से गाड़ी के छिन्ने में पानी भर कर आया जाता है। अब आगर बीमारी या किसी अन्य कारण से वहाँ पानी न आ पाये तो वहाँ के कर्मचारियों को बिना पानी के बहुत सुरक्षित उठानी पड़ती है। यात्रियों को सुविधा पहुँचाना तो दूर रहा आप अपने रेलवे कर्मचारियों को पानी की जोकि निहायत ज़हरी चीज़ है, उस का अभी तक पूरा ठीक से इतजाम नहीं कर पाये हैं। मैं नहीं समझता कि यह चीज़ आप के समाज-बादी समाज के दावे में कैसे किट बैठेगी।

रेलवे मन्त्री महोदय ने जो नई रेल लाइनों का विभ किया है और उस की जो एक तसवीर ली जाती है उस से पता चलता है कि आगामे १०, २० साल में आप देश में कोई नई रेलवे लाइन नहीं बनाने जा रहे हैं। मैं रेलवे मन्त्री महोदय का ध्यान उन अविकल्पित क्षेत्रों की ओर दिलाना चाहता हूँ जहा कि अभी तक कोई रेलवे नाइन नहीं बन पाई है और जहा कि बहुत सी गिरन बेस्ट दबी पड़ी है और जिस के द्वारा हम काफ़ी विदेशी विनियम कमा सकते हैं और अपनी आप बहुत अधिक बढ़ा सकते हैं। इस के अतिरिक्त वहा पर रेलों की अवस्था होने से वहा की जनता को बहुत सहुलियत हो सकती है और उन क्षेत्रों का जोकि अभी तक अविकल्पित और नेगलेटेड पड़े हैं उन क्षेत्र विकास हो सकता है। जब ऐसे इलाकों में रेलवे लाइनों को सोलने के लिये एक के बांध एक माननीय सदस्य द्वारा महा पर मार्ग की जाती है तो नई रेलवे लाइनों को खोलने के लिये हमारे मन्त्री महोदय तैयार नहीं होते हैं। मैं भी महोदय से पूछना चाहता हूँ कि

आखिर आप ने इस समस्या का कोई हल सोचा है? भगव आप सोचते हैं कि इस पंचवर्षीय योजना के अन्तर्गत आप वह रेलवे लाइनें नहीं बना सकते तो आप को अपनी पंचवर्षीय योजना में उस के लिये परिवर्तन करना पड़ेगा। आप इस देश को बनाने चले हैं और जाहिर है कि उस के लिये आप को बहुत अधिक लब्ज करने की आवश्यकता पड़ेगी और इसलिये आप को अपनी आमदानी भी बड़ा होगी। यह ४०८ करोड़ रुपये का बजट है, २३ करोड़ पिछले वर्ष से ज्यादा है। रेलों की आय से यात्री भाड़े और माल भाड़े के परिणामस्वरूप काफ़ी बढ़ि हुई है और यदि उस के बावजूद आप नई रेलवे लाइने नहीं बना सके और इस तरह के ज़हरी काम न कर सके जिस से कि पिछड़े हुए इलाके सुधर सके, तो पुल बना सके और न नई इमारतें बना सके तो मैं नहीं समझता कि किम तरह इस देश में विकास कार्य हो सकेगा। आगर हम रेल पर्यों का विस्तार नहीं कर सकें और जहा ज़हरत हो वहा नई रेलवे लाइने नहीं बिछा सकते तो हम कैसे इस देश का विकास कर सकें और कैसे उस सम्पदा का उपयोग कर सकें जोकि उन अविकल्पित क्षेत्रों में दबी पड़ी है। ज़हरत इस बात की है कि आप की जो योजना चल रही है उस के साथ आप आप रेलों का और सड़कों का विकास कीजिये। इस के साथ साथ आप का यह भी भूल नहीं जाना चाहिये कि आप की ओर ने जो बार बार यह कहा जाता है कि हम रेलवे बोर्ड के अफन्नों के लिये संलून खत्म नहीं कर सकते और उन को जो तनावाह और अन्य सुविधायें दे रहे हैं, उनमें हम कभी नहीं कर सकते, ऐसा कह कर के आप एक ऐसी परम्परा डाल रहे हैं जिस परम्परा में अष्टावार को बदल करना द्वारा और असम्भव हो जायगा। आज यह सब पर विदित है कि रेलवे में अष्टावार फैला हुआ है। उदाहरण के लिये मैं आप को बताऊँ कि मेरे पास का

एक रेलवे स्थेशन है जहां कि तारीख लिखी हुई है कि ५-३-५७ को वहां का थोड़ रंग दिया गया है लेकिन बाक्या यह है कि वह रंग नहीं गया है। कहने का मतलब यह है कि आज रेलवे में लालों रंगपें की इस तरह की गडबड़ी चल रही है। उन्हीं लोगों के लिये बार बार हम से यह कहा जाता है कि यह स्थेशन उन के लिये प्रशंसा के बन्द भेजे ताकि वह और अच्छे तरीके से काम करे, इस सम्बन्ध में मेरा निवेदन यह है कि जहां तक मुल्क की खिलमत करने का सवाल है, हम १ नहीं १० शब्द कहने के लिये तैयार हैं बशर्ते कि मरी महोदय आज जो रेलवे में कार्यकामता घट रही है उम को स्वीकार करते हुए मर्ली से उसे दूर करने का प्रयत्न करें। उस के लिये अगर आप मदन को विम्मेदार बनाना चाहते हैं तो मैं निवेदन करना चाहता हूँ कि यह भर्विमेज जिन्हे आप जन सेवी कहते हैं वे इन्हीं मरवूत हो जायेंगी कि उन के आगे आप की बान भी मुनार्ह नहीं देगी। इसलिये आप को इस प्रमस्या को सुनकरने के लिये क्रान्तिकारी परिवर्तन लाना पड़ेगा। इस सम्बन्ध में मेरा सुझाव है कि आप इस सदन की एक समिनि बनाये जांकि पालिमी मेटर्स को देखे और इस का नियन्त्रण करे कि कहा कहा रेलवे लाइन बननी चाहिये और कहा नहीं और इस का नियन्त्रण लाली रेलवे के बड़े प्रफ़रेंस पर थोड़ देना ठीक न होगा।

यह बार बार कहा जाता है कि जिन क्षेत्रों कर्मचारियों के खिलाफ़ मनुष्यासन की कार्यवाही कर दी गई है उन के लिये जो पहले से विवि निहित है और जो पहले से नियन्त्रण बने हुए हैं उन नियमों के मुताबिक ही वह कार्रवाही कर सकेंगे। अब एक तरफ़ तो हम इस सदन में एक दूमरा कानून पास करते हैं जिस की कि हम से उन जुर्म करने वालों को जिन को कि फ़ौजदारी के कानूनी म सजा होती है और जैसे जाने

हैं, उन को तो हम जालान होने पर प्रोवेन्चल पर जालान पर थोड़ देने को तैयार हो जाते हैं लेकिन आप के इन्हें अफसर जोकि एक्सी-स्ट्रॉटिव आफिसर्स हैं उन की सजा का आप रिविजन करने को तैयार नहीं है और उन के सम्बन्ध में अन्वेषण करने को तैयार नहीं है और इस से तो यही पता चलता है कि आज उन के कारण जिन लोगों में असत्तोष है और जिस की कि वहज से कार्यकामता को नुकसान पहुँचता है, उम को आप दूर करने के लिये तैयार नहीं है। मैं निवेदन करूँगा कि जो नियम आप लागू करते हैं फौजदारी में भजा प्राप्त लोगों के लिये वही नियम हम इन लोगों के लिये भी लागू करें जोकि हमारे रेल प्रशासन म हैं। हो सकता है कि कुछ नियोंव व्यक्तियों के प्रति कार्रवाई हो जाय। मैं नहीं कहता कि उन के विरुद्ध कार्रवाई थोड़ दी जाय, उन को दो चार साल का भीका दिया जाय अगर वह अपना चरित्र मुश्कार ले और उन के विरुद्ध कार्रवाई में कोई विकायत नहीं पाई गई है, या पाई भी नहीं है, तो उन को भीका होना चाहिये और जो पदोन्नति उन की रोक दी गई है वह आगे बढ़े।

मैं निवेदन करूँगा कि आप रेलवे प्रशासन म आमूल चूल परिवर्तन करे। जो काम आप ने उन लोगों को दे रखा है जिन को ऊची तनस्बाह दी जाती हैं, यानी पालिमी बनाने का काम जो आप ने उन को दे रखा है, उस के लिये एक सदन की कमेटी बनाइये। वही नीति आदि को तथ्य किया करे। इस मामले में एक्सप्रेट (विशेषज्ञ) लोगों की राय ली जा सकती है। जब तक ऐसा नहीं होगा, आप दम या दीस साल तक भी, पांच, छँ पंचवर्षीय योजनाये चलने ने, तब भी रेलवे के सम्बन्ध में जो समस्याये हैं, उन्हे हल नहीं कर सकेंगे। इसलिये जहरत इस बात की है कि आप तमाम देश की ओर देले। इस के लिये कल नहीं आज चेते, आजी चेते, सदन की कमेटी

[क्षी भवराज सिंह]

बनायें। उस से आप समय समय पर भलाह ले कर कान्तिकारी परिवर्तन करने की कोशिश करें।

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 Manaen.

Shri Manaen (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 Manaen: 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 Amingaon 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 $1\frac{1}{2}$ 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 Manaen]

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 आसर (रत्नागिरि) : उपाध्यक्ष महोदय, रेलवे मंत्री ने अपने भाषण में नहीं रेलवे लाइनों के बारे में कहा था कि ऐसे की बहुत कमी होने के कारण इस काम को नहीं किया जा सकता है। लेकिन मैं जिस रेलवे की भाष कर रहा हूँ वह वेस्टर्न कोस्ट की रेलवे है। आज वेस्टर्न कोस्ट में कॉकण रेलवे के बारे में बड़ा मान्दोलन चल रहा है। रत्नागिरि और कोलाबा डिस्ट्रिक्ट के दूधदर हर देहात में बड़े बड़े जल्से होते हैं और जल्सों 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 पचायतों और लोकल बोर्डों ने, सभी जगह प्रस्ताव पास कर के भेजे हैं कि वहाँ पर रेलवे होनी चाहिये। लेकिन रेलवे मंत्रालय की तरफ से भर्ती तक कोई कदम इस बारे में नहीं उठाया गया है। वहाँ की जनता ने इतना बड़ा मान्दोलन अपने हाथ में लिया है इस का कारण यह है कि वहाँ की पर्सिस्टेंशन बहुत कठिन है। हमारे रत्नागिरि और कोलाबा डिस्ट्रिक्ट की जनसंख्या करीब करीब ३० लाख के है। इन दोनों जगहों के बम्बई में रहने वाले लोगों की संख्या करीब १३ या १४ लाख है। इन ४०, ४५ लाख लोगों की यह डिमांड है, मांग है, कि हमारे यहाँ कॉकण रेलवे बनाई जाय। वहाँ जाने के लिये एक ही रास्ता है, और वह स्टीमर का है। लेकिन आप सुनते होंगे, हर एक न्यूज़पेपर में यह न्यूज़ 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। निक्ट स्टेट ट्रान्सपोर्ट पर नियंत्रण रहना पड़ता है। लेकिन स्टेट ट्रान्सपोर्ट की स्थिति यह है कि वह ३०, ४० लाख लोगों के लिये इतनाम नहीं कर सकता। इस दृष्टि से देख कर कोंकण रेलवे की तरफ ध्यान दिया जाय। इस कोंकण रेलवे का एक भाग है दिवादास-गांव का। इस का सर्व हो चुका है। इस रेलवे के महत्व को देखते हुए हमारे पूर्व रेलवे मंत्री थी लाल बहादुर शास्त्री ने वहाँ का दौरा किया था और वहाँ की स्थिति को देखते हुए वह धारादासमान 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 भील का जो रेल लिंक है उस रिंग को बदाने 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 आस्तर: रत्नागिरि हिल्टिकट की पर्याप्ति बहुत स्वारब है, इस का कारण यह है कि रत्नागिरि जिले के बहुत से लोग नौकरी करने के लिये और दूसरे कामों के लिये बहुई पर ही नियंत्रण करते हैं। उन को बहुई आना 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 बढ़ाव करें। लेकिन उन का कहना है कि हम वहाँ उद्योग बढ़ाव 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 है पर वहाँ बेकारी है, भुलमरी भी है। इस का कारण यह है कि वहाँ बड़ी संख्या में रहने वाले लोगों के लिये जॉब नहीं है। आप को पता होगा कि हमारे यहाँ विपुल खनिज सम्पत्ति है, बैन्डू है, कूट्स है। इतने साधनों के होते हुए भी यातायात के न होने के कारण भुलमरी फैल रही है। इस लिये रेलवे मन्त्रालय से मेरी प्रार्थना है कि वह इस और ध्यान दे।

हम कर्मी वीक या सौजन्य सप्ताह मनाने में बड़ा 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 मन्त्रालय 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। अस्सर ऐसा होता है कि जब रेलगाड़ी स्टेशन पर आती है तो उस पर लेडीज कम्पार्टमेंट नहीं लिखे रहते जिस से यात्रियों को पता नहीं चलता है और वे उस में बैठ जाने वैं। 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, तुम कैसे कहते हो कि यह लेडीज कम्पार्टमेंट है? इस 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 थे। 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]

चाक निकाला और लेडीज कम्पार्टमेंट लिक्षिया। सब लोगों को उतरना पड़ेगा। बैचारे क्या करते, उन्होंने कुछ जगह किया, लेकिन सब को उतरना पड़ा। वहां का डिवीजनल सुपरिनेंडेंट आया और सब लोगों को कहा कि उतरना पड़ेगा। अब कहीं जगह तो भी नहीं, इस लिये उन में से कुछ आदमियों ने टिकट कलेक्टर को बतलाया कि हम रेस्टोरेंट कार में जाते हैं। जब वहां भी टिकट कलेक्टर गया तो कहा कि तुम से कह कर तो गये हैं कि रेल में कहीं जगह नहीं है और हम रेस्टोरेंट कार में जाते हैं। यह देख कर डिवीजनल सुपरिनेंडेंट का मगज खराब हो गया और उस ने लोगों से कहा कि तुम सब लोग यहा से निकलो। इस में आश्चर्य की बात यह है कि उन यात्रियों में रेलवे कसल्टेटिव कमेटी जो होती है उस के एक सदस्य भी थे। उन्होंने भी कहा कि यह गलत बात है, अप हम सब को नहीं उतार सकते। गाड़ी में कहीं जगह नहीं है। इस पर डिवीजनल सुपरिनेंडेंट ने कहा

"Mr. Avezkar, I have power to arrest you".

इस का अर्थ यह होता है कि मैं आपको प्रेरेस्ट कर सकता हूँ। ऐसे अपमानजनक बदल कहे। मैं समझता हूँ कि रेलवे मन्त्रालय इस तरफ ध्यान देगा। इस बारे में रेलवे बोर्ड और जनरल मैनेजर को भी लिखा गया। उन्होंने जवाब दिया कि हम इस पर विचार कर रहे हैं। लेकिन पांच महीने हो गये, अब तक कोई जवाब नहीं आया। इस में कोई इन्कार्यारी नहीं की गई। जिस कर्टसी वीक के लिये आप पैसा दे रहे हैं उस में रेलवे के अफसर कलहल्टेटिव कमेटी के मेम्बरों के साथ एसा बरताव करते हैं तो सामान्य जनता के साथ किताबा खराब बरताव होता होगा। इस की उत्तरक ध्यान देने की आवश्यकता है। कर्टसी उत्तराह तो सात दिन रहता है। लेकिन हमेंहां ही कर्टसी का बरताव होना चाहिये। इस तरफ ध्यान दें।

कम्पियल कलसर्स के बारे में कहा गया है कि उनको पूरी सुविधायें नहीं दी जाती। उनको बारह बारह चौदह चौदह बटे काम करना पड़ता है और उनको हालिंडेज में भी छाड़ाया नहीं मिलती। इस सब के होते हुए भी उनको तनस्वाह कितनी मिलती है। आज एक मैट्रिक पास कर्लक जो काम करता है उसको ६० रुपया तनस्वाह मिलती है। कम्पियल कर्लक को सास प्रशिक्षण दिया जाता है पर किर भी उसको ६० रुपये ही मिलते हैं। इस तरफ भी ध्यान देना चाहिये।

दूसरे जो सरकार वे पेशन योजना चलायी है उसके बारे में कुछ कहना चाहता हूँ। दिल्ली डिवीजन में कम्पियल कर्लक बारह बारह साल से काम कर रहे हैं पर अभी तक उनको कनफर्म नहीं किया गया है। इससे उनके पेशन पर प्रभाव पड़ सकता है। इस बारे में यह नियम होना चाहिये कि तीन चार बरस के बाद इन लोगों को कनफर्म कर दिया जाये। इस पर सरकार विचार करे। आपने न्यू डील दिया है उसका कायदा उनको नहीं मिलता है। इस बारे में ध्यान देना चाहिये।

द्वितीय पचवर्षीय योजना में कितना काम बढ़ा है लेकिन उसको देखते हुए कम्पियल कलसर्स की जितनी तादाद बढ़नी चाहिये उतनी नहीं बढ़ी है। इसलिये उनसे गलतिया हो जाती है जिसके लिये उनको पनिशमेंट दी जाती है और उनका बहुत परेशानी होती है। सरकार को इस तरफ ध्यान देना चाहिये कि इन गलतियों का कारण क्या है। इन लोगों को जो बारह बारह चौदह बटे काम करना पड़ता है यही इन गलतियों का कारण है। तो इस तरफ सरकार को देखना चाहिये। इस चीज को दूर करना चाहिये। आजकल तो सत्ता का दुष्प्रयोग हो रहा है जिसका परिणाम बहुत खराब होता है और उसका काम पर भी बुरा असर पड़ता है।

अब मैं इंसेक्टरों की पोस्ट के बारे में कुछ कहना चाहता हूँ। इस पोस्ट पर कमर्शियल स्टेशन में से आदी सेवे चाहिये जिनको कि इस काम का प्रशिक्षण होता है। नये आदमियों को भरती करना जिनको कुछ मालूम नहीं, ठीक नहीं है। इससे ईडमिनिस्ट्रेशन पर दुरा असर पड़ता है। इस तरफ ध्यान देना चाहिये।

एक बात मुझे भीर 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 सोगों की यह मांग है कि वहाँ पर डेकन बीन दो मिनट के बास्ते रुकी हो। जाते वक्त तो यहाँ पर डेकन बीन 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 गाड़ियाँ एक और दो दो बटे लेट हो जाती हैं तो उनका टाइम बेक अप कर लिया जाता है। तो क्या यह दो मिनट का टाइम बेक अप नहीं किया जा सकता। यहाँ पर करीब भी पासहोल्डर्स की यह मांग है कि यहाँ पर डेकन बीन दो मिनट के बास्ते रोकी जाया करे। यह बहुत ही उचित मान ग है। इसको पूरा किया जाना चाहिये। यह अनुचित मांग नहीं है।

जो डेकन बीन 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 घाट इंजिन नहीं लगाया जाता और वह

देकायादा काम किया जाता है। इससे रेलवे को नुकसान भी होता है। मैं ने एक प्राचल पूछा था जिसके उत्तर में बताया गया था कि इंजिन न लगाने से भी रुचे की बिजली एक बार में चाहता रुच 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 बीन दो मिनट रोकी जाये क्योंकि इसके बिना लोगों को बहुत परेशानी होती है। दूसरा इंजिन न लगाने से कभी कभी एक्सीडेंट भी हो जाते हैं। सरकार इस और ध्यान दे।

श्री राठ राठ नियम (कैबिनेट) : माननीय उपाध्यक्ष महोदय, रेलवे के सम्बन्ध में जिन लोगों 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 में कहना चाहता हूँ कि रेलवे का बिंगं एक्सेसेस बेतहाशा बदला जा रहा है। डिमांड नम्बर ५ रिप्रेयर्स और मेट्रिनेंस में सन् १९५६-५७ में लार्ज या ८८ करोड़ रुपया जो कि अब बड़कर १०४ करोड़ हो गया है। डिमांड नम्बर ६, आरार्टिंग स्टाफ में सन् १९५६-५७ में लार्ज या ५२ करोड़ जो कि इस साल बढ़ कर ६३ करोड़ हो गया है। डिमांड नम्बर ७ में सन् १९५६-५७ में जो लार्ज ४५ करोड़ या बह सन् १९५६-५८ में ५७ करोड़ हो गया है। इस प्रकार हम देखते हैं कि डिमांड नम्बर ५, ६ और ७ में सन् १९५६-५८ में करीब ३६ करोड़ रुपये की बढ़ि हुई है। यह ३६ करोड़ भी बढ़ि जो एक साल में हुई है यह बह तलब बात मालूम होती है। डिमांड नम्बर १, रेलवे बोर्ड, के लक्जे के सम्बन्ध में कई एक सदस्यों ने आपका ध्यान आकर्षित किया है कि कई एक डाइरेक्टर और वहे बड़े कमेंटारी नियुक्त किये जाये हैं। उस

[बी रा० रा० मित्र]

डिमाड को देखने से मालूम पड़ता है कि सच्चा बहा है। इसी प्रकार हमारा स्थान है कि डिमांड्स नम्बर ५, ६ और ७ को भी अगर ठीक से देखा जाये और इनके सच्चे में मित्र-व्ययता की जाये तो सच्चे में काफी कमी हो पड़ती है।

रेलवे के सम्बन्ध में कहा जा सकता है कि रेलवे विभाग के बड़े कर्मचारी यह जानते हैं कि किन विभागों में भव्यताचार है और किन विभागों वे किन किन स्थानों पर ज्यादा सच्चा हो रहा है लेकिन यह जानते हुए भी सच्चे को कम करने की तरफ अधिक ध्यान नहीं देते यह दुख का विषय है। मैं चाहता हूँ कि हमारे रेलवे मंत्री इस तरफ ध्यान इंग्रीज रेलवे में जो विविध एक्सेसेज बेतहाशा वड रहे हैं उनको कम करने की कोशिश करे।

इन्हीं बात में यह बहुत चाहता हूँ कि जो छोटे छोटे स्टेशन हैं वहां पर लोगों की मुश्विधाओं की तरफ ध्यान नहीं दिया जाता। वहे बहे स्टेशनों पर तो वहे वहे लेटफार्म बनाये जाने हैं, ऊने ऊने मकानात बनाये जाते हैं लेकिन छोटे स्टेशनों पर इस बात की बहुत कम कोशिश की जाती है। फैक्ट्रावाद जिसे मे कई स्टेशन ऐसे हैं जहां पर लेटफार्म नहीं है और वहा पर स्टेशनों पर टैलीफोन उन 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 असुविधाएँ हैं उनको दूर किया जाना चाहिये। मैं इस सिलसिले में देवराकोट, और गलना भारी स्टेशनों की तरफ ध्यान दिखाना चाहता हूँ जहां परन कोई प्लेटफार्म है और न और कोई सुविधाएँ हासिल हैं।

मेरे जिसे मे अयोध्या क्षास मुकाम है। घाघरा नदी के उस पार लकड़ी स्थान है जो कि नार्थ ईस्टने रेलवे पर एक स्टेशन

है। यह अयोध्या से दो चार मील पर है जो कि नार्थने 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 हिस्सा आपस में मिल जाये और लोगों को बड़ी सुविधा हो जाये। अयोध्या में हर साल तीन चार मेले लगते हैं और सारे प्रान्त से लाखों यात्री प्राप्त हैं। घाघरा के उस पार से भी आते हैं। उनको नदी पार करके आने में बहुत मसुदिया का सामना करना पड़ता है। विशेषकर गावन के महाने में यात्रियों को नदी पार करने के लिये चार 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 बजह से उनको काफी दिक्कत होती है। अब जब कि रेलवे का विकास हो रहा है मैं रेलवे मंत्री महोदय का ध्यान इस और दिलाना चाहता हूँ।

जहां तक नई रेलवे लाइन्स बनाने का विषय है डिमाड नम्बर १५ में कई साल से बराबर टाई अक्वारियर की डिसमेंटल्ड लाइन के लिए रुपया रखा जाता है पर उसे लंबे नहीं किया जाता। दिरियापत करने से मालूम हुआ कि अब उसका एस्टीमेट बड़कर ३२ लाख हो गया है। इस वर्ष भी दस लाख रुपया रखा गया है। पता नहीं कि उसको लंबे किया जायेगा या नहीं। मेरी प्रारंभना है कि उस तरफ ध्यान दिया जाये। जब कि सारी डिसमेंटल्ड लाइन 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 सच्चा होता है, कहां पर ज्यादा कौपसा सच्चा होता है और उस में किसी प्रकार से कमी करनी चाहिए, तो इस का कुछ फल निकल सकता है। भंगी

महोदय ने एकान किया है कि एक कमेटी बिठाई जायगी, जो कि इस सारे प्रश्न पर विचार करेगी और उस कमेटी के उरिये जहां जहां लच्च कम हो सकता है, वहां वहां कम करने का प्रयत्न किया जायगा। इस बात की जल्द से जल्द कोर्सिश करनी चाहिए कि जहां कोयला ज्यादा लच्च होता है, वहां उस को रोका जाय। लेकिन यह बात तो सब जानते हैं कि रेलवे में चोरी कहां होती है, कोयले के सम्बन्ध में चोरी कहां 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 विकायातें पहुंचने पर भी व्यान नहीं दिया जाता है। मैं चाहता हूं कि इस और सही से व्यान दिया जाय और अगर व्यान दिया जायगा, तो मुझे विश्वास है कि रेलवे में किङ्गायत-श-गारी हो सकेगी और चोरी कम हो सकेगी। रेलवे के उच्चाधिकारी सब कुछ जानते हुए भी इस तरफ व्यान नहीं होते हैं और जानते हुए भी सोना और व्यान न देना एक दुख का विषय है।

जहां तक रेलवे में होने वाले एक्सिस्टेंस का ताल्लुक है, इस मदन के बहुत मेरा माननीय सदस्यों ने अपने विचार प्रकट किये हैं। मैं इस बारे में यह कहना चाहता हूं कि इस समय ऐसा स्थाल पैदा हो रहा है कि रेलवे में सफर करना कुछ ज्यादा खतरे का वायप हो रहा है। आज यह मालम नहीं होता कि सफर करे या न करे, करें तो कितना करें, दिन को करें या रात को करें। इस बक्त रात को सफर करना ज्यादा खतरे का वायप मालूम होता है। मंत्री महोदय ने इस विषय में आवासन दिया है। मैं समझता हूं कि अगर रेलवे के सब कर्मचारी इस में अपना सहयोग देंगे, तो इस का अवश्य कुछ न कुछ फल निकलेगा। लेकिन जहां तक ट्रेनिंग का सम्बन्ध है, अगर यह बात सही है कि हमारा कुछ स्टाफ—कुछ कर्मचारी—टीक प्रकार सेट्रेन नहीं हैं, तो मैं यह कहना चाहूंगा

कि ट्रेनिंग के सम्बन्ध में जितनी जल्दी कोई कदम उठाया जाय, उतनी ही अच्छी बात होती है। इस सम्बन्ध में कोताही नहीं की जानी चाहिए। अगर इस में कुछ रूपये ऐसे की बात है, तो इस मामले में रूपये ऐसे का बिल्कुल स्थाल न करते हुए जल्द से जल्द आवश्यक कार्यालयी की जानी चाहिए। हम को इस प्रकार की बातों से संतोष नहीं करता चाहिए कि इस साल पिछले तीन चार सालों के मुकाबले में एक्सिस्टेंस की तादाद कम है, पहले साल इतने हुए और अब उन में एक हजार या चार सौ की कमी हो गई है। माननीय श्री क्रिएर गांधी ने इस सम्बन्ध में इस आशय के फीगर दिये कि कोई सालों से नगातार जो दुर्घटनाएं हो रही हैं, इस वर्ष उन की तादाद कम होती जा रही है। मैं कहना चाहता हूं कि इमसे सन्तोष 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 युरी बात है। इधर तीन चार महीनों से हम देख रहे हैं कि कोई भी अलबार पड़िये, तो मालूम होता है कि कोई न कोई बाक्या हो रहा है। इस प्रकार से नोंगों में असन्तोष बढ़ता है और उन्हें सफर करने में सतरा महसूस होता है। इस तरफ मंत्रालय का व्यान जाना चाहिए और आवश्यक कदम उठाने चाहिए।

अगर कुछ उपाय किये जायें, तो रेलवे की आय और बढ़ सकती है। मैं ने देखा है कि अक्सर रेलवे में नीलाम के सम्बन्ध में काफ़ी देर की जाती है। रेलवे का सामान, सकड़ी, पेड़ इत्यादि रेलवे लाइन के किनारे पड़े रहते हैं और उन की नीलाम करने में साल दो साल लग जाने हैं। मैं ने देखा था कि कैंचाबाद लाइन में पच्चीस, तीस शीशम के दरस्त गिरे हुए थे। जिसा गया कि उन को नीलाम किया जाय। इस में एक साल लग जाय और उस के बाद सैक्षम भिलने में एक साल लग जाय। इन दो सालों में सामान ग्रायब हो जाय। कोई नहीं जानता कि कितना सामान ग्रायब हो जाय। लेकिन यह सब कहते हुए दिक्षित मालूम होती है कि रेलवे कर्मचारी इन बातों की तरफ

[ग्री राठ राठ मिश्र]

भावत नहीं रहे। अगर इस बारे में कुछ कहाई जी चाय, तो कुछ रकम भी हासिल हो सकती है और भव्यशार की भावा भी कम हो सकती है।

बी डमराइ निह (धोनी) उपाध्यक्ष महोदय, पहने तो में आप को इस बात के लिये बन्धवाद देता हूँ कि आप ने इस पिछली सीट पर भी स्थाय किया। जैसी हमारी यह सीट है, वैसा ही हमारा जिला आजमगढ़ उत्तर प्रदेश का सब से पिछड़ा हुआ जिला है। मैंने इस किताब को देखा है, जिस में रेलवे मंत्रालय ने अपनी स्कीमे दी है और बताया है कि अगले बर्व हम क्या कुछ करने जा रहे हैं। वह किताब बिल्कुल खाली ही खाली दिखाई पड़ती है। अगर उस में यह निख दिया गया होता कि रेलवे लाइन उड़ाड 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 पीज० आते हैं, जो इतना बड़ा जिना है, जिस की बाइम, चौबीस लाल की आवादी है, उनकी हालत यह है कि वहां पर कोई साथन नहीं है। शाहगंज स्टेशन जहां पर बड़ी लाइन बन्द हो जाती है और उसके आगे छोटी लाइन से जाना होता है, की हालत यह है कि वहां पर एक झूठ मूठ का स्टेशन कायम कर दिया गया है। उस के भूतालिक कई बार कम्प्लेट बुक में लिखा गया कि सिगनल के पास गाड़ी सड़ी 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 जुँम है, लेकिन अधिक शाहगंज के पास स्टेशन पर लाइन पार कर के बे आया जाय, तो प्लेटफार्म पर नहीं आ सकते, उसके लिये कोई जगह नहीं है। कभी कभी ऐसा होता है कि गाड़ी इस तरह सड़ी ही ज ती

है, और एक उधर से आ जाती है, एक उधर से आ जाती है, और बुली सामान ले कर बीच में से दोनों गाड़ियों को पार कर के बाहर निकल पाता है। एक बीमार आदमी को पेड़ पर चढ़ने में जो दिक्कत होती है, वही दिक्कत यात्री को सिगनल के पास सड़ी रेलगाड़ी से उतर कर प्लेटफार्म पर आने में होती है। कई बार एक बही, दो दो, तीन तीन एम० पीज० ने कम्प्लेट बुक में इस के बारे में लिखा है—ब्रिलिया के लोग उधर से जाते हैं—लेकिन कोई नतीजा नहीं निकला है। हमारा यह दृढ़ विश्वास हो गया है कि जितने इन-एफिशेन्ट डिपार्टमेंट्स हैं, वे यह बाहते हैं कि एक साथ मिनिस्टर बन जायें, ताकि वह हमारे काम में दखल न दे सके। मैं इस का कुछ अपनी तौहीन मानता हूँ। जो सर्विसिज लोगों का बिल्कुल स्थायी नहीं करती है, जो कि जनता के जीवन से बिनावाड़ करती है, वह देखते हैं कि मिनिस्टर उन के लिये डाल का काम करता है। हम ने अपने मत्री महोदय के जवाब मुने। उन्होंने बिल्कुल ठीक से जवाब दे दिया कि कोई शिकायत नहीं है। मैं यह कहना चाहता हूँ कि आप हिन्दी के बारे में यह कहते हैं कि अपनी हिन्दी के लिये जमाना नहीं आया है, तो क्या आप समझते हैं कि सर्विसिज इगलेंड और दूसरे मुक्तों की सर्विसिज की तरह एफिशेन्ट है, उनीं नह से उन की वकिंग है, उसी तरह मे काइले चलती हैं? हमे सर्विसिज पर बिल्कुल विश्वास नहीं है। वे सर्विसिज जानती हैं कि जनता के साथ कैसा अवहार करना चाहिये। गाड़ी जी ने सर्विसिज से कह दिया था कि आज से तुम हमारे बूक के आदमी हो और उन को उसी तरह का अवहार करना चाहिये। सर्विसिज के जिन लोगों में भेवा-भाव है, हम उन को दाद देते हैं और समझते हैं कि उन को कपो कह होनी चाहिये। हमारी निगाह में ऐसे आदमी हैं जो रिकवर लेना हराम समझते हैं। उन का हम आदर करते हैं। लेकिन केवल यह लिख देने से कि चूस लेना और बूक देना पाप है, काम

बल आयेगा, हम इस पर विश्वास नहीं करते हैं। उपाध्यक्ष महोदय, मैं आप के जरिये से भवित्वी महोदय को यह कहना चाहता हूँ कि इस अवागे लोक जी की तरफ भी कुछ व्यान दिया जाय। उस लेत में इस समय एन० ई० रेलवे है। अवधन में हम उस का नाम बी० एन० ब्र० ई० आर० सुनते थे। जब उस का नाम बी० ई० आर० रेलवे के नाम बदलते गये वैसे वैसे डिव्हें मी पुराने होते गये और वह लाइन भी खाराब हो गई। कोई उम लाइन पर चलना नहीं है। आजमगढ़ से मऊ की तरफ दस, पन्द्रह मिनट के बाद बसिज चलनी हैं और रेलगाड़ी पर कोई बैठने की बात ही नहीं करता। मैं ने डिप्टी मिनिस्टर महोदय को भवित्वी है कि आजमगढ़ में सिटी स्टेशन खोल दिया जाय, जिस में रोडवेज का भार हल्का हो जाए और कुछ आदमी उस पर भी चलने लग, लेकिन इम तरफ कोई स्थाल नहीं किया गया। नौकरी के पास कागज भेज दिय जाते हैं। अगर हम को यह मालूम होता, तो यह दरवाजा लट्टवटान के बाजाय हम उन के पास दफ्तरों में ही जाने तो शायद हमारा कुछ काम चल जाता। लेकिन हम लोग इस के आदी नहीं हैं। ये लोग हमारी ही तरफ के आदमी हैं। हम लोग इन से बात करते हैं। करेंगे, करने, नहीं करेंगे, तो होगा क्या? न हम भैम्बर रहेंगे और न ही यह मिनिस्टर रह सकेंगे। दोनों को नाव ढूबेंगी, यह में बता देता हूँ। आप कहते हैं कि इतनी बड़ी तादाद में कैसे आये। इस का कारण महाराष्ट्र गांधी और वे लोग हैं, जिन्होंने मंकीफाइम किये। आज भी पल्लिक हजार तकलीफ में रहती है, मगर कामेस और गाथी को नहीं भूलती है। यह वही कमाई है जो कि हमें और आपको इन कुसियों पर से प्राप्त है। अगर आज हम सबग नहीं हुये और ठीक तब्दू से हमने अपना काम नहीं किया तो मैं आपको आगाह करता हूँ कि मैं तो थोड़े बाटे में रहूँगा लेकिन आप भी कम रहाएं।

मैं नहीं रहूँगे। जो पिछले हुये इसके हैं और जो पूर्वी बिल कहलाते हैं उनकी तरफ आपका व्यान नहीं जाता है। हो सकता है कि आपको वहाँ जाने से कुछ तकलीफ का अनुभव होता हो। जो अफसर लोग वहाँ जाते हैं उनको बहुत ज्यादा परेशानी होती है। इसी से आप अनदाजा लगा सकते हैं कि वहाँ पर रहने वाले लोगों को कितनी परेशानी का सामना करना पड़ता होगा। वे ही बुनियाद हैं, वे ही एक कड़ी हैं, जिन कि बजह से आपको और हमको ये जगह मिली है। वे गरीब लोग हैं, गांव में रहने वाले हैं और उन्हीं के हम नुमाइदे हैं। इधर और उधर बैठे हुये पालियामेंट के बेम्बर जो कुछ कहते हैं उससे तो ऐसा आभास मिलता है कि हम यहाँ पर कम्बियारियों के लिये मुख सुविधाओं की ओर व्यान देने के लिये ही बैठे हुये हैं। लेकिन ऐसी बात नहीं है। हमको पल्लिक की जो तकलीफ है, उनकी जो परेशानियाँ हैं, उनकी ओर भी व्यान करना होगा। हमारे बाप दादा हमेशा तीसरे दर्जे में सफर किया करते थे। हम भी यहा आने से पहले तीसरे दर्जे में ही सफर किया करते थे। आज हम उनको भूल जायें, उनका कोई स्थाल ही न करे, यह कैसे हो सकता है। आज हमको गाडियों में भी भाड़ को कम करना होगा। हमें यह देखना होगा कि लोगों को कम में कम बैठने की जगह तो मिल जाये। यहाँ पर दिल्ली के स्टेशन बह अगर कोई बीमार भूसाफिर आता है, जब उसको बैठने की जगह नहीं मिलती है तो वह कहता है कि चलो मैं फैस्ट क्लास में बैठ कर चला जाता हूँ। यह बाप दादा की कमाई का ही नतीजा है कि यह यहाँ पर बैठे हुये हैं। उनकी सैकिकाइस का ही यह नतीजा है कि हम आये हैं यहाँ। हम यह नहीं चाहते कि बाप दादा के सामने तो हम अच्छा लाना खाले और फिर बाहे बर में खाने के लिये रोटी भी न हो। हमारी जनसंख्या का बहुत बड़ा भाग आजो मैं

[श्री उमराव सिंह]

रहता है। उनके बारे में रेलवे मन्त्रालय कुछ नहीं सोचता है। आज हम बड़ी बड़ी नोकरियों में लगे हुये लोगों की ही फिक कर रहे हैं और जो दूसरे मुलाकिम है उनको मुविधायें प्रदान करने की फिक 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 तै जहां 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 कहूँगा कि इसमें रियलटी बहुत कम है, शो बहुत है। यह पब्लिक वा एप्या है, हमें इसका ठीक ठीक इस्तेमाल करना है। उस जगह के गृहने वालों का भी हमें ब्याल करना है जो ओ० ठी० आर०० पर रहते हैं। यहां के जो बेरेने मिल के चोटा है, वह जाते हैं, और गाव वाले जाते हैं — यहां पर सभी लोग वडे वडे लोगों की बात करते हैं, गरीबों के मुतालिक कोई मोचना नहीं है।

मैं चाहता हूँ कि रेलों के पास जा पैसा है, उसको ज्यादा से ज्यादा रलवे लाने बनाने पर सर्व बग्ना चाहिये और ज्यादा से ज्यादा पैसा सर्व करके गुड्स ट्रेन आपको बलानी चाहिये। आज हालत यह है कि अगर आप गुड्स ट्रेन में माल बुक कराने के लिये जाते हैं तो आपको रियत देनी पड़ती है। बिना रियत के कोई काम नहीं होता है। यह क्यों है? कहा जाता है वि डिव्वे अबे-सेबल नहीं है।

श्री शाहगढ़ खा. गुड्स ट्रेन ज्यादा बलेगी तो बाप दादा कहा बैठेंगे?

श्री उमराव सिंह : मैं उस तरफ भी आँठंगा। मैं उस जिले से आया हूँ जहां पर जीजें बहुत महगी बिकती हैं। शाहगढ़ में एक रस्ये का तीन सेर आटा मिलता है। आजमगढ़ में एक रस्ये का सवा दो सेर

मिलता है। यह क्यों है? यह छोटी साइज के कारण है। अगर वहां पर बड़ी साइज 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 कुर्सियों पर बैठकर उनकी दशा को सुधारने का प्रयत्न नहीं करते तो हम भी यहां नहीं रह सकते हैं। हम पर उनका कर्जा है जिसे हमें चुकाना है।

मैं ज्यादा डिट्ट्स म नहा। जाना चाहना। मैं रेलवे मन्त्रालय से इतना ही कहना चाहता हूँ कि आप लगोटी वाले गाड़ी जी को न मूलिये। आप उसके बतलाय हुये रास्ते पर चलिये और उगी रास्ते पर चल कर आप मुक्क का कल्याण कर सकते हैं। मैं चाहता हूँ कि आपका ध्यान उम भूवड की ओर भी जाये जहां लोग बहुत गरीब हैं, जहां लोग पिछडे हुये हैं जिन को यह छोटी साइज और भी उजाड़ती जा रही है।

महु म काँ आप-द्वित नहा । महु वा बार मे गाड़ी जी न बता वा । क इट इज दी मानवरेटर आफ इच्छा । वहा पर बहुत भारी पेटफार्म तो बना दिया गया है। बहा आदमियों वे जाने ८ निय थाड़ी दूरी पर पक्की मडक भी है। नई बार प्रार्थना की गई है कि एक आवर लिंग दे दीजिये लेकिन वह नहीं दिया गया है। वहा मे पक्की मडक बलिया को जाती है। वहा पर लाइन भी छोटी है। वहा जा गेटकीपर है वह मिगनल को डाउन कर वे बैठा रहता है। मसी गाड़िया, द्रुक इत्यादि लड़ी रहती है लेकिन कोई परवाह नहीं करता है। इस को बैक भी नहीं किया जा सकता है कि गाड़ी जाने

वाली है या नहीं। यह गेटकोपर की भर्जी पर बन्द होता है और उती की भर्जी पर खुलता है। यह भी सुनने में आया है कि गाड़ी बालों से तथा ट्रक बालों से रिस्वत लेता है और तब जा कर गेट खोलता है। रात के बक्त भी वह ऐसा ही करता है। गेट बन्द पड़ा रहता है और वह सोता रहता है, उस को कोई किसी की स्थिति परेशानी नहीं है। मैं आशा करता हूँ आप इस और भी ध्यान देंगे।

आप का ज्यादा सं ज्यादा पेसा मान गाड़ी के डिब्बे बनाने में खर्च होता चाहिये ताकि माल गाड़ी के अधिक से अधिक डिब्बे लाइन पर आ सके। आप हम चरा टूटा हुआ डिब्बा मफर करने के लिये दे दें, इस में कोई हरज की बात नहीं है। अंकित आप यह अवश्य दख़ल कि एक दूसरे के ऊपर आदमी न चढ़े। इस के बाद जा पेंगा आग के पास बच उसे आप कम्बचारिया को सुविधा देने के लिये खर्च करे। तम यह नहीं कहा कि आप उन का भूखा मारे। एसा मानूम होता है कि आज मार्टा नेतार्गरी इमी म है कि कम्बचारियों के लिये सुख सुविधायें हों, उन के लिये मकान बन, उन का तनल्वाह अच्छा हो और जो नीसरं दब वामाकाफ़ ह, व चाह इमी तरह से पन्द्रान होन रह। अब हमारे जो बाप दादा हैं व यह नहीं बरदाश्त कर सकते हैं कि कारपान रहे। अगर इस को हम दूर नहीं कर सकें तो हम भी नहीं रह सकते। जैम नेसे इस को दूर करना ही होगा। आज वह ज़माना है कि हमारे बाप दादा हम से पूछत हैं कि आप ने बदा बिया है और उन का यह पूछना ठीक भी है। सब आनंद है कि जहा दुकिंग होती है, वहाँ यिना रिस्वत लिये काम नहीं होता है, जिधर देखो कोरपान है। इस का असर किम पर पड़ता है? बाप दादा के ऊपर ही तो इस का असर पड़ता है। जो लोग रिस्वत देते हैं वे माल को महंगा कर देते हैं जिस का नीतीजा यह होता है कि यांच के जो सोग होते हैं वे

पिस जाते हैं। रेलों पर जो बोरी होती है, उम का असर भी उन्हीं लोगों पर पड़ता है। इस बास्ते में चाहता हूँ कि आप इस और भी अवश्य ध्यान दें।

मुझे खुशी है कि हमारे जो अमिनिस्टर हैं वे मिर्फ़ मिनिस्टर ही नहीं हैं बल्कि उन्होंने ने देज मेवा के क्षेत्र में भी बहुत स्थानित प्राप्ति की है। मैं चाहता हूँ कि वे अपना ध्यान अपनी एनर्जी इन बातों की ओर भी लगावे जो मैं ने कही हैं और हमारा कट दूर करने की नेटा 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 Kollengode 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 understand, 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 PTT 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 Warior (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 गोपालाराजान् (कोटा-रक्षित-अनुसूचित जानिया) : माननीय उपाध्यक्ष महोदय, यह मतद है कि रेलवे मंत्रालय ने मारे देश में जनना के लिये काफी तादाद में मुविशाय प्रदान की है। इस में कोई भी गाये नहीं हो सकती कि इस ने मारे देश में जनना के बीच में शुद्ध बानावरण पैदा हुआ है और इस के लिये रेलवे मंत्रालय वास्तव में व्यवाद का पात्र है। यह एक नेतृत्व की चर हो गया था कि अकार देश गमय पर नहीं चलती थी। यह काफी अमर्य नक राश लेविन अभी थोड़े समय में ट्रेन की लेट रनिंग कम होती जा रही है, और विश्वास रखना चाहिये कि आगे चल कर इस में प्रगति की जा सकती है। पर फिर भी जिननी एफिजिएंसी आर्नी चाहिये वह अर्नी तक नहीं आ पाई है। वजट में यह इन्टर्ड्रॉटियोचर नहीं होता कि हम मोर्गलिस्टिक पैटर्न आफ मोर्सायटी की तरफ बढ़ते चले जा रहे हैं जब तक हम देखते हैं कि सबाइनेट स्टाफ

और हाई आफिसर्स की पे में काफी अन्तर पड़ा हुआ है। इस पर भी रेलवे मंत्रालय को ध्यान देना चाहिये ताकि सबाइनेट स्टाफ के लोगों की तनखावाहों पर अधिक विचार किया जाय और अधिक से अधिक सुविधायें प्रदान की जायें।

हाल ही में जो इंटरेंगिम रिनीफ छोटे बेतन वालों को दिया गया है पाच लप्पे का, वह में समझता हूँ कि बहुत कम है। आजकल की महंगाई और जमाने को देखते हुए यह आवश्यक मानूम होगा कि जो इंटेरिम रिनीफ डिप्रेनेशन अलाउंप में पांच लप्पे का दिया गया है वह अधिक बढ़ाया जाय।

यह भी इमारे देशमें म आ रहा है और माननीय गद्ययों ने उ बात की शिकायत की है कि ट्रेन्स में बारी नह रहता है। यह निनान्त आवश्यक त कि प्रार किडिशन्ड को चेंज और मेन्यून इत्यादि को भासाप्त कर थड़ कलास कांचेज में बदल दिया जाय। यह देखा गया है कि रेलवे मंत्रालय में इस और ध्यान कम दिया है जिनकी वास्तव में भगवनीय है और प्रगतीय है।

म अब राजस्थान प्रदेश की ओर रेलवे मत्री महोदय वा ध्यान आकर्षित करता चाहता हूँ। उन की यह नीति रही है, और हांनी भी चाहिये कि जो इनांक या प्रदेश अन्डर डेवलपमेंट है या अन्डेवलप है उन को टाप्रापोनिट दी जाय। नेविन में देखता हूँ कि राजस्थान द अन्दर रेलवे मंत्रालय ने इस ओर कर्तव्य ध्यान नहीं दिया है। हिन्दुमान दे जो और प्रदेश है उन की ओर अधिक ध्यान दिया गया है। हालांकि में मानता हूँ कि हिन्दुमान में कही भी, किसी भी समय अगर सुविधायें दी जाती हैं तो वे भी हमारे देशवासियों को ही ही जाती हैं, लेकिन में बहुत अद्व में दर्शात्त करना चाहता हूँ कि अगले वर्ष इस बात का विशेष तौर से ध्यान रखता जाय, ताकि

(भी प्रोकार लाल)

राजस्थान का, जोकि एक बैंकवर्ड इलाका है, उस का इन्डस्ट्रियली, एंग्रिकल्चरली और कर्मशाली डेवलपमेंट ठीक हो सके।

यह कहु सत्य है कि कोटा से जयपुर जाते समय माधोपुर गाड़ी बदलनी पड़ती है और वहां पर करीब तीन चार घंटे रात्रि में इन्तजार करना पड़ता है। अस्सी भीत का टुकड़ा जो कि माधोपुर से जयपुर तक का है उसे तथ करने के लिए वहां की मीटरेज गाड़ी करीब करीब ५ घंटे लेती है और हतना अधिक समय लचं छ हो जाता है कि जिसको किसी प्रकार से बरदास्त नहीं किया जा सकता। इससे यात्रियों को बहुत ही तकलीफ होती है। मैं निवेदन करता 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 फ्लेटफार्म पर अधिक इन्तजार 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 करने 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 कि और उनसे पैनाल्टी चार्ज की जाती है। इसमें यात्रियों का कोई कुशर 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 रेल है। उस ओर भी एक नई रेलवे लाइन बनानी चाहिए। इसी प्रकार बारा से शिवपुरी

बाया किशनगंग शाहाबाद एक रेलवे लाइन निकाली जानी चाहिए। कोटा का बहुत अंदर डेवलपमेंट इलाका है। यदि वहां पर रेलवे का जाल बिछाया जाये तो वहां के लोगों को ज्यादा राहत मिल सकती है और वह इलाका ज्यादा तरकी कर सकता है और अन्य प्रान्तों के मुकाबले में बराबर आ सकता है।

इसी प्रकार छवड़ा से ज्ञालावाड़ रोड बाया हकलेरा भनोहर 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 बैगन वर्कशाप का हैडकार्टर बनाया गया है इसके लिए रेलवे मंत्रालय धन्यवाद का पत्र है। लेकिन कोटा स्टेशन पर पूर्ण रूप से टिनशैड नहीं है। इसकी निर्धायत 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 डाइरिंग कार्स में अच्छा साना नहीं मिलता। भेरा अपनायी यही अनुभव है कि वहा अच्छा साना नहीं मिलता। इस ओर रेलवे मंत्रालय का ध्यान जाना चाहिए।

वेस्टन रेलवे में कोटा बीना लाइन पर एक डाइरिंग कार होनी चाहिए ताकि यात्रियों को साना मिल सके और उनको सुविधा प्राप्त हो सके।

यह भी सत्य है कि भेजर मामलों को रेलवे बोर्ड ने अपने हाथ में ले लिया है। भेजर करपान की वह देवभाल करती है। लेकिन मैं रेलवे मंत्रालय का ध्यान इस ओर आकर्षित करता चाहता हूं कि छोटे छोटे केसेज भी भी जीवूद हैं जैसे कि दुर्किंग में और पारसलों की डिलीवरी लेने में भी भी भ्रष्टाचार और करपान

पाता जाता है। इस ओर व्याप दिया जाना अत्यन्त आवश्यक है।

मैं भालिर में एक यह निवेदन कर देना चाहता हूँ कि हरिजन्स को अमीर तक पूर्ण रूप से राहत नहीं मिली है। हरिजन्स को रेलवे डिपार्टमेंट में अधिक से अधिक रिजर्वेशन देकर इस कमी को पूरा किया जाये ताकि वे मात्र लोगों के मुकाबले में अपने स्तर को बराबर कर सकें।

जो जनता गाड़ी दिल्ली से बचाई जाती है उसका इन्द्रगढ़ और लखरी स्टेशनों पर व्हरने का प्रबन्ध किया जाये। एक जगह तो यह उसूल कायम किया जाता है कि उसका लांग स्टोरेज 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 Railways—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 Kurduwadi to Panduarpur, Mangalwadha, 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 Warior: 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—Bangniposi and Nau-pada—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 Jajpur—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 "

Minuse 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 Chakravarty, 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 advertizing 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.

Col.	Subject	S.Q. No.	Subject	Col.	
ORAL ANSWERS TO QUESTIONS	3755-91	777	Armed Forces Headquarters Civilian Personnel	3775	
S.Q. No.		784	English-Hindi Dictionary	3795	
754	Money Order Remittances	3755-56	785	Legislation for Protection of Monuments	3795-96
755	Oil and Natural Gas Commission	3756-58	U.S.Q. No.		
756	Control over Banks	3758-61	999	Iron	3796-98
757	Thefts in M.Ps' Flats	3761-62	1000	Import of Tibetan Silver	3798
759	Avoidance of Double Taxation Agreements	3763	1001	Ex-Rulers' Forts	3799
761	Secret Ballot for Elections	3764	1002	Indian Students Abroad	3799
762	Geological Survey of Ratnagiri	3764	1003	Re-rolling Mills	3799-3800
763	Oil Survey	3765-68	1004	Collieries in Khasi and Jaintia Hills	3800-01
764	Foreign Credits for Steel Plants	3768-70	1005	Historical Monuments in Assam	3801
766	Baghdad Pact Countries	3770-71	1006	Hindi Sikhs Parishad of Tripura	3801-02
767	Oil Exploration	3771-72	1007	M.B. College, Agartala	3802-03
772	Smuggling of Contraband Goods	3772-73	1008	Purchase of Aircrafts	3803
774	Oil Rocks in Himachal Pradesh	3774	1009	Trade Test in Ordnance Factories	3805
775	Sports Stadium at Gauhati	3774-75	1010	C.S.I.R.	3803-04
776	Payment of Loans to Foreign countries	3775-77	1011	C.S.I.R.	3804
778	Gold Smuggling	3777-80	1012	Optical Glass	3805
779	Caltex Oil Refinery	3780	1013	Technical Assistance Schemes	3805-06
780	Seizure of Smuggled Gold	3780-82	1014	Zoological Survey of India	3806
781	Electric Generators	3782-83	1015	Foreign Exchange Allotment to Indians going abroad	3806-07
782	Industrial Finance Corporation	3785-85	1016	Central Aid for Harijan Welfare	3807
783	Banks in Kerala	3785-86	1017	Houses for Scheduled Castes	3807-08
786	Defence Stores	3787	1018	Central Advisory Board of Archaeology	3808-09
787	World Bank Loans for Power Projects	3787-89	1019	Engineers for Second Five Year Plan	3809
788	Child-lifting in New Delhi	3789-90	1020	Central Glass and Ceramics Research Institute, Calcutta	3810
WRITTEN ANSWERS TO QUESTIONS	3791-3836	1021	Status of foreigners in Delhi	3811	
758	Board of Higher Secondary Education, Delhi	3791	1022	Jagdish Chandra Bose's Birthday Centenary	3811
760	Uniform Price for Coal	3791-92	1023	Taj Mahal	3812
765	Coal Output	3792	1024	Palace of Rani Laxmi Bai at Jhansi	3813
768	Punjab University (Camp) College	3792-93	1025	State Bank of India	3813
769	Gazetted and Non-gazetted Officers	3793	1026	Investments in Mundhara Group	3813
770	Survey Settlement in Tripura	3793-94	1027	Board of Higher Secondary Education, Delhi	3814
773	Research Workers in Hindi Department	3794			

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			
1040	Common Police Reserve Force . . .	3821	3839-41			
1041	Cantonment Board Employees . . .	3822	Shri Harish Chandra Mathur called the attention of the Prime Minister to the raid by Pakistani nationals on Indian Territory of Char Pirojpur-Bajipur.			
1042	India Security Press, Nasik . . .	3822-24	The Deputy Minister of External Affairs (Shrimati Laxmi Menon) made a statement in regard thereto.			
1043	Old Hindi Manuscripts . . .	3825-26	STATEMENT BY MINISTER			
1044	Government Correspondence in Hindi . . .	3826-27	3841			
1045	Punjab University . . .	3827	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.			
1046	Foreign Payments . . .	3827	BILL PASSED . . .			
1047	Production and Consumption of Silver . . .	3828	38			
1048	Regional Languages . . .	3828	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.			
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 Agricultural 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				

4007

[DAILY DIGEST]

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.

4008

Cols.

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.