

Thursday, June 16 1977
Jyaistha 26, 1899 (Saka)

LOK SABHA DEBATES

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**LOK SABHA SECRETARIAT
NEW DELHI**

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LOK SABHA DEBATES

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LOK SABHA

Thursday, June 16, 1977/Jyaistha 26,
1899 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

**Number of Public Sector Steel Plants
Employees allotted Quarters**

*62. SHRI KRISHNA CHANDRA HALDER: Will the Minister of

STEEL AND MINES be pleased to state:

(a) the number of employees working in Steel Plants in Public Sector and number of them allotted quarters; and

(b) the percentage of steel employees provided with accommodation at Durgapur, Bhilai, Rourkela, Bokaro, Plant-wise?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK):

(a) and (b). A statement is laid on the Table of the House.

Statement

(a) and (b). The information asked for is given in the table below:—

Name of Steel Plant	(1)	Number of employees	Number of employees provided accommodation	Percentage of employees provided accommodation %		
					(2)	(3)
Durgapur Steel Plant	• • • • •	31,561	16,704	53.0		
Alloy Steels Plant Durgapur	• • • • •	7,044	3,194	46.5		
Bhilai Steel Plant	• • • • •	53,293	31,599	59.29		
Rourkela Steel Plant	• • • • •	36,457	21,007	57.6		
Bokaro Steel Plant	• • • • •	33,286	18,036	54.2		
Indian Iron & Steel Company	• • • • •	29,500*	7,572*	25.8*		

*Inclusive of Kulti Works.

SHRI KRISHNA CHANDRA HALDER: Mr. Speaker, Sir, from the statement I find that the Indian Iron & Steel Company has got 25.8 per cent of the accommodation. I want to know from the hon. Minister how long it will take to provide quarters to all the employees who are working in the Steel Company and other steel plants in the public sector undertakings?

SHRI BIJU PATNAIK: The hon. Member has mentioned about the Indian Iron & Steel Company which has provided 25.8 per cent of the accommodation to its employees. I have provided substantial amount in the current year to raise it to 34 per cent. But that is not enough. The general thinking in the previous Government was that the expenditure on housing and labour was an unproductive expenditure. In one opinion of this Government, it is a futile thinking and is sought to be corrected. For example, in 1976-77, the total outlay for the housing for all the five steel plants was about Rs. 5 crore. In the current year, I have provided more than Rs. 13 crore. But we are also taking other steps to allow the labour and other people who are connected with the housing to form what is known as cooperative housing. That will also ease the housing situation by allotting plots. In fact, 1308 plots are proposed to be allotted of which 20 per cent will be given to the supporting population for the steel plants—the shopkeepers, the vegetable sellers and the other people. So, that will also assist in solving this housing problem. I can assure this House that within five years, we will break the back of this problem.

SHRI KRISHNA CHANDRA HALDER: The hon. Minister had just now mentioned that within five years the problem will be solved. In view of the acute shortage of quarters, thousands and thousands of workers of the steel plants and other workers from Burdwan and Asansol have to come to Durgapur with great diffi-

culty. There is no adequate arrangement for their coming by trains. So, I want to know from the hon. Minister what urgent steps Government propose to take to solve this problem within a short time?

SHRI BIJU PATNAIK: I have already mentioned that, in the current year, I have allotted more than 2½ times of what was allotted in the last financial year. You cannot expect a hundred per cent housing to be done by the steel plants themselves. Therefore, we are allotting plots to private people, who are supporting them who are not directly employed but indirectly employed, so that they can build their own houses for themselves and also for renting out. To those who do not have houses, we give house rent allowance. I am in full sympathy with what the hon. Member is trying to say. What has not been achieved in 10 or 15 years is sought to be achieved in the next five years. I think, the hon. Member should be quite pleased with it.

श्री हुकम चन्द कश्यपाय : अध्यक्ष महोदय, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहता हूँ कि इस्पात कारखानों के अन्दर जो मकान की सहायित देने जा रहे हैं जहां पर्याप्त भी काफी लंगों के पास मकान नहीं हैं क्या इस प्रकार की सहायित अन्य कारखानों में भी, जो सरकार द्वारा संचालित हैं, दी जायेगी और वह मकान कुछ दिनों के बाद उन्हीं के हो जायें इस प्रकार की योजना बनाने का भारत सरकार का विचार है क्या?

SHRI BIJU PATNAIK: I have already said in the second part of my answer that we are going to allot plots to people to build houses—to those who are connected with the steel plants directly or indirectly. Assistance will be made available to them through various financing institutions and various financing schemes for house-building. Apart from providing housing for the workers and their families, the steel plants and

“this Ministry are greatly interested in accelerating the housing programme in this country to be able to sell their own product. We are sponsoring not only in our area but in other areas as well.

श्री हकम चंद्र कदमवाय : मेरे प्रश्न का उत्तर नहीं आया। क्या इस्पात कारखानों के अलावा दूसरे कारखाने जो सरकार चला रही है वहां भी यह सुविधा दी जायेगी?

MR. SPEAKER: He has answered that. They are giving sites and they can construct by themselves if they want.

SHRI S. KUNDU: I would like to know from the hon. Minister whether it would be possible for the hon. Minister to bring a new outlook in the allotment of quarters in this public sector undertaking, i.e., whether the quarters could be allotted on the basis of need and not on the basis of status. In some of the places I have seen senior officers, whose families consist of just husband and wife, living in 30-roomed quarters, and they themselves complain that they have no time to maintain such big houses. I want to know whether it would be possible to change the criterion so as to make it need-based and not status-based.

Secondly, I want to know what is the percentage of workers in Rourkela Steel Plant who have been allotted quarters and how much time it will take to provide quarters to everybody there.

SHRI BIJU PATNAIK: As far as Rourkela is concerned, the percentage of employees provided with accommodation is 57.6, and in five years' time it will reach a figure of, I should say, about 80 per cent. Apart from this, as I have said earlier, housing facilities would be given by allotting plots. The problem is being attacked from both sides, and I think, it will reach the required minimum for housing everybody.

As regards some odd cases where officers have got big houses, etc., this is a bigger question; this is part of the totality of the economic question whether any family should have more than 2,000 sft. space or something of that order. That is engaging the attention of the Government at the moment and as and when a final decision is taken, it will be placed before the House.

PROF. R. K. AMIN: May I know from the hon. Minister whether, in the allocation of houses, he would take into account the work efficiency or the possibility of increasing the efficiency rather than the status or the need, because in the case of both these criteria we are not in a position to measure them relatively while work efficiency or the possibility of increasing work efficiency or some such criteria such as these, could be measured relatively.

SHRI BIJU PATNAIK: One of the major considerations for increasing efficiency is increased housing.

Earth Stations in Country

*63. SHRI P. RAJAGOPAL NAIDU: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there are Earth Stations in our country;

(b) if so, the number and their location; and

(c) the main features thereof?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) and (c). There are two standard communication Satellite Earth Stations located at Arvi, near Pune, and Dehradun. These have a 29 meter diameter fully steerable antenna, and

are operated by the Overseas Communications Service for handling international telecommunication traffic via INTELSAT, Indian Ocean Satellite.

Four satellite earth stations are experimental. Two of these are located at Ahmedabad and Delhi. The other two are mobile transportable type. These are used for conducting experiments with various satellites. These are operated by the Indian Space Research Organisation.

SHRI P. RAJAGOPAL NAIDU: Is Government going to increase the number of stations?

SHRI GEORGE FERNANDES: There is no such proposal at the moment: nor is there any need for increasing the number of stations. The existing two stations are capable of meeting all our traffic.

DR. MURLI MANOHAR JOSHI: Will the Minister inform the House whether these stations will also be interested in earth-resources technique studies—that is, studies of the resources of the earth in our country?

SHRI GEORGE FERNANDES: At the moment these stations are concerned only with our telephone, telex and telegraph traffic; they are not concerned with any other activity.

AN HON. MEMBER: May I know whether the Government is satisfied with the effectiveness of the earth station near Pune?

SHRI GEORGE FERNANDES: Yes, Sir, it is handling all the overseas telephones, tele-communications and telex traffic.

SHRI P. RAJAGOPAL NAIDU: Are you going to utilise them for the transfer of printing work?

SHRI GEORGE FERNANDES: No, I don't think so.

Accounts of Vishwayatan Yogashram and Central Institute of Yoga, New Delhi

***64. DR. MURLI MANOHAR JOSHI:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the amount of grant-in-aid, financial assistance and other concessions to Vishwayatan Yogashram and Central Institute of Yoga in New Delhi and its branches located out of Delhi during the last three years and the reasons therefor;

(b) whether Government have ensured that these grants etc. have been utilised for the purpose for which these had been sanctioned;

(c) whether the accounts of the above institutions have been audited and if so whether a copy of the audit reports will be laid on the Table of the House for each of the said years; and

(d) whether Government propose to institute an enquiry on the functioning of the institutions?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री राज नारायण) : (क) एक विवरण मध्य पट्टा पर गव. दिया है। [ग्रन्थालय में रखा गया। बैलिए संख्या एन.टी. 360/77].

(ख) और (ग) किलनिकल अनुसंधान एकाक (योग) : योग के केन्द्रीय अनुसंधान संस्थान नवा विश्वायतन योगाश्रम की नई दिल्ली एवं कटरा बैठों देखी में स्थित शास्त्राध्यार्थी की वर्ष 1974-75 और 1975-76 के लिए जो अनुदान मंजूर किए गए थे उन के लेखों की लेखा-परीक्षा एक चार्टर्ड लेखाकार द्वारा की गई है, जिन्होंने इस पर कुछ टिप्पणियां की हैं। लेखों के लेखा परीक्षित विवरण की प्रतियां सभा पट्टा पर रख दी गई हैं। [ग्रन्थालय में रखी गयीं बैलिए संख्या एन.टी. 360/77]

(ब) किलनिकल अनुसंधान एकाक (योग) और योग के केन्द्रीय अनुसंधान मंस्थान को जो अनुदान मंजूर किए गए थे उन के उपयोग के बारे में पहले ही जांच की जा चुकी है। शिक्षा एवं समाज कल्याण मंत्रालय द्वारा विश्वायतन योगाश्रम को जो अनुदान मंजूर किए गए थे, उन के उपयोग के बारे में इसी प्रकार की एक जांच का आयोजन किया जा रहा है। जो जांच पहले ही पूरी हो चुकी है उम के परिणामस्वरूप दोनों योग संस्थाओं का प्रबंध केन्द्रीय सरकार ने 24 मई, 1977 को एक अध्यादेश जारी कर अपने हाथ में ले लिया है।

डॉ मुरली मनोहर जोशी : क्या मंत्री जी बतलायेंगे कि जो विवरण आपने सभा पटल पर रखा है, उम में आय-कर के मंबंध में कुछ ऐसी बात कही गई है कि मैनेजिंग ट्रस्टी द्वारा कोई ऋण लिया गया था, उम के व्याज में से आय-कर नहीं काटा गया और न सरकार को दिया गया। इसके बारे में बाटंड एकाउन्टेन्ट ने सिफारिश की है कि शायद आश्रम को इस उल्लंघन के लिए पैनेल्टी देनी पड़े ?

इन के जो फिक्स्ड-एसेट्स रजिस्टर हैं, वे प्रतिदिन के हिसाब से नहीं रखे गए हैं— क्या इस के बारे में सरकार ने कोई जांच की है ?

इन के यहां स्टाक रजिस्टर भी प्रतिदिन के हिसाब से नहीं रखा गया है। उस में कई ऐसे आइटम्स हैं जो कामन हैं, फिक्स्ड एसेट्स और सैलेबिल एसेट्स के रूप में हैं। इस के अतिरिक्त किसी ब्रांच या यूनिट का जो कन्सिलिडेट एकाउन्ट होता है, समेकित वह भी नहीं रखा गया है। क्या इन सब बातों के बारे में कोई जांच की कार्यवाही हो रही है। यदि हो रही है तो उस की समीक्षा कोजिए।

श्री राज नारायण : श्रीमन् आप की प्राज्ञा से मैं यह चाहूँगा कि इस की जो विस्तृत रूपट है, वह सदन के सदस्यों की जानकारी के लिए मैं पढ़ दूँ ताकि इस प्रकार के अन्य प्रश्न फिर न उठा करें :

“विश्वायतन योगाश्रम नाम की एक रजिस्टर्ट सोसाइटी 1940 में स्थापित की गई थी। इस सोसायटी के उद्देश्यों में अन्य बातों के साथ साथ यह भी निहित है कि योग-विज्ञान के विभिन्न पहलुओं के अध्ययन और शिक्षण को बढ़ावा दिया जाय। इस सोसाइटी का प्रबंध एक बोर्ड आफ ट्रस्टी करता है और उस बोर्ड आफ ट्रस्टी के बर्तमान सदस्य इस प्रकार हैं :

(1) स्वामी धीरेन्द्र ब्रह्मचारी
मैनेजिंग ट्रस्टी

श्री के० एस० चावड़ा : वे ब्रह्मचारी हैं ? आप ने क्या नाम पढ़ा ?

श्री राज नारायण : स्वामी धीरेन्द्र ब्रह्मचारी। इसमें ब्रह्मचारी लिखा है, आप चाहे दुराचारी कहें। मैं ने तो ब्रह्मचारी पढ़ा है। आप के मन में दुराचारी शब्द अपने आप उत्पन्न हो, तो क्या करें।

श्री ओम प्रकाश त्रिपाणी : कोर्ट में उन के बिलाफ व्यभिचार का केस है।

श्री राज नारायण : दूसरे हैं, श्री वेद व्यास, एडबोकेट सुप्रीम कोर्ट, अध्यक्ष और ट्रस्टी

(3) श्री जीतेन्द्र महाजन, एडबोकेट, सुप्रीम कोर्ट.....ट्रस्टी

(4) श्री एस० एन० मिश्र, भतपूर्व संसद् सदस्य.....ट्रस्टी

(5) शिक्षा मंत्रालय का प्रतिनिधि
(श्री ए० एस० तलवाड़, उप-
सचिव) दृस्टी

(6) भारतीय चिकित्सा और
होम्योपैथी की केन्द्रीय अनु-
संधान परिषद् के निदेशक
(डा० पी० एन० बी० कुरुप) . दृम्य

2. दिल्ली और कटरा बैठकी देवी
स्थित योगाश्रम के दो केन्द्रों को आवर्ती और
अनावर्ती खंच के लिए शिक्षा मंत्रालय 1957-
58 से अनुदान देता आ रहा है।

जरा ध्यान से सुनिये। उस समय शिक्षा
मंत्री कौन थे, जान लोजिए भौताना साहब।

“1963 में शिक्षा मंत्री के पास इस
योगाश्रम के विरुद्ध गबन और जानसाजी
आदि संबंधी शिकायतें पहुँचने के परिणाम-
स्वरूप इसे आगे दिए जाने वाले मारे अनुदान
रोक देने और विशेष पुलिस स्पायना तथा
महानेबाकार को इसकी जांच का काम सौंप
देने का निर्णय किया गया था। जांच के
फलस्वरूप 1963-64 और 1964-65
में कोई अनुदान नहीं दिया गया। किन्तु
योगाश्रम के कार्य सम्बन्धी कार्याक्रम का
मूल्यांकन करने के लिए नियुक्त की गयी
एक विशेष समिति की सिफारिश पर शिक्षा
मंत्रालय ने 1965-66 में आगे अनुदान देना
मुह कर दिया। 1976-77 तक इस
योगाश्रम के इन दो केन्द्रों को आवर्ती खंच
के लिए 10.67 लाख रुपए और अनावर्ती
खंच के लिए 4.53 लाख रुपए की कुल रकम
दी गई।”

भारतीय चिकित्सा पढ़ति और होम्यो-
पैथी की केन्द्रीय अनुसंधान परिषद् एक ऐसी
संस्था है जो स्वास्थ्य मंत्रालय के अधीन है
और इसका काम स्वदेशी दवाओं और होम्यो-
पैथी में अनुसंधान करना है। यह विश्वायतन
योगाश्रम, नई दिल्ली में प्रबंध दृस्टी स्वामी
धीरेन्द्र वह मचारी के चारे के अधीन एक
ऐसा भिन्निकी अनुसंधान एक (योग)

खोलने के लिए सहमत हो गई जिसमें मध्यमेय,
दमा आदि जैसे विभिन्न रोगों पर योग के
प्रभावों का और स्वस्थ व्यक्तियों के लिए
विभिन्न अंगों पर योग की क्रियाओं के प्रभावों
का अध्ययन किया जाना निश्चित हुआ।
इस किलनकी अनुसंधान एक का भारतीय
चिकित्सा पढ़ति और होम्योपैथी की केन्द्रीय
अनुसंधान परिषद् ने निम्नलिखित अनुदान
दिए थे:—

(Interruptions)

MR. SPEAKER: It does not matter.
No further supplementaries now. It
gives us full information.

श्री राज नारायण: यह यक्ष महोदय, ये
अनुदान इस रकार दिए:—

1969-70	30,000	रु०
1970-71	1,89,875	रु०
1971-72	3,41,727	रु०
1972-73	2,35,000	रु०
1973-74	2,44,770	रु०
1974-75	3,00,000	रु०
1975-76	5,00,000	रु०
1976-77	8,00,000	रु०

श्रीमन् इम तरह कुल मिला कर इनका
42 लाख रुपया दिया गया। यह शिक्षा
विभाग और हमारे स्वास्थ्य विभाग दोनों
की ओर से दिया गया।

भारतीय चिकित्सा पढ़ति और होम्यो-
पैथी की केन्द्रीय अनुसंधान परिषद् के वैज्ञानिक
सलाहकार बोर्ड (योग) की सिफारिशों
के आधार पर, परिषद् की कार्यपालक
समिति ने 4-8-73 को हुई अपनी बैठक
में सिद्धांततः यह बात मान ली कि विश्वायतन
योगाश्रम स्थित सहायता अनुदान से चल रहे
किलनकी अनुसंधान एक (योग) को
के द्वारा अनुसंधान स थान के रूप में बदल कर
एक के द्वारा अनुसंधान स थान (योग) खोल
दिया जाए। यह के द्वारा अनुसंधान संस्थान
एक रजिस्टर्ड सोसाइटी के रूप में 1-1-76
से खोला गया था।

SOME HON. MEMBERS: What is this? If the hon. Minister goes on like this, what will happen to other questions?

MR. SPEAKER: This gives full information. No further supplementaries now. In one way it is good. The Minister should conclude now.

SHRI S. R. DAMANI: Are you going to allow him to read out the whole statement?

MR. SPEAKER: He has to give figures—so many lakhs in one year. He so many lakhs in another year. He cannot make a mistake. Every Minister has to read it correctly. After all lakhs of rupees are involved.

SHRI A. C. GEORGE: Is it an exercise?

श्री राज नारायण : इस मंत्रालय ने विश्वायतन योगाश्रम क्लिनिकी अनुसंधान एकक (योग) को और बाद में केन्द्रीय अनुसंधान संस्थान (योग) को दिए गए धन के उपयोग के बारे में जांच करने के लिए एक अधिकारी को नियुक्त किया था। जांच अधिकारी ने जो रिपोर्ट दी है उसमें धन के उपयोग में और अनियमिताओं और विशेषकर निम्न-लिखित बातों का होना बताया गया है:—

(1) केन्द्रीय अनुसंधान संस्थान (योग) के निदेशक स्वामी धीरेन्द्र ब्रह्मचारी धनराशियों के इस्तेमाल के मामले में बिना किसी अधिकार के कार्य करते रहे हैं;

(2) मूल सम्पत्ति, भण्डार और उपभोज्य वस्तुओं आदि का कोई हिसाब किताब नहीं रखा गया है;

(3) संदेहास्पद मूल्य की इमारतों और सम्पत्तियों को फर्जी स्थानान्तरण द्वारा बनाया गया है;

(4) लेखों को उपयुक्त रूप से नहीं रखा गया है।

शिक्षा मंत्रालय द्वारा दिए गए अनुदानों के संबंध में भी लेखा परीक्षा अधिकारी के प्रतिकूल टिप्पणियां की हैं। शिक्षा मंत्रालय द्वारा तैयार किए गए अनुबंध में दिए गए संक्षिप्त विवरण में यह ज्ञात होता है कि विश्वायतन योगाश्रम में अव्यवस्था हुई है। इसके अतिरिक्त निर्माण और आवास मंत्रालय द्वारा गोल डाकखाने के पास दी गई जमीन का भी उचित उपयोग नहीं किया गया है।

यह स्पष्ट हो गया है कि विश्वायतन योगाश्रम के लिए केन्द्रीय सरकार द्वारा दी गई धनराशियों के बारे में उचित लेखे नहीं रखे गए हैं और “विश्वायतन योगाश्रम” के नाम विदित सोसाइटी के कार्य में अव्यवस्था हुई है। इसी प्रकार केन्द्रीय अनुसंधान संस्थान (योग) का प्रशासन उपयुक्त रूप से नहीं चलाया गया है और यदि वर्तमान प्रशासन को जारी बनाये रखने की अनुमति दी गई तो सरकारी धनराशि का दुरुपयोग होते रहने की संभावना है।

अतः जन हित में तथा उपर्युक्त व्यवस्था रखने के लिए यह अवश्यक समझा गया है कि सरकार विश्वायतन योगाश्रम तथा केन्द्रीय अनुसंधान संस्थान, योग के प्रबंध को प्रारम्भ में दो वर्ष की अवधि के लिए अपने हाथ में ले ले और सरकार के पास इस अवधि को कुल पांच वर्ष की अवधि तक बढ़ाने की भी शक्ति हो। जहां एक और विश्वायतन योगाश्रम और केन्द्रीय अनुसंधान (योग) को चलाने सम्बन्धी सामान्य नीति सरकार द्वारा निर्धारित की जाएगी जो प्रत्येक संस्था के लिए निर्धारित मेमोरेंडम आफ एसोसियेशन और नियमों तथा विनियमों के अनुसार ही होगी वहां दूसरी और सरकार विश्वायतन योगाश्रम और केन्द्रीय अनुसंधान संस्थान (योग) के दिन प्रतिदिन का प्रशासन चलाने के लिए एक प्रशासक को नियुक्त कर सकती है। जब तक प्रबंध सरकार के हाथ में रहेगा इन संस्थाओं को चलाने के लिए

आवश्यक धन स्वास्थ्य भंतालय द्वारा दिया जाएगा । विधि तथा शिक्षा भंतालयों ने आपनी सहमति दे दी है । वित्त भंतालय की सहमति भी प्राप्त कर ली है ।

इनके पास एक हवाई जहाज भी है । इसका ये बिल्कुल अनियमित ढंग से उपयोग करते रहे हैं । हवाई जहाज कैसे आया, कहां से आया, कब और कहां ले जाते हैं, क्या करते हैं, इसकी कोई जानकारी नहीं है ।

डा० भुरली भनोहर जोशी : क्या यह हवाई जहाज श्रीमति इंदरा गांधी और श्री संजय गांधी के कहने पर लिया गया था ?

श्री राज नारायण : जो हवाई जहाज आया है वह श्री संजय गांधी की इच्छा पर आया और जहां चाहते थे उसका इस्तेमाल करते रहे हैं । इस में कोई छिपाने की बात नहीं है ।

ओड़ी सी इतिला में आपको और देना चाहता हूँ

MR. SPEAKER: When they ask the question you can answer.

(Interruptions)

MR. SPEAKER: He has answered so well and so elaborately I will go to the next question.

(Interruptions)

MR. SPEAKER: He has given the whole information

(Interruptions)

MR. SPEAKER: Will you kindly sit down Mr. Halder? What is all this? You must sit down now.

(Interruptions)

MR. SPEAKER: If the House has the pleasure, I will allow each and everybody.

श्री राज नारायण : ओड़ी सी जानकारी में आपकी आज्ञा से और दे देना चाहता हूँ । यह इनकी रिट पैटीशन है । इसको सुनने से आप समझ जाएंगे कि क्या इनका पालिटिक्स है । इस में यह लिखा है :

MR. SPEAKER: Do you want to read the whole writ petition?

SHRI RAJ NARAIN: This is a writ petition filed by him in the Supreme Court.

MR. SPEAKER: You need not read it.

SHRI RAJ NARAIN: I am not going to read the whole of it.

"Because the impugned ordinance is the result of the *mala fide* action of the Respondent who without any justification any material in their possession have tried to penalise Petitioner No. 1 by way of revenge and retaliation in view of his association with the family of former Prime Minister Shrimati Indira Gandhi. The present Health Minister Shri Raj Narain who contested election against Shrimati Indira Gandhi, the former Prime Minister of India, has used this ordinance to take full revenge on the first Petitioner."

यह चाज़ हमारे ऊपर लगाया गया है । कह रहे हैं पैटीशन में कि इंदिरा गांधी के परिवार के साथ हमारा पुराना सम्बन्ध है । यह भी लिखा है कि श्री जवाहरलाल नेहरू से भी हमारा सम्बन्ध था । उनके समय से मैं बराबर आता जाता रहा हूँ, योग बगैरह के बारे मैं उन से बातचीत करता रहा हूँ । सब जीजे इस में हैं ।

MR. SPEAKER: He has given very detailed information. You cannot have one question for the whole one hour.

I thin what he has given would be enough for the whole session.

श्री राज नारायण : जो सूचना मुझे से देने से बची है वह माननीय सदय रोज अखबारों में पढ़ते होंगे ।

SHRI L. K. DOLEY: We do not have any objection to his personal vengeance against the former Prime Minister and Shri Jawaharlal Nehru. The exceptional protection given to him to make such a long statement preventing others from asking supplementary questions is undesirable. We have to put questions.

MR. SPEAKER: There are a number of other questions. You can put a question later on. Please sit down.

Proposal for improvement of Calcutta Telephone

***66. SHRI SAMAR GUHA:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether complaints have been voiced by the people and press of Calcutta against functioning of Calcutta Telephones, and especially regarding operation of 'Cross-Bar' system of new exchanges;

(b) if so, the reaction of the Government thereabout;

(c) whether the Government promised on several occasions earlier regarding (i) giving additional phone connections (ii) connecting Calcutta through STD with other cities of India and (iii) improving its operational system; and

(d) if so, the steps taken or proposed to be taken by the Government for development and improvement of Calcutta Telephones?

SHRI GEORGE FERNANDES: We CATIONS (SHRI GEORGE FERNANDES): (a) and (b). Complaints have been received. A special programme for improving the functioning of the various exchanges of the Calcutta Telephone System, the in-

door and outdoor plant and equipment and the subscribers' fittings and installations is under way.

(c) and (d). Over 28,000 new telephone connections have been provided during the last 3 years. Installations are in progress to add 40,000 lines to the telephone system most of which are expected to be completed by March 1978 when a substantial portion of the present waiting list would be cleared.

Calcutta stands connected to 19 towns on STD including Delhi, Bombay, Madras, Patna, Hyderabad, Bhubaneswar and Muzaffarpur.

To improve the operational efficiency about 50 per cent of the subscribers installations would be inspected and attended to this year. All stronger equipment is being overhauled and cross-bar exchange equipment is being upgraded. Underground cables are being pressurised. Some administrative and commercial work is being gradually de-centralised and put under the Area Managers.

SHRI SAMAR GUHA: Recently a few new exchanges of the cross-bar system have been installed in Calcutta. It is a general complaint of all the subscribers that these cross-bar systems have miserably failed to function. In his statement the Minister said that he wants to upgrade it. I just want to know whether this is due to the chemical fault in the system itself or due to any operational fault. I have myself some experience of the cross-bar system and on my request they reverted to the other system. What I want to know is this. I want to know whether the difficulty is due to the equipment itself or due to operational faults and so on. If so I want to know how you are going to handle this matter.

SHRI GEORGE FERNANDES: We have number of problems in Calcutta. There was this problem with the cross-bar system but many improvements were made in the cross-bar

system. These equipments are functioning much better now than in the earlier years. Calcutta's problem is much more than these equipments. There is lot of developmental activity going on in Calcutta; Calcutta streets get soaked and our cables get damaged. As I said, we have started pressurising these underground cables. We will be able to monitor better if any cable gets damaged so that remedial action could be taken immediately.

Then, Sir, we have also the problem of power in Calcutta. There is a lot of load-shedding. As you know, the telephone equipment is a very sensitive equipment and all our telephone exchanges are airconditioned. Now, whenever there is loadshedding, these exchanges are invariably exposed to the elements. The dust comes in and the sensitive equipment tends to get damaged. This is one of the problems with which we are faced which is due to power shortage in Calcutta as a whole.

These are the problems that we normally face in that city and in course of time, we should be able to improve the situation.

SHRI SAMAR GUHA: Sir, I had the privilege to attend the Telephone Advisory Committee meetings twice and these are the straight answers that we were always given when we were present at the Committee meetings. It is not a question of mechanical fault only; there are operational faults and human faults also. We all know the functioning of the CME. Very frequently all newspapers of Calcutta are complaining about the functioning of the Calcutta telephone exchange. Would you kindly accept the suggestion for a small committee of Members of Parliament being constituted to go into details about the nature of the complaints, the cause of defects and what are the improvements that could be made so that Calcutta Telephone Exchange could really function. Actually, Calcutta Telephone Exchange does not function.

SHRI VAYALAR RAVI: May I know from the hon. Minister whether in Calcutta he has installed the old cross-bar equipment and whether it has been installed in collaboration with the ITT a multinational Corporation? I understand that your ministry has introduced the new techniques with the Indian technicians' help with some modification. Will you introduce or install those new machines in Calcutta and make them all right?

SHRI GEORGE FERNANDES: Just now we are concerned with expansion programme in Calcutta where we are installing about 40,000 telephone lines. Of these, 20,000 are on the new cross-bar system—Japanese Cross Bar system—which will be installed in Tiretta Bazaar while the remaining 20,000 lines on the improved cross-bar system.

श्रीमती बन्दावती : किनने ही लोगों के जो गलत नम्बर मिलने हैं, ये कास-बार की वजह से मिलने हैं या नान-एकीशिंट लोग जो ट्रैनीकोन वालों में बैठे हैं, उनकी वजह से मिलने हैं।

श्री जार्ज फर्नांडेस : इसमें अध्यक्ष महोदय कई समस्यायें हैं। कहीं मजीनों की भी समस्या है और कहीं आर्द्धमरों की भी समस्या है। इसको मुधारने का प्रयास कर रहा है।

Measures to benefit Families of Victims of Forced Sterilization

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***67. SHRI K. A. RAJAN:**
CHAUDHARY HARI RAM
MAKKASAR:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the measures Government propose to adopt for the benefit of the families of those who died of forced sterilisation during the Emergency?

स्वास्थ्य और परिवार कल्याण मंत्री (भी राज नारायण) : यदि नसबन्धी प्रापरेशन कराने वाले अवित्त की आपरेशन के कारण

मृत्यु हो जाती है तो उसके जीवित पति, पत्नी को अवश्य यदि उसका पति, पत्नी जीवित न हो तो उसके जायज्ञ उत्तराधिकारी को 5,000 रुपये अनुप्रहृष्टवंक सहायता दिये जाने का प्राविधान है। इस बारे में राज्य सरकारों आदि को जीवातिशीघ्र सहायता देने के आदेश दिये गये हैं।

SHRI K. A. RAJAN: Mr. Speaker, Sir, the Minister has stated that he has issued instructions for compensation payment. So far so good. I would like to know from him the statewise break-up of those cases if he could just give us. This flat compensation will not be relevant in those cases because the dependents of the families of the victims may differ from individual to individual. So, instead of a flat compensation if you are thinking in terms of compensation which has some relevance with the dependents of the families that would be better. I want to know whether any action had been taken against those people who had been found guilty.

MR. SPEAKER: That is a separate question. Now, the first question will be answered.

श्री राज नारायण : हमने एक यूनीफार्म पानिमी बनाई है कि नसबन्दी के कारण जिसकी मृत्यु हुई हो, उसके वारिस को 5 हजार रुपये सरकार दे। केन्द्रीय सरकार ने राज्य सरकारों के डिप्यूटेल पर याकी रुपया दे दिया है, और राज्य सरकारों ने जिलाधीशों के पास रुपया रखवा दिया है। जिलाधीशों को जितने रुपये की आवश्यकता होती है वह राज्य सरकार से ले लेते हैं। किसी राज्य सरकार ने, किसी अवसर पर भी हमसे यह शिकायत नहीं की है कि उनके पास रुपये की कमी है। केन्द्रीय सरकार बराबर कहती जाती है कि जब भी इस काम के लिये जितने पैसे की ज़रूरत हो, हम देने के लिए तैयार हैं। अगर नसबन्दी के कारण किसी की मृत्यु हुई है, तो हम उसके वारिस को डाराता

के साथ पांच हजार रुपया देने के लिए बराबर तत्पर रहते हैं।

SHRI K. A. RAJAN: I would like to know what measures are proposed to be taken by the government against those who are guilty of this action?

श्री राज नारायण : हमने स्वास्थ्य मंत्रालय में एक जांच सैल बना दिया है। लोग वहां आकर शिकायतें कर रहे हैं। उस सैल में इस बारे में अपराधियों के सम्बन्ध में तथ्य इकट्ठे किये जा रहे हैं, और सारे आंकड़े भी जुटाये जा रहे हैं। लेकिन अभी तक हमारे पास पूरे आंकड़े नहीं आये हैं। इमज़ेसी के दौरान जो ज्यादतियां हुई हैं, केन्द्रीय स्तर पर उनकी जांच के लिए एक आयोग बनाया गया है। ये सब तथ्य और आंकड़े उसके पास भी जायेंगे।

श्री कर्पूरी ठाकुर : क्या राज्य सरकारों से प्रतिवेदन मांगा कर यह देखा गया है कि जिन के घर के लोग नसबन्दी के कारण मर गये, ऐसे कितने लोगों को यह पांच हजार रुपये का अनुदान दिया जा चुका है?

श्री राज नारायण : यह एक उचित प्रश्न है। राज्य सरकारों को एक बार नहीं, अनेक बार केन्द्रीय स्वास्थ्य मंत्रालय की ओर से लिखा गया। लेकिन अफसोस के साथ कहना पड़ता है कि राज्य सरकारों ने अभी तक हमारे पास कोई पूरी रपट नहीं आजी है। वे बराबर टालते जा रहे हैं। वे किस निये टालते हैं, यह मुझे मालूम नहीं है। यह भी कारण हो सकता है कि कई राज्य सरकारें अपनी अस्थिरता के कारण यह कार्य नहीं करना चाहती हैं। बार-बार हम लिखते हैं कि आपके राज्य में नसबन्दी के कारण कितने लोग मरे, आपने हमारे रुपये का कहां तक भुगतान किया है, आपको कितना रुपया चाहिए, या नहीं चाहिए, लेकिन राज्य सरकारों की ओर से कोई रपट नहीं आई है।

श्री कर्पूरी ठाकुर : मैं व्यक्तिगत जानकारी के आधार पर कहना चाहता हूँ कि ऐसे कई लोगों के बारे में राज्य सरकारों को सूचना दी गई है, जो नसबन्दी के कारण मर गये हैं, लेकिन कोई कार्यवाही नहीं हुई है। उसके बाद मैंने केन्द्रीय स्वास्थ्य मंत्री को लिखा। उन्होंने बताया कि राज्य सरकारों को आदेश दिये गये हैं। लेकिन राज्य सरकारों की ओर से आज तक एक भी व्यक्ति को अनुदान नहीं दिया गया है। बिहार के बारे में मैं जानता हूँ, मगर मारे देश की यही स्थिति है।

श्री एम० राम गोपाल रेहुँ : नसबन्दी से मृत्यु होने की संभावना नहीं होती है। लेकिन मंत्री महोदय बार-बार लोगों को उकसाने की बातें कर रहे हैं। क्या इसका परिणाम यह नहीं होगा कि अगर कोई व्यक्ति किसी और मर्ज से मरा है, लेकिन उसकी नसबन्दी हुई है, तो उसके बारे में यह रिपोर्ट दी जा सकती है कि वह नसबन्दी के कारण मरा है और उसके लिए गवर्नरेंट से पैमा ले लिया जाए? मैं यह जानना चाहता हूँ कि ऐसी बातों को रोकने के लिए सरकार क्या कार्यवाही करने जा रही है।

श्री राज नारायण : माननीय सदस्य का प्रश्न बहुत ही उचित है। इट इज ए पब्लिक ब्यैंचन एंड इट मस्ट बी डिवेटिड पब्लिकली। हम लोग कोई बात छिपाना नहीं चाहते हैं। यह हमारी आदत नहीं है। जनहित में हम ऐसा नहीं करना चाहते हैं। श्री कर्पूरी ठाकुर ने जो कुछ कहा है, माननीय सदस्य उस को अपने प्रश्न से मिला लें। जब मैं कहीं बाहर जाता हूँ, तो वहां के कलेक्टर पब्लिक बीटिंग में रहते हैं: कुछ लोग खड़े हो कर कहते हैं कि हमारे घर का आदमी नसबन्दी के कारण मर गया। उन लोगों को प्रूब करना पड़ता है कि सचमुच वह व्यक्ति नसबन्दी के कारण ही

मरा है। इसकी पुष्टि के लिए उनको डाक्टर का स्टिफिकेट देना पड़ता है। कुछ लोगों को बुद्धिमेद होता है, कुछ लोगों को बुद्धि-विभ्रांति होता है और कुछ लोग बुद्धि विभ्रांतना के रोग से ग्रस्त होते हैं। मैं निवेदन करूँगा कि बुद्धि-विभ्रांतता से ग्रस्त न हों। डाक्टर का स्टिफिकेट पाने पर ही जिलाधीश उनको रूपये देगा और इसी में दिक्षित और देर हो रही है। मगर बार बार हमारा मंत्रालय इस बात पर जोर दे रहा है कि उदारता के साथ इनकों पांच हजार रुपया जहर दिया जाना चाहिए। (व्यवधान)

MR. SPEAKER: I am on my legs. Will you kindly sit down? My point is this. Those who have already put supplementary questions are again getting up. I will give chance only to those who have not put any question at all. I am not going to allow those who have already asked a supplementary question.

श्री राम कंवर बेरवा : मैं मंत्री महोदय में जानना चाहता हूँ कि जबरन नसबन्दी के कारण मरने वालों को तो महायना के लिए पांच हजार रुपए आप दे रहे हैं लेकिन लोक ममा और विधान ममा के चुनावों में किन्तु ऐसे नसबन्दी के बीमारों को हमने देखा जो मरण शैया पर पड़े हैं और उनका कोई इनाज नहीं हो रहा है। मैं राज्य-सरकार को लिखता हूँ तो वे लोग यह बताने की कोशिश करते हैं कि वह नसबन्दी का बीमार ही नहीं हैं जब कि बिलकुल जहां उसकी नसबन्दी की गई है वहां पेशाब बरीरह बन्द हो रहा है और वह बिलकुल मरणशैया पर पड़ा है। ऐसा एक केस गंगाराम रैगर, ग्राम पहाड़िया जिला जयपुर का है, वह बहुत ही बुरी और दर्दनाक हालत में पड़ा है। तो मैं मंत्री महोदय से जानना चाहता हूँ कि जो एक दो या चार दिन बाद

मरने वाले हैं उनके इलाज वर्गरह के लिए भी वे क्या कुछ कर रहे हैं।

श्री राज नारायण : श्रीमन् बहुत ही स्पष्ट प्रादेश यहां से दिये गए हैं। माननीय सदस्य अगर चाहेंगे तो मैं इनकी सेवा में एक एक प्रादेश भिजवा दूंगा या अगर कहें तो मदन के पटल पर रख दूंगा जो अब तक याज्य सरकारों को भेजे गये हैं। उसमें यह कहा गया है कि यदि नसबन्दी के कारण किसी को नया रोग डेवलप कर गया है तो उसका भी सरकार मुफ्त इलाज करे और नसबन्दी खराब हो गई है तो उसका भी मुफ्त इलाज करे नसबन्दी ऐसे किसी की हो गई है जिसके कोई दब्बा न हो या जिसकी जादी न हुई हो अगर वह चाहे तो उसकी नसबन्दी को खुलवा देने के लिए भी सरकार अपनी ओर से व्यवस्था करे।

आगे और अल्पीमेंट्री न हो उसके लिए भी मैं बना दूं कि नसबन्दी रोकने के लिए कही कही पर डिमांस्ट्रेशन हुए हैं जिसमें पुलिस फार्यारिंग हुई है जैसे पिपली में और जब मैं हिसार जेल में था, उस समय मैंनी, मोहल्ला, मुजफ्फरनगर, उत्तर प्रदेश में और सुल्तानपुर, उत्तर प्रदेश में सैकड़ों लोग मरे हैं। तो उन लोगों के लिए भी कुछ फाइनेंशियल असिस्टेंस दी जाये यह प्रादेश केन्द्रीय सरकार ने किया है। जो लोग पुलिस फार्यारिंग में इस प्रकार मरे हैं उनको भी कुछ आर्थिक सहायता दी जाएगी, लेकिन किस रूप में और कैसे दी जायेंगी यह भी तय करना है। (व्यवधान)

MR. SPEAKER: Now, the whole house wants to put questions on 'nus bandi'. I will call all of you one by one.

SHRI K. LAKKAPPA: After Rajnarainji took over the Health Ministry he was very generous in announcing

ex-gratia payment to victims of sterilization campaign; I welcome that. Is it a fact that the Finance Ministry has declined to respond to his announcement and if so what are the reasons? Is not the Finance Ministry going to stand by the announcement made by the hon. Minister?

श्री राज नारायण : लकप्पा जी मेरे मित्र हैं, लकप्पा जी को इन्हां ममझना चाहिए कि फाइनेंस मिनिस्ट्री में इसका कोई सम्बन्ध नहीं है। हमारे स्वास्थ्य मंत्रालय के पास इन्हां फंड हैं और अपने फंड से हम रुपया दे रहे हैं जिसमें फाइनेंस मिनिस्ट्री का कोई दब्लू नहीं है।

श्री राम नरेश कुशवाहा : अभी मंत्री जी ने बताया कि नसबन्दी से मरने का प्रमाण-पत्र पाने पर रुपया दिया जाएगा। जो मर गया, जिसकी अन्त्येष्टि हो गई उसके लिए कैसे सावित किया जाएगा कि वह नसबन्दी से मरा या नहीं? यह प्रमाण-पत्र तो मिल सकता है कि उसकी नसबन्दी हुई थी लेकिन नसबन्दी के कारण उसी मौत हुई यह कैसे सिद्ध होगा? मरने के बाद अन्त्येष्टि हो गई और उसका पोस्ट-मार्टम भी नहीं हुआ तो यह कैसे सावित होगा?

श्री राज नारायण : रामनरेश जी ने बहुत ही उचित प्रश्न उठाया है। यह कठिनाई ममय ममय पर, जिस जिले में हम गए वहां पब्लिक की ओर से हमारे सामने आई है कि जब मर गया तो कैसे सावित किया जाये लेकिन कोई मरा है तो वह किसी परिवार का सदस्य होगा, उसकी देखभाल करने वाले कोई होंगे, उसकी नसबन्दी हुई होगी और इसीलिए हमने उसमें साफ लिखा है कि अगर नसबन्दी के दस दिन के अन्दर कोई मर गया है तब तो उसके लिए कोई सबूत देने की जरूरत ही नहीं है, स्वयं ही मान लिया जाएगा कि नसबन्दी से वह मरा है। इसके अलावा अगर ज्यादा पीरियड हो गया है, तीन

महीने, चार महीन या छः महीने हो गए हैं तब भी उसमें देखते हैं कि क्या डाक्टर ने कोई इलाज किया, क्या नसबन्दी के कारण भी कोई रोग डेवलप हुआ, फिर गांव में कोई बैद्य होगा, सभापति होगा, कोई तो लिखेगा कि नसबन्दी के कारण रोग डेवलप हुआ। देश में ऐसा कोई गांव नहीं है जहां पर आयुर्वेद का बैद्य न हो और इसीलए हमने भारतीय चिकित्सा पद्धति को विकसित करने के निए योजना बनाई है।

श्री रामनरेश कुशवाहा : अध्यक्ष महोदय, एक दूसरी बात यह है कि जिनकी नसबन्दी हुई है उन में से किनने ऐसे लोग हैं जो अध्यतानों में दवा कराने जाते हैं। पना नहीं किन किन लोगों के स्टिफिकेट आप मानेंगे, वहां तो कोई मबूत होगा नहीं। यह नसबन्दी तो गरीबों की हुई है, पकड़ पकड़ कर हुई है आंग यह कभी दवा कराने नहीं जाते हैं।

श्री राजनरायण : माननीय ग्रामनरेश जी ने बहुत ही उत्तिर प्रश्न किया है लेकिन आगर वे : नमने है कि 150 टन का अंग्रेजी राज और 30 माल का कांग्रेसी राज—यह 180 माल का कोड जनता सरकार दो महीने में मिटा दे तो यह सम्भव नहीं है, नामुमकिन है और यह मिट नहीं सकता है। मैं इस बात को कर्तई मानता हूं कि नसबन्दी ज्यादातर गरीबों की हुई है। जो ऐसे बाले थे उनके पास पुलिस नहीं गई, वह हरिजनों और बैकवाह लोगों के पास गई और उनको जबदंसी उठा उठा कर ट्रकों में भर दिया। मैं हिसार जेल में था, हरियाणा में यह प्रथा थी कि ज्यों ही स्टेशन पर ट्रेन रुकी, मुसाफिरों को पुलिस के ट्रक में लाद कर ले गए और कैम्प में नसबन्दी कर दी। उनका कहना सही है कि बैचारे कहां जायेंगे, कैसे स्टिफिकेट लायेंगे, यह कठि-

नाई है लेकिन मैं आपके द्वारा निवेदन करना चाहता हूं कि 180 साल का जो कोड है वह दो महीने में कैसे मिटे, जरा इस बात को भी सोचें। हम भी परेशान हैं। हम भी परेशान हैं क्या करें कैसे करें ?

श्री इयाम सुन्दर दास : मैं माननीय स्वास्थ्य मंत्री जी से जानना चाहता हूं कि जिन कुंवारे लड़कों का बन्धावारण किया गया है, उसको आप खुलवा नो देंगे, लेकिन कोई भी आदमी अपनी लड़की की शादी उनके साथ करने को नैयार नहीं होगा। उन कुंवारे लड़कों की शादी के मम्बन्ध में आप क्या व्यवस्था करने जा रहे हैं ?

श्री राज नरायण : यह परिवार कल्याण से मम्बन्धित प्रश्न है, इसीलिये इसका समुचित उत्तर दिया जा रहा है। ऐसे कुंवारे लड़कों की शादी कैसे हो—यह व्यापक प्रश्न है। क्यों न मंत्री लोग प्रतिज्ञा करें, आगर उनके घर में विवाह योग्य लड़की है आंग वे ग्राह्यण हैं तो किसी चमार के लड़के के माय उमकी शादी करें। ऐसा हो सकता है, भारतीय पद्धति में यह बात मानी गई है कि एक ब्राह्मण, अन्य तीनों वर्णों की लड़की ने सकता है, अतीव, वैष्य, शूद्र की लड़की ने सकता है, लेकिन शूद्र नहीं ने सकता है। इसीलिये मैं सदस्यों को यह सुझाव देना चाहता हूं।

श्री एस० आर० बामाजी : मैं मंत्री महोदय में जानना चाहता हूं—क्या वे नसबन्दी के पक्ष में हैं या विपक्ष में हैं ? क्या वे ऐसा मममने हैं कि नसबन्दी से मृत्यु हो सकती है ?

श्री राजनरेश : सरकार ने अपने घोषणा-पत्र में इस बात को बिलकुल स्पष्ट कर दिया है कि अनिवार्य नसबन्दी कर्तई नहीं होगी, नहीं होगी, नहीं होगी। अनिवार्य नसबन्दी के हम ओर विरोधी हैं। इसीलिये हमने अनिवार्य नसबन्दी को बन्द कर दिया है

और अपने मंत्रालय का नाम "परिवार नियोजन" को बदल कर "परिवार कल्याण" कर दिया है, क्योंकि "परिवार नियोजन" शब्द मानव रक्त से सना हुआ था। हमने यह भी सोचा कि इस शब्द से कहीं जनता के मन में अविश्वास पैदा न हो कि हम लोग भी कहीं पुराने रास्ते पर न चले जायें, इसीलिये इस शब्द को बदल दिया। अनिवार्य नसबन्दी हरगिज नहीं होगी, हरगिज नहीं होगी, हरगिज नहीं होगी। जहां तक मृत्यु का सम्बन्ध है, इसमें मृत्यु हो सकती है, ऐसी कुछ मृत्यु हुई हैं।

श्री अर्जुन सिंह भद्रौरिया : किसी पड़यन्त्र या साजिस के तहत राज्य सरकार के उच्च-अधिकारियों के आदेश से ऐसा किया जा रहा है कि जो लोग मरे हैं, उन को प्रमाण-पत्र नहीं दिये जा रहे हैं। ऐसा पड़यन्त्र पूरे उत्तर प्रदेश के अन्दर अधिकारियों ने किया है, खाम तौर से मीनापुर, उन्नाव और फैजाबाद में कुछ इस तरह की शिकायतें आई हैं। मैं मंत्री महोदय से जानना चाहता हूँ क्या उन अधिकारियों के विरुद्ध आप कोई कार्य काही करना चाहते हैं या आगे करेंगे—इसकी पूरी जानकारी देने की कृपा कीजिये।

श्री राज नारायण : कमाण्डर अर्जुन सिंह भद्रौरिया इस मदन के लिये नये नहीं हैं। आप भी, अध्यक्ष महोदय, उनको अच्छी तरह में जानते हैं। भद्रौरिया जो जो बात कह रहे हैं वह सही है। कुछ राज्यों में ऐसे अफसरान हैं जो मैला कुचीना कपड़ा पहन कर उससे मिलने जाने वालों से छूना करते हैं। अगर कोई आदमी उनके पास जाता है, वे दूर से देख लेते हैं—वह वह गन्दे-से-गन्दा भ्रष्टाचारी हो, लेकिन सूट पहने हैं या बढ़िया कपड़े पहने हैं तो उसका आदार करेंगे लेकिन कोई गरीब है, कुर्ता-धोती, में उनसे मिलता है कितना ही वह ईमानदार हो, उसका बे सम्मान नहीं रहते हैं। इस तरह की बहुत सी शिकायतें हमें मिली हैं, जबानी भी मिली है और लिखित रूप में भी और

व्यक्तिगत ढंग से हमारे पास शिकायतें आई हैं कि जिलाधीश हम लोगों की दरखास्तों पर ध्यान नहीं देते हैं। हमने राज्यालों को इस बारे में कहा तो वे कहते हैं कि अब चुनाव हो रहे हैं और नई सरकारों 9 राज्यों में बनने जा रही हैं और कम से कम कमाण्डर भद्रौरिया साहब के राज्य में तो नई सरकार बन रही है। आप उन नई सरकारों के सामने उन बातों को ले जाइए। अब किस कल्पटर को हटाना है और किसको कहां भेजना है, ये सब बातें हैं जोकि देखनी हैं।

MR. SPEAKER: The question hour is over now. But I see a large number of people who want to ask questions on this subject. This is a very important matter. The subject of health is very important and if you want we can have half-an-hour discussion later on. I see a large number of them wanting to ask for some information. I am sorry to say that only two questions on health have taken 45 minutes. Anyway, I would look into it about allotment of time. When the discussion on the Health Ministry comes. I will see that some time is given and most of you have a chance to speak.

WRITTEN ANSWERS TO QUESTIONS

Problem of Steel Production and Consumption

*61. SHRI S. G. MURUGAIYAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether some working groups have been engaged in studying the problems of steel production and consumption; and

(b) if so, the facts thereof and by when these groups are expected to submit their recommendations?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) Yes, Sir.

(b) Six Working Groups consisting of representatives of Steel Plants' Managements, and Trade Unions have been constituted to study various aspects of the working of the steel industry as indicated below and to make available to Government their recommendations/suggestions for its improved functioning:—

- (i) Production and Productivity.
- (ii) Workers participation at all levels.
- (iii) Welfare and social objectives.
- (iv) Marketing, pricing and finance.
- (v) Modalities of having one Union for each plant and one Union for the steel industry at the national level.
- (vi) Perspective of expansion of steel plants and setting up of new steel plants on the basis of funds obtained from outside.

The Groups have already met once and will be meeting again from 5th to 7th July, 1977. It is expected that their recommendations would be available soon thereafter, by end of July.

बिहार में कुशेश्वर, किशनपुर तथा वारिसनगर में टेलीफोन एक्सचेंजों का कार्य

* 65. श्री राम सेवक हुआरो : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार के कुशेश्वर, किशनपुर तथा वारिसनगर में बन्द पड़े टेलीफोन एक्सचेंज फिर से सीधे ही चालू किए जाएंगे; और

(ख) क्या बेहड़ी सिधिया तथा बिहोल (मुरील) में नये एक्सचेंज खोले जाएंगे?

संचार मंत्री (श्री जार्ज कर्नान्डिस) : (क) किशनपुर में 25 लाइनों का एक एक्सचेंज काम कर रहा है। वारिसनगर में कोई एक्सचेंज नहीं खोला गया था। यहां पर एक

सार्वजनिक टेलीफोन घर काम कर रहा है। कुशेश्वर में मार्च, 1971 में 25 लाइनों का एक एक्सचेंज खोला गया था जिसमें 10 कनेक्शन थे। उपमोक्ताओं द्वारा देय राशि की अदाएँ न करने के कारण जुलाई, 1974 में यह एक्सचेंज बन्द करना पड़ा। यहां एक सार्वजनिक टेलीफोन घर काम कर रहा है। कुशेश्वर में एक्सचेंज फिर से चालू करने का कोई प्रस्ताव नहीं है।

(ख) सिधिया में एक सार्वजनिक टेलीफोन घर है। बेहड़ी में कोई सार्वजनिक टेलीफोन घर नहीं है। बिहोल में अगस्त, 1972 में 25 लाइनों का एक एक्सचेंज खोला गया था जिसमें 15 कनेक्शन थे। उपमोक्ताओं द्वारा देय राशि की अदायगी न किए जाने के कारण फरवरी, 1977 में यह एक्सचेंज बन्द कर दिया गया। इन जगहों पर कनेक्शनों की इननी मांग नहीं है कि एक्सचेंज खोलने का आविष्यक मिठ्ठा हो।

Expansion of Central Government Health Scheme

*68. SHRI BIJOY KUMAR MONDAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any proposal for expanding Central Government Health Scheme; and

(b) if so, the outlines thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Yes, Sir.

(b) A statement showing the outlines for the expansion programme of Central Government Health Scheme is placed on the Table of the Sabha.

Statement

The outlines of the perspective Plan for 1974-94 which was prepared in 1973 are as follows:

(1) expansion/consolidation of the Scheme in cities where it is already functioning; and

..

(2) extension to new cities

Cities having a concentration of 7,500 families or more of Central Government servants will be brought within the purview of the Scheme.

The expansion/consolidation envisaged to:—

(1) Bombay—Construction of a CGHS Hospital and coverage of additional families.

(2) Calcutta—Coverage of 40,000 additional families and construction of a hospital.

(3) Kanpur—Construction of a hospital and coverage of 10,000 additional families.

(4) Allahabad—Coverage of 5000 additional families and setting up a polyclinic.

(5) Meerut—Opening of a polyclinic and coverage of 5000 additional families.

(6) Madras—Construction of a hospital and coverage of 10,000 additional families.

(7) Nagpur—Setting up a polyclinic and coverage of 5000 additional families.

The new cities which are expected to be brought within the purview of the Scheme are:—

1. Poona.
2. Agra.
3. Lucknow
4. Varanasi
5. Jabalpur
6. Tiruchirapalli
7. Kharagpur
8. Dehradun
9. Gorakhpur
10. Bikaner
11. Jhansi

12. Vishakhapatnam

13. Ajmer

14. Jodhpur

15. Jaipur

16. Asansol

17. Ahmedabad

18. Shahjahanpur

The position regarding implementation of the Scheme may have to be reviewed depending upon the availability of resources, administrative convenience, accommodation etc.

One Union for one Industry

*69. SHRI G. Y. KRISHNAN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether there is any proposal under the consideration of Central Government to restore the practice of one union for one industry; and

(b) if so, the salient features thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). One of the proposals under consideration is to have as the sole negotiating agent for all collective demands in one unit/industry, a legally constituted body of which all workmen would be *ipso facto* members irrespective of whether one is a member of any registered trade union or not.

Rourkela Steel Plant Contract Labourers

*70. SHRI ROBIN SEN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government are considering to absorb all the contract labourers in Rourkela Steel Plant in permanent jobs; and

(b) if so, the facts thereof?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) and (b). No, Sir, it is not possible to absorb all the contract labour in Rourkela Steel Plant. However, to the extent possible, contract labour is being absorbed in a phased manner for jobs of permanent and perennial nature, in accordance with the provision of Contract Labour (Regulation and Abolition) Act 1971.

विदेशों में बुद्धिजीवियों का गैर-सरकारी प्रतिनिधि मंडल भौजना

* 71. श्री इज़ भूषण तिवारी : क्या विदेश मंत्री यह बताने की कृपा करेगे कि :

(क) क्या विदेशों में बुद्धिजीवियों के गैर-सरकारी प्रतिनिधि मंडल भौजने की कोई योजना है ; और

(ख) यदि हाँ, तो इसका विवरण क्या है ?

विदेश मंत्री (श्री प्रटास बिहारी वाजपेयी):
(क) आपर (ख). हमारे चुनावों की वजह से अमरीका में भारत के प्रति जो दिलचस्पी बढ़ी है उसको देखते हुए वहाँ के विभिन्न शहरों में बातचीत, बैठकों और विचार-विमर्श के कार्यक्रम के लिए एक गैर-सरकारी प्रतिनिधि मंडल संयुक्त राज्य अमरीका भौजने की योजना थी।

समुचित कार्यक्रम नैयार करने के लिए विवाद ममत भिल जागा, इस इरादे से यह योजना स्थगित कर दी गई है। लेकिन, इसके लिए चुने गये सदस्यों में से दो व्यक्ति जो दूसरे कामों के लिए संयुक्त राज्य अमरीका वाले हुए हैं, कुछ शहरों का दौरा कर रहे हैं और अमरीका के जिन नागरिकों की इस दिशा में दिलचस्पी है उससे बातचीत कर रहे हैं। इनके नाम हैं : प्रोफेसर रजनी कोठारी और श्री बी० जी० वर्मजि।

Demand for Probe into working of Post-Graduate Institute, Chandigarh

* 72. **SHRI G. M. BANATWALLA:** *
SHRI MUKHTIAR SINGH MALIK:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a demand had been made recently by the Punjab and Chandigarh Peace Foundation to hold a thorough probe into the working of Post-Graduate Institute, Chandigarh; and

(b) whether the demand has since been considered by the Government and if so, the result thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) There has been no written request received in the Ministry to this effect from the Foundation. Some reports appeared in the Press about a statement given by the Secretary of the Foundation in which he made certain charges against the working of the Institute.

(b) The Government is already considering the question of setting up a Review Committee to go into the working of the All India Institute of Medical Sciences, New Delhi as well as the Post Graduate Institute, Chandigarh.

Enforcement of Minimum Wages for Agricultural Workers

* 73. **SHRI P. K. KODIYAN:** Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the minimum wages for agricultural workers fixed or revised by State Governments are not enforced in most States due to lack of any enforcement machinery; and

(b) if so, what steps the Centre has taken to ensure enforcement of minimum wages for agricultural workers?

THE MINISTER OF PARLIAMENTARY & AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). The matter falls predominantly in the State sphere. The State Governments have been advised from time to time to take effective steps for the enforcement of the notified minimum wages. Strengthening the administrative set up, utilising the services of staff of Departments like Revenue, Agricultural, Rural Development, in addition to those of Labour Departments and increasing the number of claims authorities have been some of the measures that have been taken.

Outstanding Telephone Bills of former Ministers and Members of Parliament

***74. SHRI SHEO SAMPAT:** Will the Minister of COMMUNICATION be pleased to state:

(a) the amount of telephone bills outstanding against each former Central Minister and former Member of Parliament and the period for which the amount relates;

(b) the steps taken to realise the amount in full; and

(c) whether it is proposed to start some legal proceedings against the defaulters for realisation of the amount and if so, particulars thereof?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) to (c). The information sought covers more than 60 former Ministers and 500 former Members of Parliament. The outstanding dues on private account of these former Ministers and former Members of Parliament involves scanning of a large number of bills in respect of telephones spread all over India. This is being arranged and the information about the outstanding amounts and the steps being taken for realising the amounts as per the rules of the Department is being col-

lected from the Units and will be laid on the Table of the House as soon as it becomes available.

Reduction in Prices of Steel Products in Stock

***75. SHRI M. KALYANASUNDARAM:** Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have decided to reduce the prices of steel products in stock with the public sector steel plants;

(b) if so, the normal stock that each of these plants can have;

(c) the present stock position in each of these plants; and

(d) the extent to which prices are proposed to be lowered?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK):

(a) There is no proposal to reduce the price of steel in stock with the public sector steel plants. However, temporary rebates were given in certain slow moving categories and/or damaged rusted products.

(b) Considering the present production and sales programme for the year, a stock of about 1 million tonne with SAIL Group in the whole system—at the plants, in transit and at the stockyards (home & Export) is considered normal as detailed below:—

			Tonnes
At Plants	·	·	225,000
At Home Stockyards	·	·	415,000
At Export Yards	·	·	100,000
In transit	·	·	250,000
			<hr/>
			990,000

or say one million tonnes.

(c) Stock position as on 31-5-77 at each of these plants is indicated below:—

	(In '000 tonnes)
1. Bhilai	89.1
2. Rourkela	65.8
3. Durgapur	42.6
4. Bokaro	28.3
5. IISCO	19.0

(d) SAIL International is authorised to adjust prices from time to time depending on internal and external demands.

Release of Pakistani Nationals

*76. SHRI K. MALLANA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government of India have decided to release 200 Pakistani nationals detained in India on various charges;

(b) if so, whether some Indian nationals are also in custody of Pakistan at present; and

(c) if so, their number and position regarding their release?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Government of India have decided to release 188 Pakistani nationals detained in India.

(b) and (c). Yes, Sir. According to present information, their number is around 90. Pakistan has so far confirmed the detention of 37 persons. Arrangements are underway for their repatriation. The position of the remaining persons has yet to be verified and confirmed by the Government of Pakistan.

बिहार में काला-ज्वर बहामारी

* 77. श्री राम बिलास पासवान : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार राज्य के वैशाली जिले में काला-ज्वर का भ्रोप है;

(ख) क्या हजारों लोगों की काला-ज्वर में मृत्यु हो चुकी है;

(ग) क्या राज्य सरकार उन महामारी को रोकने में असमर्थ है;

(घ) क्या सदस्य ने इस बारे में गहलत निवित मूचना दी थी; और

(ङ) यदि हाँ, तो उन रोग को रोकने के लिये केन्द्रीय सरकार क्या कार्यवाही कर रही है ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री राज नारायण) : (क) बिहार सरकार द्वारा भेजी गई मूचना के मनुसार 9-6-77 तक वैशाली जिले में काला-ज्वर में 186 व्यक्तियों के पीड़ित होने के समाचार मिले हैं।

(ख) वर्ष 1976 में वैशाली जिले में काला-ज्वर से 8 व्यक्तियों की मृत्यु होने के समाचार मिले थे किन्तु न तो वर्ष 1975 में प्रथमा न अब तक 1977 में ऐसी कोई मृत्यु हुई बनाई गई है।

(ग) जी नहीं, राज्य सरकार द्वारा गहलत में ही कार्यवाही की जा रही है। उन्होंने वैशाली जिले को पर्याप्त मात्रा में अपेक्षित दवाई दी है।

(घ) जी हाँ।

(ङ) इस बीमारी को रोकना मुम्भतः राज्य सरकार की जिम्मेदारी है और राज्य सरकार को आवश्यक मुद्रित और धन को उपलब्ध करने का अनुरोध कर दिया गया है।

दिल्ली स्थित राष्ट्रीय संचारी रोग संस्थान ने इस समस्या का अध्ययन करने और राज्य सरकार को सलाह देने के लिए बिहार में एक यूनिट खोल दिया है।

Expansion of Bhilai and Bokaro Steel Plants without Soviet Cooperation

*78. SHRIMATI PARVATHI KRISHNAN:

SHRI M. N. GOVINDAN NAIR:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have decided not to have Soviet co-operation for the further expansion of Bhilai and Bokaro Steel Plants;

(b) if so, the reasons thereof; and

(c) whether Government intend to have technical co-operation for the expansion of these two Plants from abroad?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK):

(a) No, Sir.

(b) Does not arise.

(c) Government has decided to be fully self reliant in the field of steel technology. Only if unavoidable, Government may consider having foreign technical co-operation.

Measures to check Population Explosion

*79. SHRI SHAMBHU NATH CHATURVEDI:
SHRI NIHAR LASKAR:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the measures Government have taken or propose to take to check and control population explosion in the country, short of compulsory sterilization of eligible couples?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): The Government

of India have reviewed the implementation of the Family Welfare Programme, specially in the light of the declared policy of the present Government to pursue the programme on a wholly voluntary basis.

Family Planning will be pursued vigorously and as an integral part of a comprehensive policy covering Education, Health, Maternity and Child Care, Family Welfare, Women's rights and nutrition. The approach will be educational and wholly voluntary, but there will be no slacking of our efforts in the direction of achieving a reduction in the birth rate from the present level to a level of 30 per thousand by 1979 and 25 per thousand by 1984. All methods of contraception will be made available freely and people will be encouraged to adopt the method of their choice. Integration of Family Welfare Programme with Maternity and Child Health Schemes and Rural Health Schemes will be achieved for furthering voluntary acceptance of the small Family Norm. Involvement of voluntary organisations, Public Opinion Leaders and Local Bodies will be actively sought.

The revised approach to the Family Welfare Programme has also been discussed with the State Health Ministers at a Conference on 28-4-1977 and the Statement outlining the new approach is laid on the Table of the Sabha. [Placed in library. See No. LT-361/77].

Scrapping of Payment of Pension to former M.Ps.

*80. PROF. P. G. MAVALANKAR: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government propose to bring forward in the current Budget Session the legislation scrapping the

provision of payment of pension to former Members of Parliament; and

(b) if so, the salient features thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). Representations have been received both for repealing the provisions regarding the granting of pension to ex-Members of Parliament and for liberalising them. The whole question is under consideration.

Construction of P & T Building at Sewagram

569. SHRI SANTOSHRAO GODE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether a foundation stone of a Posts and Telegraphs Building was laid by his predecessor Shri Bahuguna at Sewagram;

(b) if so, the date of laying the foundation stone;

(c) the time by which the building will be completed; and

(d) the reasons for delay in completing the building?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) and (b). The foundation stone for a Post Office building at Sewagram was laid by Shri H. N. Bahuguna, the then Minister of Communications, on 4th August, 1973.

(c) The building is likely to be completed by the end of March, 1978.

(d) The Secretary of the Sewagram Ashram had offered the land for construction of the P.O. buildings. But, later on it was learnt that transfer of land to the P&T Department could not take place without a "no objection certificate" from the Charity-Commissioner, Bombay. The various

formalities for the transfer of land were completed and possession of land was taken over only in February, 1977.

आपात स्थिति के दौरान नमबन्दी कराने वाले व्यक्तियों की संख्या

570. श्री रामानन्द तिवारी : क्या स्वास्थ्य और परिवार कल्याण मन्त्री यह बनाने की कृपा करेंगे कि :

(क) आपात स्थिति के दौरान राज्य स्वर पर कितने व्यक्तियों की जबरदस्ती नमबन्दी की गई; और

(ख) जबरन नमबन्दी के लिकार व्यक्तियों को किसी रूप में मुश्किल देने के सम्बन्ध में सरकार का क्या कार्यवाही करने का विचार है।

स्वास्थ्य और परिवार कल्याण मंत्री (श्री राज नारायण) : (क) प्रभी नक प्रांध्र प्रदेश, अमम, नागानेण्ट, मिक्किम और क्रिपुरा राज्य सरकारों नवा अरुणाचल प्रदेश, दादगा नगर हवेली मध्य जामिन क्षेत्र प्रशासनों में जानकारी प्राप्त हुई है और इन मध्यी ने मूलित किया है कि उनके अधीन किसी भी व्यक्ति की जबरदस्ती नमबन्दी नहीं की गई। जेय राज्यों तथा मध्य जामिन क्षेत्रों में जानकारी प्राप्तीकरण है।

(ख) केन्द्र सरकार ने ऐसे व्यक्तियों को कोई नकद मुश्किल देने की योजना नहीं बनाई है यद्यपि उनके लिए आवश्यक उपचार तथा जाहन पर पुनः नस जोड़ने के लिए पर्याप्त व्यवस्था करने हेतु राज्य सरकारों मध्य जामिन क्षेत्रों को निर्देश दिये हैं।

Help sought by Sri Lanka

571. SHRI OM PRAKASH TYAGI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government of Sri Lanka has sought help to check insurgent activities; and

(b) the nature of help rendered by the Indian Government to guard vital installations and the coastline of Sri Lanka?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) No, Sir.

(b) Does not arise.

आवृद्धा जिले में राक फास्फेट की उपलब्धता

572. श्री भागीरथ भंडर : क्या इस्पात और लान मन्त्री यह बताने की कृता करेंगे कि :

(क) क्या मेघनगर जिला आवृद्धा (मध्य प्रदेश) में उपलब्ध राक फास्फेट के मर्यादण का कार्य पूरा कर लिया गया है; और

(ख) यदि हां, तो उसकी मुख्य बातें न्या हैं?

इस्पात और लान मंत्री (श्री बीजु पट्टनायक) :

(क) जी, नहीं।

(ख) प्रश्न नहीं उठता।

Steel Stocks

573. SHRI R. KOLANTHAIVELU: Will the Minister of STEEL AND MINES be pleased to state:

(a) the position of monthly stocks of steel with public sector steel plants from January, 1977 to-date and their percentage to production;

(b) whether the stocks are in considerable excess of the norms;

(c) if so, the reasons therefor; and

(d) the steps taken or proposed to be taken for their meaningful utilisation in rapid economic development of the country?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK):

(a) The position of monthly stocks of steel with the integrated steel plants under the Steel Authority of India Limited in the public sector from January, 1977 to-date and their percentage to production is as follows:—

('000 tonnes)

	January	February	March	April	May
Production of salable steel	•	•	424	413	458
Steel Stocks	•	•	1407	1388	1290
Steel stocks in terms of annual production (1976-77)	•	•	29.1%	28.7%	26.7%
			25.0%	24.0%	

(b) No specific norms have been prescribed for stocks of steel, but the present stocks are not considered to be alarmingly high.

(c) and (d). Do not arise. However, the main reasons for accumulation in stocks are higher production as compared to the previous years, slow down in building construction

activity and reduced off-take for railway rolling stocks and by irrigation projects. It is expected that as a result of measures taken recently the present trend of gradual depletion of stocks will continue. Efforts are also being made to step up exports still further.

डाक तथा तार और टेलीफोन विभागों में अनुसूचित जातियों और अनुसूचित जन-जातियों के कर्मचारियों के लिए कोटा

574. श्री भगतसेव : क्या संचार मन्त्री यह बताने की कृपा करेंगे कि :

(क) डाक तथा नार और टेलीफोन विभागों में कार्य करने वाले कुल कर्मचारियों में अनुसूचित जातियों और अनुसूचित जन-जातियों के कर्मचारियों की वर्गवार, प्रति-अनन्ता क्या है; और

(ख) यदि विभिन्न भेवाओं में उनके निए आरक्षित कोटा पुरा नहीं किया गया तो इस बारे में क्या उपाय करने का विचार है ?

संचार मंत्री (श्री जाजं फर्नान्डिस) :

(क) अपेक्षित सूचना जैसी कि 1-1-1976 को थी, मन्त्रालय विवरण-पत्र में दे दी गई है।

(ख) मुरक्खित जगहें भरने के लिए वही मम्भव कदम उठाए जा रहे हैं। जब कर्मचारियों की कमी होती है, तो खाली जगहें मंत्री मम्भन्धित रोजगार दफ्तरों को जिनमें केन्द्रीय रोजगार दफ्तर भी शामिल है अधिसूचित को जाती है। स्थानीय समाचार पत्रों में विज्ञापन देने के प्रलापा मुरक्खित मम्भायों में भरी जाने वाली खाली जगहों की सूचना अनुसूचित जातियों अनुसूचित जनजातियों के मान्यता प्राप्त मंडों और मंगठनों को भी दे दी जानी है ताकि वे उपर्युक्त उम्मीदवारों के नाम भेज सकें।

विवरण

विभाग को डाकनार और टेलीफोन शाखाओं में 1-1-76 को कुल कर्मचारियों नया अनुसूचित जाति और अनुसूचित जन-जाति के कर्मचारियों की मंक्या दिखाने वाला श्रेणीवार विवरण एवं :

कर्मचारियों की कुल मंक्या	अनुसूचित जाति कर्म- चारियों की मंक्या	प्रतिशत	अनुसूचित जन-जाति कर्मचारियों की संख्या	प्रतिशत
प्रबन्ध श्रेणी (अब मम्भ 'क')	1,677	38	2, 5%	12 0. 7%
ट्रिनीय श्रेणी (अब मम्भ 'ख')	4,645	300	6. 4%	18 0. 4%
तृनीय श्रेणी (अब मम्भ 'ग')	3,40,194	46,080	13. 6%	11,728 3. 4%
चतुर्थ श्रेणी (अब मम्भ 'घ')	77,993	15,574	19. 4%	4,010 5. 4%
स्वीपरों को छोड़कर				
चतुर्थ श्रेणी (अब मम्भ 'घ')	2,828	2,424	87. 7%	120 4. 0%
स्वीपर				-

Appointment of Telephone Operators

575. SHRI JAGANNATH PRA-SAD SWATANTRA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government (Delhi Telephones) have conducted an examination for the appointment of Telephone Operators in March, 1977; and

(b) whether Government propose to offer appointments to candidates selected on the basis of above examination prior to those already working as daily wage workers and selected on the basis of examination held in July, 1976?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) As per the existing recruitment rules those candidates who are selected against regular vacancies on the basis of March, 1977 examination will be offered appointment prior to the daily wage workers (known as short duty operators selected on the basis of examination held in July, 1976) subject to their having performed 120 days service during the preceding months.

Indo-Bangladesh Talks on Farakka Dispute

576. SHRIMATI MRINAL GORE: SHRI P. RAJAGOPAL NAIDU:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a delegation had recently been to Bangladesh to discuss the Farakka dispute; and

(b) if so, the main features of the talks held?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Yes, Sir. A delegation led by Shri Jagjivan Ram, Minister of Defence, went to Dacca from 15—18 April, 1977, to resume

Ministerial level talks on Farakka, which were held in December, 1976 and January, 1977.

(b) At the end of the talks, an understanding on the element of a possible agreement was reached. The details of the agreement are being worked out in official level negotiations.

Missing Credits of P.L.I. Policies

577. SHRI S. D. SOMASUNDARAM: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of P.L.I. Policies which are not upto date due to missing credits;

(b) the reasons therefor; and

(c) the rate of bonus being declared at present for Life Insurance and Endowment policies and the reasons for not increasing the rate of bonus?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) The number of policies having missing credits of premium is 1,67,875.

(b) The main reasons are:

(i) Non-intimation of change of address by the insureds or by their Drawing/Audit/Accounts Officers, when the insureds are transferred to another post of station;

(ii) Non-payment of premium by the insureds while on leave or deputation or under suspension;

(iii) Failure of insureds to continue cash payment of premiums at a post office till recovery of premiums from pay commences, in respect of new policies.

(iv) Non-receipt and belated receipt of premium recovery schedules from various offices, mistakes and omissions in the preparation of these schedules; and occasional

lapses, especially on the part of newly posted officials, to observe the prescribed procedures for posting of credits.

(c) The rates of bonus declared by the Government of India during the last three valuation periods are indicated below:—

Valuation Period	Reversionary Bonus per thousand sum assured per year.	
	Life Policies	Endowment Assurance Policies
	Rs.	Rs.
1967—69	28	22
1969—72	32	24
1972—75	33	25

It will be seen that the bonus rates have in fact been continually increasing with every valuation. The next bonus will be due for the period from 1st April 1975 to 31st March 1978, and will be declared in 1979.

Opening of a Post Office near D.P.A. Flats at Hari Nagar New Delhi.

578. SHRI D. B. CHANDRA GOWDA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there is any proposal to open a Post Office near DDA (Pocket-B) LIG Flats at Hari Nagar, New Delhi; and

(b) if so, the time by which the Post Office will start functioning?"

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) A proposal to open a Post Office in B.E. block, Hari Nagar,

near DDA (Pocket-B) LIG Flats is under consideration.

(b) The Post Office is expected to be opened as soon as suitable accommodation on reasonable rent is available.

Implementation of Bhagwati Committee Report on Unemployment

579. SHRI A. BALA PAJANOR: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the present position of implementation of the recommendations of the Bhagwati Committee Report on unemployment;

(b) whether Government consider that the recommendations of that Committee afford a sound base for a meaningful effort for solving the problem of unemployment; and

(c) if so, whether there is a time bound programme for implementation of this report?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) (a) to (c). Out of a total of 221 recommendations made by the Bhagwati Committee on Unemployment, which were referred to the concerned Ministries and Departments for necessary action, final views and details of action in respect of all the recommendations have been received from them. While 102 recommendations have been accepted and are being implemented, another 95 recommendations have been accepted in principle and are being acted upon within available resources in various Ministries. It has not been possible for the concerned Ministries/Departments to accept the remaining 24 recommendations.

In pursuance of its declared objective to eradicate destitution within a time frame of 10 years, Government will no doubt make use of all available suggestions which may help in the achievement of that objective.

Proposal by Khargone District Advisory Committee of M.P. for opening Post Offices

580. SHRI RAMESHWAR PATIDAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the District Advisory Committee of Khargone district of Madhya Pradesh had sent proposals of opening of post offices in the district for the approval of the Central Government in 1974-75, and 1975-76;

(b) whether those proposals have not been considered so far; and

(c) if those have been considered, the names of the villages of the district where post offices are to be opened?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) The Small Savings Co-ordination Committee, Khargone District in their meeting on the 27th December 1975, requested for opening of post offices at (i) Bamkhal and (ii) Kodliya-Khedi;

(b) One proposal has been considered and the other is under consideration;

(c) A Post Office at Bamkhal has been opened. The proposal to open a post office at Kodliya-Khedi is under examination.

राजस्वान के आलावाड़ जिले का मर्केशण

581. श्री अल्भुज़ : क्या इस्पात और खान मन्दी यह बनाने की कृपा करेंगे कि :

(क) क्या आलावाड़ जिले में धातुओं और खनियों के लिए और भूमिगत जल के लिए सर्वेक्षण किये गये हैं;

(ख) यदि हां, तो उनके क्या परिणाम निकले; और

(ग) उनके उपयोग के लिए क्या उपाय किये जा रहे हैं?

इस्पात और खान मन्दी (श्री बीजू पटनायक) : (क) भारतीय भू-सर्वेक्षण ने आलावाड़ जिले के भागों में कमबद्ध भूवैज्ञानिक मानचिकित्तण किया है और व्यापक मर्केशण का काम राज्य सरकार के खनन और भूत्व विभाग द्वारा किया जा रहा है। इम जिले में भूमिगत जल के लिए मर्केशण केन्द्रीय भूजल बोर्ड ने किया है।

(ख) अब तक के मर्केशण से इम क्षेत्र में निम्न ग्रेड स्फटिक मिट्टी, इमारती पत्थर, ताम्र खनिजीकरण, चूना पत्थर, लेटराइट, बलुआ पत्थर, फायरक्ले, मुलेमानी पत्थर होने के संकेत मिले हैं। भूमिगत जल मर्केशण से इम जिले के कुछ भागों में विशेषतया ऊजर, नेवाज और धार नदियों के काछार इलाकों में कुछों के निर्माण तथा भजल स्रोतों के विकास की सम्भावनाओं का संकेत मिला है।

(ग) राज्य सरकार का कृषि पुनर्वित विकास निगम और ग्रामीण विद्युतीकरण निगम की सहायता से जलस्रोतों के विकास का प्रस्ताव है। राज्य में किए गए अन्वेषणों से जिलों में प्राप्त खनियों के सम्बन्ध में सरकार उनकी खुदाई आर्थिक दृष्टि से उपादेय नहीं समझती।

Cases of embezzlement of medicines in C.G.H.S. Dispensaries

582. DR. LAXMINARAYAN PANDEYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a number of cases of embezzlement of medicines in the CGHS Dispensaries in Delhi were detected during emergency period; and

(b) if so, the facts and action taken against the doctors and others in each case?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). The Crime Branch of Delhi Police detected cer-

tain cases of embezzlement of medicines during August, 1976, which, *inter alia*, involved Pharmacists and Dressers of some of the Dispensaries under CG.H.S. Delhi. The Pharmacists and Dressers involved in these cases have since been suspended and the Crime Branch of Delhi Police is investigating the case. No doctor was involved.

Labour Unrest

583. SHRI VASANT SATHE: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

- (a) whether labour unrest is on increase over the past two months;
- (b) if so, the names of industries affected; and
- (c) the action taken/proposed to normalise the position?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (c). The required information is being collected and will be laid on the Table of the Sabha in due course.

Relaxation for Telephone connections in Hilly Areas of Himachal Pradesh

584. SHRI DURGA CHAND: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of applications for telephone connections pending at present in each Telephone Exchange in Himachal Pradesh and the earliest date of an application in each Exchange;

(b) whether the rules for providing telephone connections in hilly areas are the same as those followed in the plains; and

(c) if so, steps being taken by Government to relax these rules in respect of hilly areas with rough terrains scattered villages?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) A statement giving the required information is enclosed as Annexure.

(b) and (c). The rules for providing telephone connections are applicable uniformly to all exchanges irrespective whether they are located in the hilly areas or in the plains. There is no proposal under consideration with the Government to relax these rules in respect of hilly areas.

Statement

Exchange wise Waiting List in Himachal Pradesh

Sl. No.	Name of Exchange								No. of Pending application	Date of the oldest application
1	2	3	4	5	6	7	8	9	10	11
1	Simla	.	.	.	.	.	.	.	34	4-8-72
2	Mushobra	.	.	.	.	.	.	.	2	2-2-76
3	Sundernagar	.	.	.	.	.	.	.	2	30-12-75
4	Solan	.	.	.	.	.	.	.	3	12-5-77
5	Bilaspur	.	.	.	.	.	.	.	4	21-3-73
6	Chamba	.	.	.	.	.	.	.	1	27-1-76

I	2	3	4
7 Dalhousie	• • • • •	4	23-1-76
8 Dera Gopipur	• • • • •	Nil	..
9 Dharamshala	• • • • •	2	30-4-77
10 Hamirpur	• • • • •	1	3-9-76
11 Jubbal	• • • • •	18	4-11-75
12 Kangra	• • • • •	4	23-4-77
13 Karsog	• • • • •	16	26-4-74
14 Kasauli	• • • • •	1	30-4-77
15 Kotkhai	• • • • •	33	6-11-75
16 Kulu	• • • • •	4	2-4-70
17 Mandi	• • • • •	12	26-12-74
18 Nahan	• • • • •	Nil	..
19 Palampur	• • • • •	2	31-10-75
20 Pushar	• • • • •	3	1-3-76
21 Thandedar	• • • • •	36	27-10-75
22 Theng	• • • • •	Nil	..
23 Una	• • • • •	2	26-1-77
24 Ani	• • • • •	28	2-2-76
25 Amb	• • • • •	11	29-12-75
26 Arki	• • • • •	1	7-3-77
27 Oudh	• • • • •	2	27-10-75
28 Barsar	• • • • •	1	15-12-76
29 Baggi	• • • • •	7	8-7-70
30 Bagthan	• • • • •	3	29-10-76
31 Baijnath	• • • • •	1	21-10-76
32 Bakloh	• • • • •	2	28-II-76
33 Bhangrotu	• • • • •	2	4-12-72
34 Banjar	• • • • •	1	1-2-77
35 Barotewala	• • • • •	Nil	..
36 Bhawarana	• • • • •	Nil	..
37 Bhuntar	• • • • •	1	19-2-77
38 Chail	• • • • •	Nil	..
39 Chauntra	• • • • •	Nil	..
40 Chowari	• • • • •	Nil	..

	1	2	3	4
41	Chopal	.	Nil	..
42	Chinpurni	.	2	31-10-75
43	Dadahu	.	Nil	..
44	Dagshai	.	11	11-11-76
45	Dharampur	.	4	25-3-77
46	Gaggal	.	1	25-10-76
47	Gagret	.	1	14-4-77
48	Ghumarwin	.	4	27-10-75
49	Golar	.	4	1-02-75
50	Haripur	.	1	26-10-76
51	Jaisinghpur	.	3	11-11-75
52	Jeari	.	Nil	..
53	Jogindernagar	.	3	30-7-76
54	Jwalamukhi	.	Nil	..
55	Jahu	.	3	24-10-75
56	Kandaghat	.	1	1-11-76
57	Katrain	.	23	7-3-74
58	Kiari	.	24	11-1-76
59	Kumarsain	.	5	24-11-73
60	Kunihar	.	Nil	..
61	Matians	.	Nil	..
62	Manali	.	Nil	..
63	Mehatpur	.	2	26-5-76
64	Nadaun	.	Nil	..
65	Nagrota Bhagwan	.	1	4-2-76
66	Nalagarh	.	6	24-4-75
67	Narkanda	.	Nil	..
68	Nihri	.	6	16-10-76
69	Nurpur	.	4	28-3-77
70	Pandoh	.	Nil	..
71	Paragpur	.	1	2-5-77
72	Paunta Sahib	.	7	30-4-76

1	2	3	4
73 Pangna	.	1	15-2-74
74 Rajgarh	.	4	21-6-73
75 Rohroo	.	7	30-12-75
76 Subathu	.	2	30-3-77
77 Sarahan	.	Nil	..
78 Sarahan Bushahar	.	Nil	..
79 Sarkaghari	.	2	14-11-73
80 Sawra	.	Nil	..
81 Shahpur	.	3	10-2-76
82 Shogi	.	Nil	..
83 Slapper	.	7	4-9-74
84 Suiampur Tira	.	Nil	..
85 Sun	.	1	30-6-76
86 Tissa	.	Nil	..
87 Yol	.	Nil	..

Practising Modern Medicine by Practitioners of Indigenous System of Medicine

585. SHRI R. K. MHALGI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the joint meeting of Central Council of Health and Family Planning on the 19th April, 1975 had recommended in resolution B(ii) "the right to practise modern medicine by practitioners of Indigenous System of Medicine whose course provides for training in subjects of modern medicines, at present restricted to the respective States under S-17 (3x) (b) of Indian Medicine Central Council Act, 1976 should be extended to the whole of India";

(b) whether on the 13th September, 1976 the Ministry of Health issued a Circular No. 26011/4/75-AY Desk to all the State Governments and that this circular is vague and does not fulfil the said recommendations; and

(c) the steps Government propose to guarantee the rights of these practitioners to implement the above recommendation?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Yes.

(b) and (c). The circular is specific and conveys the Central Government's decision on the recommendations made by the joint meeting of the Central Councils of Health and Family Welfare. It is for the State Governments to take action in the light of that circular.

Bauxite Deposits in East Coast

586. SHRI P. K. DEO: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether any survey has been made on the extent of Bauxite deposits in the East Coast; and

(b) if so, the quantity of Bauxite ore and the percentage of aluminium

and silica are expected in the following deposits; Rakta Konda, Galhi Konda in Andhra Pradesh, Pottangi, Panenpatmali, Sasbhumali, Kutiumati, Baflamali, Karlapat, Lanjigarh, Gandhamali in Orissa?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) The Geological Survey of India and Mineral Exploration Corporation Ltd. are still continuing the survey of the Bauxite deposits on the East Coast.

(b) The ore bodies so far investigated show that the ore is unique in its low silica and low titania content and average alumina content varies from 45 per cent and 46 per cent and is of good metal grade in quality. The reconnaissance survey of the belt in Orissa and Andhra Pradesh and exploration work already done indicate the possibility that the total reserves might ultimately turn out to be as much as 1000 million tonnes. The precise details of grades and quantities of Bauxite ore in individual deposits will be known only after the detailed exploration is completed.

Facilities to workers of Indian Telephone Industries, Palghat

587. SHRI VAYALAR RAVI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether facilities given to the workers of the ITI, Bangalore and other places regarding their working conditions, housing etc., are not being given to the workers of the ITI, Palghat, Kerala;

(b) if so, the reasons therefor and the steps Government have taken to get the same to the workers of ITI, Palghat; and

(c) whether Government have received any representation of the workers Unions in this regard and the steps taken thereon?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) and (b). The facilities provided for each unit are based on the growth of the unit, the local conditions and requirements. The ITI Unit at Palghat is in the process of being set up and has only recently commenced production. Facilities regarding their working conditions are being gradually extended to the workers. ESI health facilities have been made available. Provident Fund facility has been introduced well before the time under statutory regulations. Cooperative canteen adequately subsidised is being run smoothly. State Government is being pursued for provision of quarters. State Transport Authorities have made adequate arrangements for running buses to suit factory timings.

(c) Representations have been received by the Management from the Unions from time to time on these matters. These have been suitably replied to and the Unions are aware of the position indicated above.

Paris Conference

588. DR. BAPU KALDATE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India was represented at the meeting of 27 rich and poor nations held recently at Paris;

(b) if so, the objective of this meeting; and

(c) the outcome thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Yes, sir.

(b) The objective of the Conference was to work out concrete proposals which would constitute a significant advance in international economic cooperation and make a substantial contribution to the economic development of the developing countries."

(c) The results have fallen far short of our expectations, though there was limited progress in the field of Official Development Assistance to developing countries, Food and Agriculture, the creation of an infrastructure, particularly in Africa, etc. There was also an agreement, in principle, on the creation of a Common Fund, though its purposes, objectives and other constituent elements will have to be further negotiated in UNCTAD.

.. Grievances Cells

589. SHRI PRADYUMNA BAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the number of grievances cells established State-wise so far, in the country in order to give compensation to the persons who have been sterilised forcibly during the emergency?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): State Governments/Union Territories have been advised to set up a grievance cell at the State Family Welfare Bureau to process expeditiously the complaints regarding use of coercion and harassment of the Government servants and members of public and complaints of mal-practices etc. A similar grievance cell is also functioning in the Department of Family Welfare of Government of India.

States of Uttar Pradesh, Haryana, Orissa, Sikkim and Union Territories of Andaman and Nicobar Islands, Delhi and Chandigarh have so far informed that they have set up State level grievance cells. No separate Cell has, however, been established exclusively for giving cash compensation to those alleging forced sterilisation. In fact Government have not devised any scheme to give cash compensation to those who allege that they have been forcibly sterilized.

इस्पात संयंत्रों के उचित पदार्थों को रासायनिक उर्वरक में बदलना

590. श्री मृत्युजय प्रसाद बर्मा : क्या इस्पात और लान मंत्री यह बताने कृपा करेंगे कि :

(क) क्या इस्पात संयंत्रों द्वारा बहुत से उचित पदार्थों का उत्पादन किया जाता है जो यहां बिना उपयोग के पड़े रहते हैं, और

(ख) यदि हां, तो क्या इसे उच्च उत्पादक क्षमता के रासायनिक उर्वरक में बदला जा सकता है और सरकार का इस बारे में क्या उपाय करने का विचार है ?

इस्पात और लान मंत्री (श्री बीबू पट्टनायक) : (क) और (ख) : इस्पात कारखानों से निकलने वाले उचित पदार्थ इतनी बड़ी मात्रा में अप्रयुक्त नहीं पड़े हुए हैं कि उनको रासायनिक उर्वरक बनाने के लिए काम में लाया जा सकता है। सर्वतोमुखी इस्पात कारखानों की कोक भट्टियों से निकलने वाली एमोनिया गैस लिकर को यथासंभव उतोत्पाद के रूप में इकट्ठा किया जाता है और इसका नाइट्रोजनीय उर्वरक बना दिया जाता है।

Opening of Medical Colleges in Tamil Nadu

591. SHRI R. V. SWAMINATHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Central Government propose to set up some more Medical Colleges in the State of Tamil Nadu;

(b) if so, whether there are many villages in the State where no hospitals, medical shops are available and people in these villages have to die due to non-availability of medical facilities;

(c) if so, whether Government are considering to open mini hospitals and mobile hospitals in every village; and

(d) if not, what are other proposals being considered to provide medical benefits to villages also?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) No, there is no scheme in the Central sector for setting up of Medical Colleges in the country during the Fifth-Five-Year Plan.

(b) Medical facilities in the rural areas are provided through a net work of Primary Health Centres, Sub-centres, Taluka and District level Hospitals and all citizen can avail of these facilities.

(c) and (d). Government of India have no proposal to open mini hospitals or mobile hospitals in every village. Efforts are being made to develop new schemes for delivery of Health Services in Rural areas in accordance with the Janta Party's manifesto.

भविष्य निधि की राशि जमा न करने पर जुर्माना लगाना

592. श्री शिव नारायण सरसूनिया : क्या संसदीय कार्य तथा अम भंड्री यह बताने की कृपा करेंगे :

(क) क्या भविष्य निधि को राशि समय पर जमा न करने पर जत प्रतिशत तक जुर्माना किया जाता है;

(ख) क्या जुर्माने को माफ करने का कोई प्रावधान नहीं है और न ही इस बारे में कोई निश्चित नीति निर्वाचित की गई है और भविष्य निधि के अधिकारियों की इच्छा ही इसमें सर्वोपरि है;

(ग) यदि हाँ, तो क्या सरकार का विचार जुर्माने की राशि माफ करने में प्रबलित प्रथाओं को समाप्त करने के लिए कोई निश्चित नीति बनाने का है ; और

(घ) क्या इस प्रकार का जुर्माना प्रनेक संसाधों पर लगाया गया जो कि माफ कर दिया गया था ?

संसदीय कार्य तथा अम भंड्री (श्री रवीन्द्र बर्मा) : (क) कर्मचारी भविष्य निधि और प्रकोण उपबन्ध निधिनियम, 1952 की द्वारा 14 ल केन्द्रीय और ज्ञेत्रीय भविष्य निधि आयुक्तों को दोषी नियोजकों पर बकाया राशि से प्राप्तिक जुर्माने लगाने की शक्तियां प्रदान हरती हैं।

(ख) और (घ). कुछ परिस्थितियों में ज्ञेत्रीय भविष्य निधि आयुक्त द्वारा लगाये गए जुर्मानों को, इस सम्बन्ध में निर्धारित की गई नीति के प्रनुसार, उच्चतर प्राधिकारियों द्वारा पुनरीक्षा की जाती है।

(ग) प्रश्न नहीं उठता, क्योंकि इस सम्बन्ध में निश्चित नीति है।

Strengthening of Friendly Relations with Nepal, Bangladesh and Pakistan

593. **SHRI SUSHIL KUMAR DHARA:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) what are the plans of Government of India for further strengthening friendly relations with Nepal, Bangladesh and Pakistan;

(b) steps being taken in this direction; and

(c) if he is likely to visit any of these countries in the near future?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Consistent with the policy of friendship with its neighbours, the Government of India will be continuing the process of further strengthening of relations with Nepal and Bangladesh and normalisation of ties with Pakistan.

(b) As a part of this process, the Government of India have recently taken important measures to solve some of the outstanding problems with these countries.

Insofar as Nepal is concerned, it was made clear during the King of Nepal's recent visit to New Delhi that the Government of India have no intention to interfere in the internal affairs of Nepal and would seek to promote healthy and good neighbourly relations as well as co-operation on the basis of mutual respect.

An understanding has been reached with the Government of Bangladesh on the Farakka problems and bilateral negotiations are going on to reach a comprehensive agreement. We have also informed the Government of Pakistan of our willingness to have talks on the Salal Project and the Maritime Boundary.

(c) No visit by the Minister of External Affairs is planned at present to Pakistan or Bangladesh. A formal invitation to visit Nepal has been received but due to other prior commitments, it has not been possible so far to avail of it.

Alleged Complaints against misuse of Funds of Vishwayatan Yoga Ashram. New Delhi

594. SHRI KANWAR LAL GUPTA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the total amount of grant and loan given by the Government to Shri Dhirendra Brahmchari and his Yoga Ashram;

(b) complaints which came into the notice of the Government against the misuse of funds of Ashram;

(c) what action has been taken by the Government over those complaints;

(d) does Government propose to take over the Yoga Ashram into its possession; and

(e) if so, what steps have been taken so far in this connection?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Grants totalling Rs. 42.69 lakhs have been given to the Vishwayatan Yogashram and Central Research Institute for Yoga.

(b) There have been complaints of embezzlement of public funds, forgery and gross irregularities in the utilisation of funds of the two Yoga Societies.

(c) to (e). The management of the Vishwayatan Yogashram (New Delhi and its Centre at Katra Vaishnodevi) and Central Research Institute for Yoga which is also functioning in the Yogashram premises at New Delhi, has been taken over by the Central Government on 25th May, 1977, under the Yoga Undertakings (Taking over of Management) Ordinance, 1977—No. 8 of 1977 and Government have appointed an Administrator, for the two institutions.

मेसर्स ग्लोब मोटर्स लिमिटेड, विल्सो द्वारा भविष्य निधि की राशि का जमा न कराया जाना

595. ओ के० लक्ष्या : क्या संसदीय कार्य तथा अम मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या मेसर्स ग्लोब मोटर्स लिमिटेड भविष्य निधि की राशि जमा कराने में अनेक बार दोषी पाये गये हैं;

(ख) क्या उनका मुख्य लेखापाल कर्मचारियों, नियोजकों से भविष्य निधि की राशि लेने तथा उसे समय पर सरकार के पास जमा कराने के लिए जिम्मेदार है; और

(ग) भविष्य निधि के अंशदान विशेष कर कर्मचारियों की मजूरी से काटी गई राशि को समय पर जमा न कराने के लिये उनके

विरुद्ध भविष्य निधि आयुक्त द्वारा क्या कार्य-
वाही को गई है ?

संसदीय कार्य तथा अमंत्री (श्री रवीन्द्र बर्मा) : (क) और (ग). भविष्य निधि प्राधिकारियों ने सूचित किया है कि उक्त प्रतिष्ठान की ओर इस समय जून, 1976 से लेकर 15 अप्रैल, 1977 तक (जब यह दिल्ली उच्च न्यायालय के आदेश के अनुसार दिवालिया घोषित किया गया था) के भविष्य निधि अंगदानों की राशि बढ़ाया है। जून, 1976 से अक्टूबर, 1976 तक की अवधि की देय राशियों की भूमि राजस्व की बकाया राशियों के रूप में बमूली के लिए कारंबाई भारम्भ की गई थी, परन्तु प्रतिष्ठान द्वारा दायर किए गए आवेदन-पत्र पर उसे उच्च न्यायालय द्वारा स्वीकृत कर दिया गया। इसके कारण इस प्रतिष्ठान के खिलाफ कोई अभियोजन नहीं चलाया जा सका। अब चूंकि कम्पनी दिवालिया हो गई है, इसलिए मांविधिक देय राशियों के लिए दावे सरकारी परिमापक के पास दायर किए जाने हैं।

(ब) कमंबारी भविष्य निधि और प्रकीर्ण उपबन्ध अधिनियम, 1952 के अधीन मांविधिक उपबन्धों के अनुपालन करना नियोजक का दायित्व है।

New Steel Plants during Fifth Plan

596. SHRI GANANATH PRADHAN:
SHRI K. A. RAJAN:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether there are any proposals to set up new Steel Plants during the Fifth Five Year Plan; and

(b) if so, the States in which these will be set up?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) and (b). The three new steel plants are in the following stages of progress:

(1) Salam Steel Plant, Tamilnadu 1st stage - under implementation.

(2) Vijayanagar Steel Project, Karnataka; Detailed Project Report under consideration by SAIL.

(3) Visakhapatnam Steel Project, Andhra Pradesh—Detailed Project Report under preparation by the consultants.

पोस्टल मुहरों के निर्माण के लिए सप्लाई आवेदन में क्या

507. श्री नवाब सिंह चौहान ; क्या संचार मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या डाकघरों में प्रयोग होने वाली मुहरों की संख्या तथा किसी भी हाल में कमी कर दी गई है जिसके फलस्वरूप पोस्टल सील्म महकारी समिति, अनीगढ़ को उनके निर्माण हेतु सप्लाई आहंर में भी कमी हुई है;

(ख) यदि हां, किस किसी की मुहरों को प्रब समाप्त कर दिया गया है और उसके क्या कारण हैं; और

(ग) क्या सहकारी समिति ने कटौती को बहाल करने के लिए एक प्रतिनिधि मंडल भेजा है और उस पर सरकार ने क्या निषंय किया है ?

संचार मंत्री (श्री जाबू फर्नान्दिस) :

(क) जी हां।

(ख) शाखा डाकघरों में तारीख की सीलों की जगह नाम की सीलें आनंद की गई हैं। उप-डाकघरों और मुक्य डाकघरों में इस्तेमाल की जाने वाली सीलों की मध्या सीमित करके आपनेटरों की संख्या के बराबर कर दी गई है और एक दीमा सील भी इस्तेमाल की जाती है। दो सीलें उन पिछली सीलों की जगह इस्तेमाल की जाएगी जो विभागवार तैयार की गई थीं। डाक कर्मचारियों द्वारा भारी संख्या में सीलों का इस्तेमाल करने में व्यर्थ का काम करने और कार्य-कुशलता के अनुरूप व्यवस्था में वित्तव्यना लाने के लिए नवे प्रावण जारी किए गए हैं।

(प) सोसायटी की तरफ से ऐसा कोई प्रतिनिधि मंडल नहीं आया, जिसने खास तौर पर यह मांग की हो कि सीलों में को गई यह कमी बहाल कर दी जाय। इसलिए उस पर कोई फैसला करने का प्रयत्न ही नहीं उठता।

Continuation of Tripartite Apex Body

598. SHRI CHITTA BASU: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

- (a) whether a tripartite Apex Body was formed to keep watch on the industrial relations in the country during emergency;
- (b) whether the said Body still continues to function; and
- (c) if so, the reasons therefor?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) A Bipartite (and not Tripartite) National Apex Body was formed during emergency.

(b) No.

(c) Does not arise.

Changes in Diplomatic Posts

599. SHRI R. K. AMIN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether Government are planning for a change at high level diplomatic posts; and
- (b) if so, when it will be given effect to?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). As the manning of high-level Diplomatic posts abroad is a matter of considerable importance, the question of send-

ing appropriate persons from within the Foreign Service or from public life to represent the country is a matter that constantly engages the attention of Prime Minister and Foreign Minister. Changes are made from time to time in the public interest.

Passports Impounded during Emergency

600. SHRI JYOTIRMOY BOSU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) the number of passports impounded during emergency;
- (b) how many of them belonged to people with political background;
- (c) how many of them belonged to businessmen; and
- (d) whether the persons in authority concerned have been proceeded against and the impounded passports have been returned?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) to (d). During the Emergency, the total number of persons whose passports were impounded or to whom passport facilities were denied, for political or economic reasons, by invoking the provision in the Passports Act, 1967 relating to the interest of general public was 2,023. The passports of 237 persons were impounded or passport facilities denied for political reasons, e.g. anti-Emergency activities. Passport facilities were withdrawn or withheld in 1,786 cases for economic reasons under the Conservation of Foreign Exchange and Prevention of Smuggling Activities Act. In 256 cases impounding and refusal orders have been cancelled. Passports have not yet been returned in the case of 1,767 persons as the matter is under consideration. The action taken to impound passports or withhold passport facilities was taken under the authority and with the approval of the Ministers concerned.

Educated and uneducated unemployed in India

601. SHRI V. M. SUDHEERAN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the total number of unemployed youth in India, both educated and uneducated, State-wise; and

(b) the short-term and long-term proposals before Government, to provide them employment?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) The

available information relates to the number of job-seekers (all of whom are not necessarily unemployed) on the live register of Employment Exchanges which is given in the statement attached.

(b) The Government is conscious of the seriousness of the unemployment problem and will follow an employment-oriented strategy with due emphasis on the development of agriculture, agro-industries, small and cottage industries especially in rural areas. High priority will also be given to the provisions of minimum needs in rural areas and to integrated rural development.

Statement

(Figures in thousands)

State Union Territory	Number of job-seekers on the Live Register of Employment Exchanges as on 31-12-1976		
	Un-educated@	Educated @@	Total
1	2	3	4
STATE			
1 Andhra Pradesh	349.9	317.5	667.4
2 Assam	106.0	89.0	195.0
3 Bihar	481.2	505.4	986.6
4 Gujarat	170.9	208.5	379.4
5 Haryana	104.5	138.0	242.5
6 Himachal Pradesh	47.5	36.5	84.0
7 Jammu & Kashmir	32.3	20.3	52.6
8 Karnataka	181.9	274.5	456.4
9 Kerala	344.2	409.4	753.6
10 Madhya Pradesh	316.1	256.3	572.4
11 Maharashtra	391.2	479.5	870.7
12 Manipur	24.5	23.4	47.9
13 Meghalaya	6.9	5.1	12.0

1	2	3	4	5
14	Nagaland	1.4	0.6	2.0
15	Orissa	221.8	132.6	354.4
16	Punjab	153.0	168.9	321.9
17	Rajasthan	136.8	135.2	272.0
18	Sikkim*	..	..	..
19	Tamil Nadu	421.0	409.9	830.9
20	Tripura	23.2	28.9	52.1
21	Uttar Pradesh	479.2	633.7	1112.9
22	West Bengal	588.2	614.0	1202.2

UNION TERRITORIES

1	Andaman & Nicobar Islands.	3.0	0.7	3.7
2	Arunachal Pradesh*	..	..	..
3	Chandigarh	18.0	21.0	39.0
4	Dadra & Nagar Haveli*	..	..	..
5	Delhi	46.2	168.0	214.2
6	Goa	14.6	16.8	31.4
7	Lakshadweep	1.6	0.7	2.3
8	Mizoram	3.8	1.5	5.3
9	Pondicherry	11.3	8.3	19.6
TOTAL		4680.2	5104.1(R)	9784.3(R)

NOTE: @ Below Martic including illiterates.

@@ Matriculates and above.

1. *No Employment Exchange is functioning in these States/Union Territories.

2. All the job-seekers on the Live Register of Employment Exchanges are not necessarily unemployed.

3. Exclude figures in respect of University Employment Information & Guidance Bureaux except for Delhi and Maharashtra.

4. The figures may not add-up to total due to rounding off.

5. R: Revised.

मारति लिमिटेड और इसकी सहयोगी कम्पनियों को टेलीफोन कनेक्शन देना

602. श्री कर्पूरी ठाकुर : क्या संचार मंत्री यह बताने कृपा करेंगे कि :

(क) गुडगांव (हरियाणा) में मारति सथा उसकी सहयोगी कम्पनियों को कुल कितने टेलीफोन कनेक्शन दिए गए हैं और प्रत्येक कनेक्शन किस तिथि को दिया गया ;

(ख) क्या मारति लिमिटेड के आस-पास 5 किलोमीटर की दूरी के भीतर स्थित अन्य कारखानों के नए टेली-फोन कनेक्शनों के लिए आवेदन पत्र लम्बे समय से लम्बित है और यदि हाँ, तो ऐसे आवेदन पत्रों की संख्या क्या है; और

(ग) उक्त क्षेत्र में आवेदकों को नए टेलीफोन कनेक्शन देने के लिए सरकार क्या कारबाहँ कर रही है ?

संचार मंत्री (श्री जार्ज कर्नान्दिस) : (क) गुडगांव में मारति लिमिटेड और उसकी सहयोगी कम्पनियों को बारह टेलीफोन कनेक्शन दिए गए हैं। इनमें से 8 टेलीफोन कनेक्शन दिस्ती टेलीफोन अग्राली से जुड़े हैं और 4 कनेक्शन गुडगांव एकमचेज से जुड़े हैं। एक कनेक्शन सितम्बर, 1971 से, तीन कनेक्शन मई, 1972 से, चार कनेक्शन जून, 1972 से, एक कनेक्शन मार्च, 1973 से और तीन कनेक्शन जनवरी, 1977 में दिए गए हैं। मारति लिमिटेड और उसकी सहयोगी कम्पनियों को दिस्ती से दिए गए 8 कनेक्शनों में से 5 कनेक्शन 1977 से पहले अर्थात् 1971-1972 में दिए गए हैं। ये कनेक्शन सरकार के अधिकारी के अन्तर्गत बगीर शो-वाई-टी के बिना

बारी की प्राथमिकता के प्राप्तार पर दिए गए हैं। डाक-तार महानिदेशालय का पत्र सं० एक 18-12/73-पी-एच-ए (प्राई-पार 1117/73 पी एच ए) तारीख 8/11/73 है। वाकी तीन कनेक्शन जनवरी, 77 में दिए गए हैं। टेलीफोन की ये मांगें 22, 10/75 को सूची में दर्ज की गई थीं। मारति लिमिटेड में 520 लाइन का पी बी-एस था जिसे बदल कर वे 850 लाइन का पी-ए-बी-एस लगाना चाहते थे। ये तीन कनेक्शन अधिक अमता बाले बोडं के लिए अतिरिक्त जंकशनों के लिए थे।

(ख) जी हाँ। ऐसी 43 अर्जियां बकाया हैं। 13 अर्जियां दिल्ली से टेलीफोन कनेक्शनों के लिए हैं और 30 अर्जियां गुडगांव एकमचेज से टेलीफोन कनेक्शनों के लिए हैं।

(ग) गुडगांव एकमचेज की अमता बढ़ाई जा रही है और जमीदोज केबुल बिछाए जा रहे हैं। आशा है कि गुडगांव से टेलीफोन कनेक्शन वर्ष 1978 के मध्य तक दे दिए जाएंगे।

दिल्ली कैट एकमचेज की अमता बढ़ाने पर उम्मीद है कि दिल्ली से टेली-फोन कनेक्शन वर्ष के 1979 के मध्य तक दे दिए जाएंगे।

मानतलाई के निकट धोरेज बहुचारी आधम को टेलीफोन सुविधाएं

603. श्री जी० एस० तोहरा : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मानतलाई (जम्मू-कश्मीर) के निकट स्थित आधम में

श्री श्रीराम बंहुचारी को संचार विभाग के नियमों का उन्नास कर टेलीफोन सुविधाएं दी गई थीं;

(ब) यदि हां, तो तत्सम्बन्धी तथ्य क्या हैं; और

(ग) उस पर कितना खर्च हुआ?

संचार बंधी (श्री जाजं कनिङ्हम):

(क) जी नहीं। टेलीफोन कनेक्शन विभाग के द्वारा दिया गया था।

(ब) किराए और गारंटी के आधार पर तारीख 5-3-1973 को एक लम्बी दूरी के पी० सी० औ० से एक्सटेंशन दिया गया था।

(ग) एक्सटेंशन देने पर 7400 रुपए खर्च प्राया था और मालाना किराया 1456 रुपए उक्त खर्च के आधार पर निश्चित किया गया है। पी० सी० औ० भी तारीख 4-3-73 को 84,715 रुपए की लागत पर खोला गया था।

Progress of Salem Steel Plant during 1977

604. SHRI C. N. VISVANATHAN:
SHRI K. RAMAMURTHY:

Will the Minister of STEEL AND MINES be pleased to state the progress of Salem Steel Plant during 1977 and whether any further allocation of money has been made for the completion of the plant?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): In March, 1977, Government gave approval for the first stage of Salem Steel Project involving an investment of Rs. 126.81 crores. Necessary preparatory work and infra-structure facilities for the first stage of the project have been almost completed. Expenditure incurred on the project so far amounts to Rs. 13.30 crores.

Offers have been received from international stainless steel makers for supply of production know-how.

An allocation of Rs. 13.07 crores has been proposed for the project during the current financial year.

Restoration of "Realignment Scheme" in P&T

605. SHRIMATI BIBHA GHOSH GOSWAMI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the previous Government had arbitrarily flouted the "Realignment Scheme" agreed to by the Government and the P&T Unions in 1954 which brought about one Federation (NFPTE) in P&T with 9 affiliated unions, by floating a parallel organisation immediately following the 1968 strike;

(b) if so, whether the new Government are contemplating to restore the "Realignment Scheme" in the P&T; and

(c) whether Government are considering restoration of recognition to elected office bearers of NFPTE and some of its affiliates which was withdrawn by the previous Government and granted recognition to parallel bodies?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) No. Sir; The "Realignment Scheme" was agreed to in 1954. Following the September, 1968 strike when the NFPTE and its affiliated unions were derecognised, the staff organised themselves into new unions. These new unions affiliated themselves to the new Federation, FNPTO. Later the NFPTE was re-recognised in Nov-1969, but since the FNPTO and its affiliated unions were already in existence they continued to be recognised.

(b) No such action is under consideration.

(c) There were disputes, in the NFPTE and four of its affiliated unions. The disputes in NFPTE and

two of its affiliated unions have been sorted out. The disputes in the other two unions are being gradually sorted out.

खात पदार्थ में मिलावट

606. श्री जगदम्भी प्रसाद यादव : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की हुया करेंगे कि :

(क) क्या कारखाने में तैयार किए गए और 'डिब्बाबद किए गए खात पदार्थों में मिलावट के लिए खुदरा व्यापारी को अवश्य कम्पनी को उत्तरदायी ठहराया जाएगा ;

(ख) क्या बंगाल कानून के अन्तर्गत केवल खुदरा व्यापारी को उत्तरदायी ठहराया जाता है जब कि उसे टिन के अन्दर किसी मिलावट की जानकारी नहीं होती और यदि हाँ, तो क्या सरकार इस कानून में उचित मंजोधन करेगी ; और

(ग) क्या सरकार सरकारी इन्स्पेक्टर को भी मिलावट के लिए उत्तरदायी ठहराने पर विचार करेगी जो पदार्थों का टिनों में बन्द करने के कार्य की देखभाल करता है ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री राज नारायण) : (क) और (ख). खात अपमिश्चन निवारण अधिनियम, 1954 की धारा 19 (1) के अधीन मिलावट अवश्य बचने गलत छाप की खात वस्तु सम्बन्धी अपराध के लिए बनाए गए अधियोग में मात्र यह कहना कि विक्रेता अपने द्वारा बेचे गए खात पदार्थों की किसी तत्व अवश्य गुण के, बारे में अनभिज्ञ था कोई दबाव नहीं माना जाएगा फिर भी उक्त अधि-

नियम की धारा 19(2) के अधीन यदि कोई विक्रेता यह सिद्ध कर देता है कि उसने वह खात वस्तु निर्धारित काम में लिखित आश्वासन सहित खरीदा था और वह खात वस्तु जितने समय उसके काम में रही उतने समय ठीक ढंग से स्टोर की हुई थी और साथ ही उसने उसे उसी हालत में बेचा जिसमें उसने खरीदा था तो ऐसे व्यापारी को किसी मिलावटी या गलत छाप की खात-वस्तु बेचने का अपराध किया हुआ नहीं माना जाएगा ।

(ग) डिब्बों की एक करने की देखरेख कला, खात अपमिश्चन निवारण अधिनियम 1954 के अधीन नियुक्त किये गए खात निरीक्षकों के कर्तव्यों में नहीं आता ।

Non-release of amount of Hyderabad Telephone District Employees' Co-operative Consumer Society Ltd.

607. SHRI GADADHAR SAHA Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether about Rs. 60,000 belonging to Hyderabad Telephone District Employees' Cooperative Consumer Society Ltd. has been withheld by the General Manager, Telephone, Hyderabad for the last 8 months inspite of the directive by the Registrar of Cooperatives to remit the amount to the Society;

(b) whether General Manager, Telephones, has not adhered to constitutional provisions of the Society by withdrawing the Departmental shares worth Rs. 2,500 by adjusting from the amounts recovered from the Members' pay bills; and

(c) whether instructions will be issued to General Manager, Telephones of Hyderabad to release the withheld amount to the Society?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) The total amount withheld by the General Manager, Telephones, Hyderabad is Rs. 50,934.84. After the directive of the Registrar to remit the amount to the Co-operative Society was received, there was further correspondence between the General Manager, Telephone and Registrar consequent on the rejection of Society's writ appeal for remittance of recovered amount by the High Court. The Registrar's final stand was that it would not be desirable for him to interfere in the matter till the main writ petition was finally disposed off.

(b) Departmental shares worth Rs. 2,500 have been withdrawn: the procedural details are being examined.

(c) Instructions have already been issued regarding procedures to be adopted before releasing the withheld amount.

Implementation of Contract Labour (Regulation and Abolition) Act, 1970 by Paradeep Port

608. SHRI SARAT KUMAR KAR: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the Contract Labour (Regulation and Abolition) Act, 1970 is being implemented by Paradeep Port; and

(b) if so, the action taken for the appointment of workmen by the contractor executing the Dumper House at Paradeep Port?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) Yes, Sir.

(b) According to the information made available by the Ministry of Shipping and Transport, the work of Dumper House is being executed by M/s. Graithwaite Burn and Jessop Construction Company Limited. The

Contractors' establishment had initially obtained a licence for employing 106 contract labour and have subsequently applied for licence for additional 100 workers which is being processed by the authorities concerned.

Message from Pakistan's Prime Minister

609. SHRI F. P. GAEKWAD: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a high functionary in the Pakistan Foreign Office arrived in India to deliver a personal message from Pakistan's Prime Minister, as reported in the Press on 5th April, 1977; and

(b) if so, the nature and contents of the message?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Mr. S. Shah Nawaz, Additional Foreign Secretary in the Ministry of Foreign Affairs, Government of Pakistan, visited New Delhi as the special Envoy of the Prime Minister of Pakistan from April 4 to 7, 1977. He called on the Prime Minister on April 6 and handed over a letter to him from Mr. Bhutto.

(b) Communications between Governments are confidential in nature. In general, however, Mr. Bhutto expressed his desire to continue the process of normalization of relations between the two countries.

Deaths etc. due to forcible sterilisation in H.P.

610. SHRI BALAK RAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of persons died or rendered physically invalid due to forcible sterilisation under the so-called

non-official 5-point programme during emergency in Himachal Pradesh particularly in Simla District;

(b) the amount of compensation, if any, proposed to be given to the families of the deceased or those rendered physically invalid; and

(c) the action taken or contemplated to be taken against all those responsible?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Government of Himachal Pradesh have reported that there has been no case of this type.

(b) and (c). Question does not arise.

Enquiry in Allegations against P.M.G. West Bengal Circle, Calcutta

• 611. **SHRIMATI AHILYA P RANGNEKAR:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there are complaints of vindictive actions on political considerations against the staff by the Postmaster General, West Bengal Circle, Calcutta;

(b) if so, whether Post and Telegraph Department is considering inquiry into the allegations against the P.M.G; and

(c) whether Government are considering to transfer the said Postmaster General from the West Bengal to facilitate impartial enquiry?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) and (b). Some complaints were received against the administration of the Postmaster General, West Bengal Circle. Inquiries made however, reveal that no vindictive action was taken by the Postmaster General against the staff or Political considerations.

(c) Does not arise.

Supply of Public and Private Sector Steel to Maruti Ltd.

612. **SHRI SOMNATH CHATTERJEE:** Will the Minister of STEEL AND MINES be pleased to state:

(a) total quantity of steel supplied by the Public and Private Sector Steel Plants to Maruti Ltd., Haryana, to-date since its inception;

(b) manner in which this quantity was utilised by the company;

(c) whether any allegations of irregularities and misuse of steel had been brought against the company;

(d) if so, the facts thereof; and

(e) action, if any, proposed to be taken by Government in this regard?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) to (e). The information is being collected and will be laid on the Table of the House.

Performance of Public Sector Steel Plants

613. **SHRI S. R. DAMANI:** Will the Minister of STEEL AND MINES be pleased to state:

(a) the performance of public sector steel plants in the year ended 31st March, 1977 and how it compares with that of the previous two years;

(b) whether stocks have accumulated with plants for want of demand; and

(c) if so, the actual up-to-date position of stocks, the reasons of the slack demand and the steps proposed for quick disposal?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) The following table indicates the annual installed capacity of and actual

production from each of the public sector steel plants during the years

1974-75, 1975-76 and 1976-77 in terms of Ingot steel and saleable steel:—

(In 'ooo tonnes)

Plant	Annual capacity	Actual production during		
		1974-75	1975-76	1976-77
INGOT STEEL				
Bhilai	2500	2001	2209	2302
Durgapur	1600	819	1001	1091
Rourkela	1800	1066	1282	1503
Bokaro	*	122	342	956
IISCO	1000	532	630	667
SALEABLE STEEL				
Bhilai	1956	1693	1850	2019
Durgapur	1239	520	751	901
Rourkela	1225	812	1041	1174
Bokaro	*	..	150	736
IISCO	800	414	500	542

* Units under erection/gestation.

(b) and (c). There was a fall in demand for steel in the year ended 31st March, 1977. As on 31st March, 1977 the total stocks with the integrated steel plants in the public sector (including stocks in transit and the stock-yards and exports) amounted to 1.38 million tonnes. These, however came down to 1.24 million tonnes as on 31st May, 1977. The main reasons for accumulation of stocks were higher production as compared to the previous years, slow down in building construction activity and reduced oil-take for railway rolling stocks and by irrigation projects.

It is expected that as a result of measures taken recently the present trend of gradual depletion of stocks will continue. Efforts are also being made to step up exports still further.

Reinstatement of Union Activists by Management of 'Statesman', Delhi

614. SHRI MUKUNDA MANDAL: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the management of "Statesman" in Delhi had suspended 18 union activists in the month of May—August, 1974 including President, Vice-President, General Secretary, Organisation Secretary etc.; and

(b) if so, the steps taken to reinstate them?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA); (a)

and (b). The matter falls essentially in the State sphere. According to the information made available by Delhi Administration, the management is reported to have suspended 18 workmen belonging to the Statesman Employees Union for alleged misconduct violent behaviour etc. Of these 18, 3 are reported to have settled their accounts in full and final settlement of their claim with the management. Approval applications filed by the management in respect of another 2 workmen who were dismissed from service were pending before the Additional Industrial Tribunal Delhi. Another employee whose services were terminated because of continued ill-health is reported to have received compensation as per the provisions of the Industrial Disputes Act. Enquiry proceedings in respect of the remaining 12 workmen were in progress and the workmen concerned were being paid. It is reported, suspension allowance as per the orders of Delhi High Court.

Scheme of Kerala Government for Student Population

615. SHRI C. K. CHANDRAPPAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Health Minister of Kerala, while speaking in the Conference of Health Ministers, spoke about the schemes of Kerala Government to minimise the entire population of Kerala between the age group of 0-5 and also to check up and provide treatment to the entire student population in that state;

(b) if so, the outlines of the scheme;

(c) whether he sought Central assistance, if so, the decision thereon; and

(d) whether the Central Government propose to put forward such scheme for other States?

THE MINISTER OF HEALTH AND FAMILY WELFARE: (SHRI RAJ NARAIN): (a) Yes.

(b) The State proposes to cover the entire population under the age of 5 years with immunization against small-pox, tuberculosis, diphtheria, tetanus and whooping cough within a period of 3 years. The State also proposes to take up School Health Programme to cover 55 lakh children of over 12,000 schools in a phased manner.

(c) The total cost for immunizations is estimated to be Rs. 85 lakhs. The total cost for the School Health Programme is estimated at Rs. 55 lakh. The details of the schemes have been received recently and are under examination.

(d) The Ministry of Health & Family Welfare has already sponsored immunization against small-pox and eradicated the disease. The Government continue to sponsor immunization against small-pox. Immunization against tuberculosis, is also sponsored through the National Tuberculosis Control Programme in all the States. Limited immunization against diphtheria, whooping cough and tetanus also sponsored by the Central Government in all States and Union Territories.

भूतपूर्व मंत्रियों द्वारा टेलीकोन कालों पर किया गया व्यवस्था

616. श्री भृहीलाल : क्या संचार मंत्री यह बताने की रूपा करेंगे कि उठी लोक सभा के चुनाव की घोषणा के पश्चात् प्रत्येक भूतपूर्व मंत्री ने अपने कार्यालय तथा अपने निवास स्थान से कितने-कितने रुपयों की टेलीकोन काल की तबा क्या सम्पूर्ण रूप सरकार ने बहुत किया था ?

संचार मंत्री (श्री जार्ज कन्फर्डिन) : अपेक्षित सूचना मंत्रालयों से एकत्र की जा

रही है और प्राप्त होते ही उसे समाप्ति पर रख दिया जाएगा।

Reinstating dismissed employees of P & T Department

617. SHRI F. H. MOHSIN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the dismissed employees of the Post and Telegraph Department during the past strikes have been reinstated;

(b) if so, how many have been reinstated and how many remain to be reinstated;

(c) whether the period between the dismissal and reinstatement could be considered as on duty and the remuneration would be paid to them for the period and the estimated expenditure on that account; and

(d) whether after reinstatement of such dismissed employees, any retrenchment of the existing staff would take place, if not how will they be accommodated?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) and (b). Yes Sir, excepting one case which is also being processed in consultation with U. P. S. C.

(c) The issue of instructions in this regard is being finalised in consultation with Department of Personnel and Administrative Reforms.

(d) No retrenchment is involved.

Child Exploitation

618. SHRI M. RAM GOPAL REDDY: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government are aware that there is widespread prevalence

of child labour and that at least there are 25000 of them in the capital itself;

(b) if so, the facts thereof; and

(c) what remedial steps Government have been taken or propose to take to abolish child exploitation?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (c). According to the 1971 Census, the total number of workers below the age of 15 years was 10.74 million, including 17,000 in the Union Territory of Delhi.

Employment of children is regulated or prohibited under various Labour enactments, such as:—

(1) Children (Pledging of Labour) Act, 1933.

(2) Employment of Children Act, 1938.

(3) Factories Act, 1948.

(4) Plantations Labour Act, 1951.

(5) The Mines Act, 1952.

(6) Beedi & Cigar Workers (Conditions of Employment), Act, 1966.

A working Group on Employment of Children set up in April, 1974 by the Department of Social Welfare in the Ministry of Education & Social Welfare has made some recommendations on the subject which are under the examination of the Government.

Creation of posts of postmen and Class IV employees in P&T

619. SHRI BHAGAT RAM: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether All India Postal Employees' Union Postmen & Class IV submitted "standards for creation of

posts of Postmen & Class IV" after thorough study by its General Secretary, in the year 1966-67;

(b) if so, whether the P&T Board has considered the above suggestions of the Union; and

(c) whether the new Ministry is considering cancellation of ad hoc standards and acceptance of standards prescribed by the Union after mutual discussions?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) to (c). The All India Postal Employees Union Postmen and Class-IV had suggested certain standards for the creation of Posts of postmen and Class-IV in 1966-67. Keeping these suggestions in view certain standards were evolved by the Work Study Unit and orders have been issued after the the approval of the P&T Board in 1974, for Class IV (Postal); and in 1975 for the Postmen for implementing the standards. There is no proposal at present for cancellation of these standards.

Rolling Mill for Bokaro Steel Plant

620. SHRI D. D. DESAI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it has been decided to manufacture the rolling mill for Bokaro steel plant in India itself;

(b) if so, reasons thereof; and

(c) whether this will involve any delay in the completion of the Bokaro steel plant at 4 million tonnes stage?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) Yes, Sir, so far as it relates to the Cold Rolling Mill Complex (4 MT Stage) of Bokaro Steel Plant.

(b) It is considered that the Indian Organisations such as Metallurgical and Engineering Consultants (India) Limited, Engineering Projects (India) Limited, Bharat Heavy Electricals

Limited, Heavy Engineering Corporation Limited and other Indian manufacturers in the public and private sectors between themselves possess the capability of undertaking this work with minimum foreign assistance; their being on trusted with this work will not only create a wide technical base but also lead to much greater self-reliance in an area of highly sophisticated technology in the steel sector.

(c) No, Sir.

Uniform prices of Iron and Steel Products

621. SHRI RAMJI LAI YADAV: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the prices of Iron and Steel products are not the same for large consumers, lifting rake-loads and those lifting less than a rake load from stockyards of Hindustan Steel Limited;

(b) if not, whether this policy has not resulted in price preference to large scale consumers; and

(c) whether a uniform policy for all types of consumers of Iron and Steel is proposed to be followed?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) and (b). According to the policy in force while consumers requiring steel in rake-loads can get supplies direct from the Steel Plants at JPC price, others have to get their requirements from the producers' stockyards at stockyard price which is normally higher than the JPC price. State small Scale Industries Corporations, Railways and Defence, however, enjoy the facility of direct despatches from the Steel Plants at JPC price even if they are in wagon loads.

(c) No, Sir.

उत्तर प्रदेश में कर्जी नसबन्दी के मामलों की संख्या

622. श्री सुरेन्द्र विक्रम : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि उन्हें 15 अप्रैल, 1977 से 15 मई, 1977 तक उत्तर प्रदेश में कितने लोगों की फर्जी नसबन्दी की शिकायतें प्राप्त हुई तथा उन पर क्या कायंवाही की गई ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री राज नारायण) : : उक्त अवधि के दौरान उत्तर प्रदेश में जाली नसबन्दी आपरेशनों के बारे में अभी तक इस मदानय को तीन शिकायतें मिली हैं। इनमें वह शिकायत भी शामिल है जिसमें 1976 में उत्तर प्रदेश के शाहजहांपुर जिले में 26 जाली नसबन्दी आपरेशनों का आरोप नगाया गया था और जो श्री सुरेन्द्र विक्रम, समद् मदम्य से मिली है। इन शिकायतों को 7 मई, 1977 को उत्तर प्रदेश सरकार को जांच और आवश्यक कायंवाही के लिए भेज दिया गया है।

Proposal for Fresh Enquiry Re: Death in a Kanpur Hospital due to Glucose

623. SHRI HARI VISHNU KAMATH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that some three years ago a large number of people died in a Kanpur hospital, after having been injected or otherwise treated with what was then described as "Killer Glucose";

(b) whether any inquiry was instituted in the matter by the predecessor Government;

(c) whether it is fact that the inquiry was halted halfway through, if it had been initiated at all;

(d) if so, the reasons therefor; and

(e) whether Government propose to order a fresh inquiry into matter, and bring the culprits to book?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Yes.

(b) Central Government did not hold any inquiry.

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

(e) No such proposal is under consideration. The control over the manufacture and sale of the drugs is exercised by the State Governments under the provisions of the Drugs and Cosmetics Act and Rules. Hence the inquiry was initiated by the Government of U.P. and the offenders were committed to the sessions. The case is at present sub-judice.

Recommendations of Madan Kishore Committee on Extra-Department System

624. SHRI R. P. DAS Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether some of the recommendations made by the Madan Kishore Committee on Extra Department system were not accepted by the previous Government; and

(b) if so, whether new Government are considering review of the earlier decision in this regard?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FARNANDES): (a) Yes; Sir.

(b) No wholesale review of the earlier decision has been undertaken. In two cases the decision taken earlier has been reviewed. In one case the recommendation which was earlier not accepted was accepted on review and the Extra Departmental Delivery Agents have been authorised to book the registered articles like the Village Postmen. In the other case relating to the grant of Gratuity to the Extra Departmental Agents in the event of their quitting the service on account of infirmity, a review is under way.

Overhauling of Indian Missions abroad

625. SHRI S. KUNDU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there is any move to overhaul the work of the Indian Missions abroad; and

(b) if so, whether any direction has been given in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). The working of Indian Missions is under constant review and suitable directions are given to Missions to improve their efficiency, whenever necessary.

Reducing the working hours of watchmen of Tele-Communications

626. DR. SARADISH ROY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Post and Telegraph Department is extracting 12-hour duty from the watchmen working on the Tele-communications side; and

(b) if so, whether instructions are proposed to be issued to the authorities to reduce the working hours of watchmen on telecom side?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) The duty hours of watchmen called chowkidars depend upon the nature of duty, they have to perform. Chowkidars maintain a general watch over the property and stores. They also keep a watch over buildings at night. Such Chowkidars are ordinarily given 12 hours duty a day. On the other hand where chowkidars are required to maintain active watch over the property or stores, which involves sustained mental and/or physical effort and/or alertness, the duty hours of such chowkidars are 48 hours per week; they are generally given 8 hours duty a day.

(b) The duty hours of chowkidars are under review.

टेलीफोन कनेक्शन के लिये स्वतंत्र आवेदन-पत्र

627. श्री राधवर्जी : क्या सचार मंत्री यह बताने की कृपा करेंगे कि :

(क) 30-4-1977 को मध्यूर्ण देश में टेलीफोन कनेक्शन प्राप्त करने के लिए कितने आवेदन-पत्र लम्बित हैं;

(ख) प्रतीक्षागत उपभोक्ताओं को कितनी अवधि में टेलीफोन कनेक्शन दे दिए जायेंगे ; और

(ग) टेलीफोन की मांगताकाल पूरी करने में कौन सी बाधाएँ हैं ?

सचार मंत्री (श्री जाजं कर्नार्नाडम) :

(क) 1,90,477।

(ख) वह टेलीफोन जिसों के मामले को छाड़कर आशा है कि भारतीय प्रतीक्षा मूली में दर्ज मधी आवेदकों को 1977-78 के दौरान टेलीफोन कनेक्शन दे दिय जायेंगे । वह टेलीफोन जिसों के मामले में आशा है कि प्रतीक्षा मूली में दर्ज मधी आवेदकों को 1984 तक टेलीफोन कनेक्शन दे दिए जायेंगे ।

(ग) टेलीफोन की मांग तत्काल पूरी करने की कठिनाइयां हर स्थान पर अन्य-अलग होती हैं । इनमें कृष्ण शास कठिनाइयां इस प्रकार हैं :—

(i) आटोमैटेड एक्सचेंज उपकरण की कमी ।

(ii) बड़ी बड़ी टेलीफोन एक्सचेंजों की इमारतें बनने और उसके बाद एक्सचेंज

उपस्कर की स्थापना में लगने वाला समय ।

(iii) कुछ मामलों में टेलीफोन एक्स-चेज की इमारतों के लिए उपयुक्त स्थान न मिल पाना ।

इन कठिनाइयों पर काबू पाने के लिए विभिन्न चरणों में कार्यवाही की जा रही है ।

Indo-British Talks on Non-Alignment

628. SHRI R. K. JAIN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any talks between India and Britain were recently held in London reiterating India's desire to pursue genuine non-alignment in world affairs; and

(b) if so, the outcome of talks?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Yes. Sir.

(b) Both sides exchanged views on various international and bilateral issues. This resulted in a better appreciation of each other's policies and positions.

ग्रामीण क्षेत्रों में व्यापक स्वास्थ्य और शिक्षा कल्याण कार्यक्रम को स्वीकृति

629. श्री रामजीवन सिंह: क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या ग्रामीण क्षेत्रों में समयबद्ध व्यापक स्वास्थ्य और शिक्षा कल्याण कार्यक्रम की स्वीकृति दी गई है ; और

(ख) यदि हां, तो उक्त कार्यक्रम को कब से आरम्भ किया जाएगा ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री राजनारायण : (क) और (ख)). एक विस्तृत 'ग्राम स्वास्थ्य योजना' तैयार कर ली गई है और इसके बीचे की वित्त मंत्रालय और योजना आयोग जांच कर रहा है । इस कार्यक्रम को 2 अक्टूबर, 1977 से आरम्भ करने का विचार है ।

Provision of Phone Facilities to Villages of Ahmedabad

630. SHRI PRASANNBHAI MEHTA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have undertaken a scheme for providing phone service to 2000 more villages in Ahmedabad this year;

(b) if so, the number of villages which will still be left uncovered;

(c) the number of total applications received upto April, 1977 for telephone connections in the Ahmedabad alone;

(d) the steps which are being taken to provide the connections; and

(e) when the Government are likely to connect the each and every village of the Gujarat State provided with phone service?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) No. Sir. In Ahmedabad revenue district 51 villages are provided with telephone facility and one more village is proposed to be provided with this facility during 1977-78.

(b) 653 villages will be left uncovered as at the end of 1977-78.

(c) The total number of applications for telephone connections pending at the end of April, 1977 was 8,359.

(d) Adequate expansion of Ahmedabad Telephone system has been planned in 1977-78 to meet the above demands substantially.

(e) There are about 18500 towns and villages in Gujarat State. The Government is making special efforts to accelerate the pace of telecom development in backward and rural areas of the country. As at present the policy is to provide telephone facility irrespective of return in all District/Sub Division / Tehsil/Sub Tehsil/Block Headquarters and places with a population exceeding 10,000. Places with a population of 5000 or more and situated within 12-5 Kms of an existing exchange are planned to be provided with phone facility if the anticipated revenue is at least 25 per cent of the annual recurring expenditure. In case of backward and hilly areas the population limit is relaxed to 2500 and minimum revenue to 15 per cent and 10 per cent of the annual recurring expenditure respectively. Places more than 40 Kms away from an existing exchange will also be considered for telephone facility if the minimum revenue exceeds 25 per cent of the annual recurring expenditure in case of ordinary areas. This limit is reduced to 15 per cent and 10 per cent in respect of backward and hilly areas respectively. The telephone facility will also be provided in case, where the proposals are financially viable.

Reinstatement of Workers

631. SHRI SHYAMA PRASANNA BHATTACHARRYA: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state: the total number of industrial workers reinstated in their services after the formation of Janata Government at the Centre. State-wise and industry-wise?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): Information is being collected and will be laid on the Table of the Sabha after it is received.

नसवन्दी के असफल आपरेशनों के मामलों में नसों का पुनः जोड़ा जाना ।

* 632. श्री जाठालाल पटेल : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने राज्य सरकारों को आदेश दिए हैं कि जिन व्यक्तियों की नसवन्दी आपरेशन में कमी रह गई है और जो अब जीविका उपायंन में अपने को असमर्थ पाते हैं, उनके आंकड़े एकदम किए जायें ;

(ख) यदि हां, तो ऐसे लोगों की राज्यवार संख्या कितनी है और सरकार ने उनके प्रति क्या नीति अपनाई है ;

(ग) क्या नसवन्दी किए गए व्यक्तियों की नसों का फिर में जोड़ा जाना सम्भव है ; और

(घ) यदि हां, तो उमका तरीका क्या है और देश में गंभीर व्यवस्था कहां-कहां है ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री राजनारायण) : (क) श्री (ख). जी, नहीं। किन्तु, नसवन्दी आपरेशन के कारण जिन व्यक्तियों को जटिलताएं हो गई हैं, उनका मुफ्त इलाज करने के लिए हिदायतें जारी कर दी गई हैं। वैसे तकनीकी तौर पर, नसवन्दी आपरेशन की किसी जटिलता में इतनी शारीरिक तुरंतता नहीं होती, कि व्यक्ति अपनी रोजी कमाने के अव्योग्य हो जाये।

(ग) जी, हां।

(घ) एक अन्य आपरेशन द्वारा नस के कटे हुये सिरों को पुनः जोड़ दिया जाता है। जहांजहां नस जोड़ने की

सुविधायें उपलब्ध हैं, उन स्थानों की राज्य-
वार सूची सभा पठल पर रखी गई है।
[ग्रन्थागम में रखा गया। देखिए संख्या

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Indians deported from Kenya

633. DR. VASANT KUMAR PANDIT: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether 20 Indians viz., Dr. Yusuf Najamuddin brother of Bohra Head Priest Dr. Syedna Burranuddin and his party of nineteen were deported on or about 15th March, 1977 by the Government of Kenya for indulging in anti-social activities; and

(b) if so, has the Government enquired into the matter and if so, the facts of the case?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). Dr. Najamuddin and a party of 11 arrived in Kenya on 21st December, 1976. They took part in several Bohra community functions, including the inauguration of a new Jamait Hall by the Kenyan Foreign Minister. On 16th March, 1977, while on a visit to Mombasa, the visitor permits of the party were cancelled. However, they were later permitted by the Kenyan authorities to extend their stay, and the party actually left Nairobi on 23rd March, 1977.

Government has been kept informed of the incident by our High Commissioner in Nairobi. While no reasons were given for the cancellation of the party's visitor permits, it is believed that the Kenyan authorities feared that Dr. Najamuddin's continued stay would provoke disturbances between opposed sections of the Bohra community. According to our information Dr. Najamuddin and his party were not charged with any anti-social activities, neither were they deported.

गुजरात में पासपोर्ट के लिये प्राप्त आवेदन-पत्र

634. श्री धर्मसिंह भाई पटेल : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) गुजरात में 1 अप्रैल, 1976 से 31 मार्च, 1977 तक की अवधि में पासपोर्ट के लिए कितने आवेदन-पत्र प्राप्त हुए;

(ख) कितने व्यक्तियों को पासपोर्ट दिये गये ; और

(ग) इस समय गुजरात में कितने आवेदन पत्र निर्णयाधीन पड़े हैं और उसके क्या कारण हैं ?

विदेश मंत्री (श्री अटल बिहारी वाजपेयी) : (क) गुजरात में 1 अप्रैल, 1976 से 31 मार्च, 1977 की अवधि में 78,539 आवेदन-पत्र ऐसे व्यक्तियों से प्राप्त हुए थे जिनके पास पहले पारपत्र नहीं थे।

(ख) इस अवधि में ऐसे आवेदकों को 61,393 पारपत्र जारी किए गए थे।

(ग) 30 अप्रैल, 1977 को गुजरात में विचाराधीन आवेदनों की संख्या 25,129 थी। इनमें से 3,693 मामलों में आवेदकों से अतिरिक्त सूचना मांगी गई थी उसके अभाव में रुके पड़े थे और 500 आवेदन अन्य संगठनों से उत्तर प्राप्त नहीं होने के कारण लम्बित थे। लगभग 16,000 आवेदन 1 जनवरी, 1977 से 31 मई, 1977 की अवधि में, 1976 में इसी अवधि के मुकाबले, काम में 40 प्रतिशत की वृद्धि को पूरा करने के लिए कर्मचारियों की अपर्याप्ति के कारण रुके पड़े थे।

बिहार राज्य में कठिहार जिले के ब्लाक मुख्यालयों में उप-डाकघर लोतना

635. श्री युवराज : क्या संचार मंत्री यह बताने की हृषा करेंगे कि :

(क) क्या बिहार राज्य के कठिहार जिले में अहमदाबाद, प्राणपुर, आजमनगर, बलरामपुर, कोडा, अलका और कोषा ब्लाक के मुख्यालयों में कोई उप-डाकघर नहीं है।

(ख) क्या उक्त सभी ब्लाक पिछले क्षेत्रों में है और वाह पीड़ित क्षेत्र होने के कारण वहां लोगों को आरी कठिनाई होती है;

(ग) क्या पिछले क्षेत्रों की जनता की मुविधा के लिए सरकार विशेष ध्यान देने की व्यवस्था करने के लिए बचनबद्ध है; और

(घ) यदि हां, तो उक्त ब्लाक मुख्यालयों में उप-डाकघरों की कब स्थापना की जाएगी और यदि ऐसा करने का कोई विचार नहीं है, तो इसके क्या कारण हैं?

संचार मंत्री (श्री जाबू फर्नान्दिस) :

(क) इन सभी छण्ड मुख्यालयों में जाका डाकघर है, जिनसे मूल डाक मुविधाएं मिल जाती हैं। अलवता वहां उप-डाकघर नहीं है।

(ख) डाक-विकास के प्रयोजन के लिए इन छण्डों को अत्यंत पिछड़ा घोषित नहीं किया गया है।

(ग) यह मंत्रालय अत्यंत पिछड़े हलाकों में डाक सुविधाओं का विस्तार करने के प्रण ध्यान पर विशेष ध्यान देता है।

(घ) इन छण्ड मुख्यालयों में, जाका डाकघर काम कर रहे हैं। विभागीय मानदंडों के अनुसार उनका दर्जा बढ़ाने का फिलहाल ग्रीष्मिय नहीं बनता है।

मार्हति के श्रमिकों की मांग

636. श्री उपरेन : क्या संसदीय कार्य तथा अम मंत्री यह बताने की हृषा करेंगे कि :

(क) क्या मार्हति श्रमिक संघ ने 1977 के अई मास के उत्तरांध्र में प्रधान मंत्री के निवास स्थान के सामने भूक्त हड्डानाल की जिसमें छटनीशुदा श्रमिकों को काम पर वापिस लेने की मांग की थी;

(ख) क्या को अन्य मुक्त मांग है; और

(ग) इस मध्यन्ध में सरकार ने क्या कार्यवाही की है?

संसदीय कार्य तथा अम मंत्री (श्री रवीन्द्र बर्मा) (क) जी हां।

(ख) इस यूनियन की अन्य मुक्त मांगें इस प्रकार हैं:—

(i) कम्पनी का अविनियम राष्ट्रीय-करण।

(ii) ऐसे श्रमिकों को पुनः रोजगार जिन्हें त्यागपत्र देने के लिए विवश किया गया था।

(iii) अम कानूनों का उल्लंघन करने के कारण कम्पनी के प्रबन्धकों के विरुद्ध ममुचित कार्यवाही।

(ग) हरियाणा सरकार से यह अनुरोध किया गया है कि वह प्रबंधकों द्वारा किए गए श्रम कानूनों के अधिकारित उत्तरांचलों की जांच करे तथा इस मामलों में ममुचित कार्यवाही करे। उक्त सरकार ने सूचित किया है कि उन 37 श्रमिकों के मामले, जिन्होंने अपनी सेवाओं की अधिकारित अन्यायपूर्ण ढंग से समाप्ति के बारे में विशिष्ट अध्यावेदन किए थे, ग्रोवोंगिक विवाद अधिनियम के अधीन न्यायनियंश के लिए भेज दिए गए हैं।

Expenditure on Foreign Tours of Director-General of ESIC

638. SHRI K. RAMAMURTHY: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the total amount expended on the Director-General of Employees' State Insurance Corporation, Shri T. N. Lakshminarayanan, for the many foreign tours undertaken by him;

(b) the body which met his above expenditure; and

(c) the utility of his foreign tours to the advancement of Employees' State Insurance Corporation and the details of reports, if any, submitted by the Director-General in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) Rs. 1,29,130.82 (From April, 1973 to April, 1977).

(b) Employees' State Insurance Corporation.

(c) The Director General, ESIC, who is a titular delegate to the Council of the International Social Security Association, Geneva, from India has been participating in the

various meetings of the ISSA. He has also attended a meeting of Social Security Experts of the I.L.O. at Geneva. These meetings provide an opportunity for useful exchange of information with experts and participants from other countries. Such exchange of information has been of immense help, particularly in implementing the large scale expansion programme undertaken by the Corporation.

नेपाल के प्रधान मंत्री द्वारा भारतीय नेताओं की आलोचना

639. श्री कृष्ण कुमार गोप्तव : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का व्यान दिनांक 25 मई, 1977 के एक स्थानीय दैनिक ममाचार-पत्र में प्रकाशित उस समाचार की ओर दिलिया गया है जिसमें कहा गया है कि नेपाल के प्रधान मंत्री ने भारतीय नेताओं, ममाचारपत्रों तथा प्रचार माध्यमों की आलोचना की है; और

(ख) यदि हां, तो इस पर सरकार की क्या प्रतिक्रिया है तथा नेपाल में व्याप्त संदेह के निराकरण तथा मैत्रीपूर्ण संबंध स्थापित करने के लिए क्या प्रयत्न किए जा रहे हैं ?

विदेश मंत्री (श्री ग्रटल बिहारी बाजपेयी) : (क) जी, हां।

(ख) विदेश मंत्रालय के एक सरकारी प्रबक्ता ने एक वक्तव्य दिया जिसमें नेपाल के प्रधान मंत्री द्वारा दी गयी टिप्पणियों के प्रति हमारी नराजगी व्यक्त की गयी थी। हमारे प्रबक्ता का पूर्ण वक्तव्य भारत में 26 मई, 1977 को अखबारों में छपा था। जिसमें अन्य बातों के साथ-साथ नेपाल के

साथ गलतफहमियों को दूर करने के लिए भारत सरकार द्वारा किए गए प्रयत्नों का भी उल्लेख है।

Workers' participation in Industry at Shop Floor and Plant Level

640. SHRIMATI RENUKA DEVI BARKATAKI: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the steps taken by his Ministry to implement the scheme for workers' participation in industry at shop floor and plant level; and

(b) the response received from the managements?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). A Scheme for Workers' participation in Industry at Shop Floor and Plant Levels was introduced by the Government through their Resolution of October 30, 1975 to cover industrial establishments employing 500 or more employees in the manufacturing and mining industries all over the country. Copies of the Resolution were sent to all State Governments, Union Territories, Central Ministries, Bureau of Public Enterprises and Central Organisations of Employers and Workers for purpose of setting up shop councils and joint councils envisaged in the Scheme. The Union Labour Minister also wrote to all Chief Ministers and State Labour Ministers to secure implementation of the Scheme. Necessary measures were also taken for giving due publicity to the Scheme through various media like radio, television, etc. to acquaint the workers and management of the basic principles of the Scheme. The Scheme was also reviewed in the Conferences of Chief Ministers and Labour Ministers during 1976 with a view to improving the working of the Scheme. The Scheme has, by and large, been well received in the country. In many States, the Scheme has been modified

to extend it to units employing less than 500 workers. According to the information received by the end of May 1977 from 25 State Governments undertakings, 2013 units in public as well as private sector have implemented the Scheme or taken steps to do so or have made alternative arrangements to implement it.

Plans to provide Post Office in every Village

641. SHRIMATI MRINAL GORE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have any plan to provide a post office in every village irrespective of the required number of population; and

(b) if not, what steps are being taken to reduce the difficulties of villages who do not have post office facilities within a range of five miles?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) No, Madam.

(b) The following steps have been taken to provide postal facilities in villages without post offices:—

(i) All village Postmen and Extra Departmental Delivery Agents are now required to carry postage stamps and postage stationery with them, while on their beats, for sale to the villagers.

(ii) About 96 per cent villages in India have been covered under the Daily Delivery Scheme. Efforts are continuing to cover the remaining villages under this scheme during 1977-78.

(iii) In villages where there are no Post Offices, agents have been appointed for sale of postage stamps and postage stationery on commission basis. More such agents will be appointed in 1977-78.

(iv) More letter boxes are being installed in villages without Post Office/letter boxes.

Providing Yoga-Therapy in Hospitals of Country

642. SHRI R. K. AMIN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state,

(a) whether the Yoga Therapy has been provided for the first time in CGHS hospital in Delhi;

(b) if so, how many centres are there for Yoga Therapy in Delhi; and

(c) whether Government have formulated any scheme for providing Yoga Therapy in various hospitals all over the country?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) to (c). Yoga Therapy has been provided by CGHS not in hospitals but at a CGHS dispensary. A regular Yoga Centre has been established at CGHS Dispensary, Chitragupta Road to impart training to CGHS Beneficiaries in Yoga Therapy. The Central Government have not so far formulated any scheme for providing Yoga Therapy in various hospitals all over the country. Moreover, Health being a State subject, it is for the State/Union Territory Governments to look into the necessity of formulating/establishing Yoga Centre in hospitals located within their territories. However, as part of Rural Health Scheme it is proposed to impart training in Yoga through Community Health workers.

Bhutan King's Visit to India

643. SHRIMATI MRINAL GORE: DR. BAPU KALDATE:

Will the Minister of EXTERNAL AFFAIRS be pleased to state;

(a) whether the King of Bhutan had recently visited India; and

(b) if so, the salient points of the talks held with him?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Yes, Sir. The King of Bhutan paid an informal visit to India between April 23 to 25, 1977.

(b) The opportunity was taken to re-affirm the very friendly, warm and special relations between India and the Kingdom of Bhutan.

Malnutrition Problem

644. SHRI K. KOLANATHAIVELU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the problem of malnutrition in India is grave, being the major cause of maternal and infant mortality, morbidity and blindness;

(b) whether our Research Institutes have succeeded in evolving an inexpensive but nutritous diet which can be within the reach of the weaker sections;

(c) if so, the extent to which the community have been entrusted to take up such diet; and

(d) the steps proposed for combating the grave problem of malnutrition?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Considering the estimated deaths of 0.5 million children as a result of severe malnutrition and the deaths which occur to a great extent due to malnutrition from diseases like gastro-enteritis, measles, whooping cough T.B. etc., incidence of blindness amongst children under 5 years of age of nearly 7 per cent of our child population and the prevalence rate of 50 per cent of anaemia in pregnant women, the problem of malnutrition can be said to be considerable, if not grave.

(b) Yes, but a good percentage of poor people cannot adopt this diet due to their limited purchasing capacity.

(c) The new nutrition diet standards are being propagated in the community through extension divisions of various Ministries and various nutrition programmes. The people are free to adopt these standards if they can so afford. Due to poor financial condition and resistance to change dietary habits, the improvement in the dietary habits is not yet significant.

(d) The Governor, of India have launched many Schemes to combat the problem of malnutrition. Brief details of these schemes are indicated in the enclosed statement.

Statement

SCHEMES LAUNCHED BY THE GOVERNMENT OF INDIA TO COMBAT THE PROBLEM OF MALNUTRITION

1. Applied Nutrition programme

This programme is being implemented by the Community Development Department with assistance from UNICEF, WHO FPO. The objective of the programme is to meet the nutritional needs of vulnerable segments namely, women and pre-school children through increased production and consumption of protective foods like green vegetables, community gardens, poultry units and development of fisheries are the main components of production. In the 4th plan about 1180 C. D. blocks were covered under the programme. In the Fifth Five Year Plan an additional 700 blocks are expected to be covered.

2. Special Nutrition programme

The programme is implemented by the Department of Social Welfare as a central programme. The World Food Programme and CARE assist the programme with food aid. The beneficiaries include pre-school children and pregnant and lactating mothers. During the 5th Five Year Plan 6 million children are expected to be covered.

3. Mid Day Meals Programme

The programme is being implemented by the Ministry of Education and Social Welfare to meet the nutritional needs of primary school children. During the 5th Five Year Plan 5 millions children are expected to be covered.

4. Prophylaxis against Blindness in Children caused by Vitamin A deficiency

The programme is being implemented by the Ministry of Health and Family Welfare (Department of Family Welfare). It covers the vulnerable segments of pre-school children 1—6 years of age. A massive dose of 200,000 I. U. is given orally to children once in every six months. In the 5th Five Year Plan it is expected to cover 80 million children.

5. Programme for Prophylaxis against Nutritional Anaemia

The programme is being implemented by the Department of Family Welfare for the benefit of pregnant and lactating mothers and children. Iron and folic acid tablets are distributed through health agencies. In the Fifth Five Year Plan it is expected to cover 500 lakhs beneficiaries.

Dissolution of Advisory Councils

645. SHRI K. MALLANNA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether his Ministry had dissolved its Advisory Councils; and

(b) if so, the number of members who were serving in these bodies along with their duties?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) No, Sir. There is only one Central P & T Advisory Council in the Ministry of Communications. The term of the last Central P & T Advisory Council expired on 15-2-1977. All members of that Council have been informed that they have ceased

to be members of the Council from that day.

(b) Besides the Minister of Communications (and Minister of State and Deputy Minister if any), the constitution of the Council provides for a membership of 65 consisting of Chairman and 6 Members of the P&T Board, representatives of 22 State Governments, representatives of 5 principal Government users of the P&T services (viz. Railway Board, Ministry of Defence, All India Radio, Press Information Bureau and Overseas Communications Services), representatives of four Ministries of the Government of India closely connected with the working of the P&T Department (viz. Ministry of Shipping and Transport, Ministry of Industry and Civil Supplies, Ministry of External Affairs and Planning Commission), 10 Members of Parliament, 2 representatives of Press and News Agencies, India, 4 representatives of Chambers of Commerce and Industry, 5 representatives of Press and News Agencies, one representative of Philatelic interest, 2 representatives of P&T Employees Federations and 3 nominees of Ministry of Communications.

The purpose for the formation of the Council is to establish closer relation between the P&T Department and the principal users of P&T Services on matters of All India nature relating to the services provided by the Department and, thereby, to improve the efficiency of such services. It is purely an advisory body.

Appointment of Telephone Operators against Regular Posts

646. SHRI JAGANNATH PRASAD SWATANTRA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Telephone Operators selected by the Delhi Telephones on the basis of Examination held in July, 1976;

(b) the number of successful candidates immediately offered appointments against regular posts;

(c) the number of candidates offered jobs as 'daily wage workers'; and

(d) the time by which all these persons are likely to be appointed against regular posts?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) 271 female and 98 male candidates were selected on the basis of examination held in July, 1976.

(b) *Regular*:

Female	·	·	·	186
Male	·	·	·	65
(c) Female	·	·	·	85
Male	·	·	·	Nil

(d) No time limit can be indicated for the absorption of Short Duty Operators as (i) it is not obligatory to absorb all Short Duty Telephone Operators and regular Telephone Operators. (ii) They have to be absorbed against 20 per cent of vacancies provided for them in the next year's recruitment i.e. for the vacancies of 1977 subject to their performing 120 days service as Short Duty Telephone Operator in a period of six months preceding the absorption.

Opening of CGHS Dispensary near DDA flats at Hari Nagar, New Delhi

647. SHRI D. B. CHANDRA GOWDA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any proposal to open CGHS dispensary near the DDA (LIG) Flats (Pocket-B) at Hari Nagar, New Delhi; and

(b) if so, the time by which the dispensary is likely to be opened?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) No.

(b) Does not arise.

मध्य प्रदेश के खरगोन जिला के लिये टेलीफोन योजना

648. श्री रामेश्वर पाटीदार : क्या संचार मंत्री यह बताने की रूपा करेंगे कि :

(क) क्या मध्य प्रदेश के खरगोन जिले की राजपुर नहसील के ग्राम दबाना कुवां, देवला और नलबाड़ा देव के लिए टेलीफोन योजना मंजूर हो गई थी तथा टेलीफोन कनैक्शनों के लिए आवेदन पत्र देने वालों ने 1976 में आवश्यक गणित जमा कर दी थीं ? और

(ख) यदि हो, तो उन्हें कब तक टेलीफोन कनैक्शन दे दिया जाने की सम्भावना है ?

संचार मंत्री (श्री जार्ज फर्नानडिस) :

(क) दबाना के लिए एक छोटे आटो-मैटिक एक्सचेंज की मंजूरीदंदी गई है। कुवां में एक स्थानीय पी० सी० आ० शोलने की मंजूरी देंदी गई है जिसे दबाना में छोटा आटो-मैटिक एक्सचेंज चालू होने के माध्य ही लगा दिया जाएगा। देवला और नलबाड़ा देव में पी० सी० आ० के प्रस्तावों की मंजूरी नहीं दी गई है। दबाना में टेलीफोन कनैक्शन लेने के लिए 1976 में 18 आवेदकों ने रकम जमा कराई है।

(ख) आशा है कि नए कनैक्शन 6 महीने की अवधि में दे दिए जायेंगे।

खरगोन जिला भसाहकार समिति द्वारा सार्वजनिक टेलीफोन केन्द्र सोले जाने का प्रस्ताव भेजना

649. श्री रामेश्वर पाटीदार : क्या संचार मंत्री यह बताने की रूपा करेंगे कि :

(क) क्या मध्य प्रदेश के खरगोन जिले के उन ग्रामों के नाम क्या हैं जिनके लिए सार्वजनिक टेलीफोन केन्द्र सोले जाने की योजनायें अनुमोदन के लिए 1975-76 और 1976-77 में प्राप्त हो गई थीं ; और

(ख) उन ग्रामों के नाम क्या हैं जिनके लिए सार्वजनिक टेलीफोन केन्द्र सोले जाने की योजनायें स्वीकृत हो गई हैं ?

संचार मंत्री (श्री जार्ज फर्नानडिस) :

(क) जिन स्थानों पर पी० सी० आ० शोलने के मध्यमे में प्रस्ताव मिले हैं उनके नाम वर्णार्थ नीचे दिए गए हैं ?

1975-76	1976-77
1. लांपनी	1. नलबाड़ा बुजुर्ग
2. पटी	2. मुहम्मदपुर
3. लिरनिया	3. धूलकोट
4. अंडोर	4. बरह
5. मंहाडारा	5. भगवानपुरा
6. निरनिया बुजुर्ग	6. बेदिया
	7. विठ्ठान
	8. लोनारा
	9. बमनोला
	10. बागोद
	11. भोरतलाई

(ख) उपर्युक्त सूची में वर्ष 1975-76 के कम मक्क्या (1) से (3) तक और वर्ष 1976-77 के कम मक्क्या (1) से (9) तक के स्थानों पर पी० सी० आ० शोलने के प्रस्तावों की मंजूरी देंदी गई है।

मध्य प्रदेश में अविवाहित व्यक्तियों की जबरदस्ती से को गई नसबंदी

650. श्री रामेश्वर पाटीदार : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बनाने की हृषि करेंगे कि :

(क) मध्य प्रदेश में किन जिलों में आपात स्थिति के दोगल अविवाहित व्यक्तियों की जबरदस्ती की गई नसबंदी के मामले आए हैं;

(ख) उन अधिकारियों के नाम क्या हैं जिन्होंने इन शिकायतों की जांच की है; और

(ग) दोषी अधिकारियों के विरुद्ध क्या कार्यवाही की गई है ?

स्वास्थ्य और परिवार कल्याण मंत्री श्री राज नारायण) : (क) मध्य प्रदेश सरकार ने मूचना दी है कि आपाल तथा बेतुल जिलों में तथाकथित जबरी नसबंदी को शिकायत आई थी।

(ख) आपाल के मामले में डा० दिमामुदीन स्वास्थ्य मंत्रीओं के संयुक्त निदेशक और बेतुल जिलों के मामले में जिला परिवार कल्याण अधिकारी डा० वी० पी० निवारी ने जांच की थी।

(ग) मध्य प्रदेश सरकार की जानकारी के अनुसार आपाल का मामला वर्ष प्रेरित था इसलिए इसके कोई अन्य व्यक्ति उत्तरदायी नहीं है। बेतुल का मामला एक शिक्षक के हारा प्रेरित किया गया था और इसमें राज्य के शिक्षा निदेशक को कार्यवाही करने के प्रादेश दिए गए हैं।

राजस्थान के ग्रामीण क्षेत्रों में डाक 'सेवाओं का विस्तार

651. श्री अतुर्भुज : क्या संचार मंत्री यह बनाने की हृषि करेंगे कि :

(क) राजस्थान में कुन कितने गांव हैं और इनमें में कितने गांवों में डाकघर हैं; और

(ख) राजस्थान के ग्रामीण क्षेत्रों में डाक सेवाओं का और अधिक विस्तार कर ग्रामवासियों को मुविधायें देने के लिए क्या योजनायें बनाई जा रही हैं?

संचार मंत्री (श्री जार्ज कर्नानडिस) :

(क) मूचना मिली है कि राजस्थान में 33305 गांव हैं। इनमें में 7082 गांवों में डाकघर है।

(ख) वर्ष 1977-78 के दोगल राजस्थान के देहानी इलाकों में 150 नए ग्रामा डाकघर खोलने का प्रस्ताव है। यह भी प्रस्ताव है कि चन्ते-फिरते डाकघरों के जरिए आंर अधिक गांवों तक डाक काउन्टर सेवा का विस्तार किया जाय, अधिक लेटर बक्स लगाये जायें और गांवों में डाक टिकटों व डाक लेखन-सामग्री की विक्री के लिए एजेंट नियुक्त किये जायें।

Payment of interest on money deposited for Telephone Connections

652. DR. LAXMINARAYAN PANDEYA: Will the Minister of COMMUNICATIONS be pleased to state

(a) whether as per rules of Posts & Telegraphs in force at present, applicants seeking new telephone connections have to deposit amounts ranging from rupees one thousand to five thousand under different categories at the time of registration;

(b) whether any annual interest accruing thereon is paid to the

depositors till they are sanctioned telephone connections; and

(c) whether Government have any proposal under consideration to amend the relevant rules of P. & T. in order to pay annual interest on those deposits since sanction of telephone connections takes a number of years under certain categories in some areas of Delhi?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) and (c). The advance deposit starts earning interest, for each completed month, from the day of the deposit on the same rates as are payable by the State Bank of India on filed deposits. When the connection is sanctioned, the interest accrued on the advance deposit is adjusted towards the first charge due for the connection. Any unadjusted amount is carried forward and adjusted against subsequent bills. There is no proposal under consideration to change this practice.

Victimisation of C.G.H.S. Doctors

653. DR. LAXMINARAYAN PANDEYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a number of doctors working in the CGHS dispensaries in Delhi were harassed and victimised during emergency without any sound reasons by the Directorate of CGHS;

(b) whether certain doctors were transferred to far off stations arbitrarily and senior doctors posted to work under juniors in an irregular way; and

(c) if so, action taken against the concerned officers of the Directorate of CGHS for such irregularities and whether any steps are being taken to reorganise the present set up of the Directorate to ensure healthy functioning of the dispensaries?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) No.

(b) No doctor working under Central Government Health Scheme has been recommended for transfer outside Delhi/far off stations arbitrarily. Senior doctors are not posted to work under junior doctors except when the senior doctor himself/herself refuses inchargechip or is found to be inefficient as Medical Officer-incharge.

(c) Does not arise.

Ex-Commissioned Officers working as G.D.Os in C.G.H.S. Dispensaries

654. DR. LAXMINARAYAN PANDEYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a number of Ex-Commissioned Officers of Army are working as G.D.Os. in the CGHS Dispensaries in Delhi after having been duly selected by the UPSC;

(b) whether the period of service rendered by such doctors in the Army has not been counted for purposes of fixation of their salaries and other benefits like gratuity and pension etc.;

(c) if so, reasons therefor; and

(d) whether some representations have been recently received by his Ministry from the affected doctors seeking benefits of continued service; if so, action taken thereon?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) to (d). The representations as and when received from the Ex-Commissioned Officers of the Armed Forces are examined under the existing rules and the concerned officers are given the benefit of fixation of pay etc. where admissible, on their appointments as G.D.Os. through the U.P.S.C. in the C.G.H.S. Dispensaries and other participating organisations.

Diploma course in Labour Laws

655. DR. LAXMINARAYAN PANDEYA: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether a diploma course in labour laws is being conducted by the Indian Law Institute, New Delhi and the prescribed minimum qualification for seeking admission to this course is law graduation or post-graduation;

(b) if so, the reasons for prescribing post-graduate qualifications for admission to this diploma course when the minimum qualification for other diploma courses conducted by the same Institute is only graduate; and

(c) whether Government are considering any proposal to prescribe minimum qualification of admission to the diploma course in labour laws as graduate?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (c). The Indian Law Institute is not under the administrative control of the Ministry of Labour. However, the Ministry of Labour have insisted that, for purposes of recognising the labour Law Diploma of the Institute as a qualification for recruitment to the Central Pool of Labour Officers, the qualification for admission to the Diploma Course must be a law graduate or a M.A. degree in social sciences

Sale of raw saltpetre in Rajasthan

656. SHRI DURGA CHAND: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether contract for raw saltpetre in Hanuman Garh Tehsil in Rajasthan is not given through public auction but is monopolized by a few favourite parties;

(b) if so, the reasons for which contract is not given through public auction;

(c) what steps are being taken to give contract through public auction?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) to (c). Saltpetre is one of the minerals not governed by the Mineral Concession Rules, 1960 but by the Minor Mineral Concession Rules of the concerned State Government.

Rule 20 of the Rajasthan Minor Minerals Concession Rules, 1950, provides that minor minerals may be leased out public auction or by inviting tenders to be submitted for acceptance by the authority of the State Government, competent to grant the lease. The report obtained from the State Government indicates that the saltpetre deposits in Hanumangarh Tehsil were notified in the Rajasthan Gazette dated 15th October, 1970 and auctioned on the 2nd December, 1970, in favour of the highest bidder for a period of five years, which lease commenced from the 22nd March, 1971. The lessee applied for renewal of his lease under rule 16(b) of the Rajasthan Minor Mineral Concession Rules, which permits the State Government to renew the lease for a period equivalent to the period of the original lease and where the State Government is satisfied that mines have been improved by the lessee and that substantial investments in machinery and equipment have been incurred by him, the State Government may further grant second, third and fourth renewals, each for a period equal to the period of the original lease. The State Government have reported that, consequently the question of reauction of the leased area does not arise, and have added that in their opinion the lessee has developed the area and also put up an industry based on this mineral and made considerable investment.

Representation by Maharashtra for importing tablets from England

657. SHRI R. K. MHALGI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government has received representation in the month of March & April 1977 from Maharashtra State seeking permission to import medical tabs from England;

(b) whether the said tablets are useful for ear disease are not available in India;

(c) action Government have taken or propose to take in regard to above representation?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) No.

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

Demands of employees of Indian Telephone Industries, Palghat Kerala

658. SHRI VAYALAR RAVI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the employees of the Indian Telephone Industries, Palghat, Kerala have put forward any demands to the management; and

(b) if so, the outline thereof and the action taken thereon?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) Yes, Sir. The demands have been received last month.

(b) The demands relate mainly to revision of scales of Pay, Dearness Allowance, Leave and Travel Rules etc. These will be duly examined.

Free medical facilities to the poor in Rural Areas

659. SHRI PRADYUMNA BAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

the measures taken by his Ministry to provide free medical facilities to the poor in rural areas? HQ 464

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): The medical and health needs of the people in rural areas are presently being met by a net-work of primary health centres and sub-centres all-over the country. In order to improve such services in the rural areas further, the Government have under consideration a 'Rural Health Scheme' which envisages selection of community health workers by the community. Such community health workers will provide basic preventive, promotive and curative services at the level of the community. This also provides for improvement in the quality of the professional services by way of increasing the number of multi-purpose workers, induction of a large number of doctors in the rural areas and making medical colleges responsible for total health of selected primary health centres. It envisages training of about 5.8 lakh community health workers in a period of two years and training of equal number of dais to look after the deliveries ante-natal and post-natal cares in the rural areas. The details of the scheme are under examination of Finance Ministry and Planning Commission.

Indo-Bangladesh agreement on Ganga Waters

660. SHRI M. KALYANA-SUNDARAM:
SHRIMATI PARVATHI KRISHNAN:
SHRI M. N. GOVINDAN NAIR:
SHRI NIHAR LASKAR:
SHRI JANESHWAR MISHRA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether an agreement has been reached on the question of sharing Ganga waters between India and Bangladesh;

(b) if so, the salient features of the agreement; and

(c) its effect on the navigation in West Bengal?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) At the end of the ministerial level talks held in Dacca from 15—18 April 1977, an understanding was reached on elements of a possible agreement between the two countries on this question;

(b) The details of the agreement are still being worked out in official level negotiations between the two countries. In the negotiations held in Delhi from May, 7-11-1977, at the level of officials, considerable ground was covered in an attempt to reach such an agreement;

(c) The Farakka barrage has been constructed with a view to improving the navigability of the Hooghly river for preserving the Port of Calcutta. This aspect has been fully taken into account in the negotiations so far held on this issue.

India's Membership of INTELSAT

661. SHRI P. RAJAGOPAL NAI-DU: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether our country is a member of INTELSAT; and

(b) the advantages for being in that organisation?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) Yes. Sir.

(b) INTELSAT—International Telecommunication Satellite Organization is a commercial organization with its headquarters in Washington, U.S.A., set up for placing satellites into orbit for providing communication facilities. INTELSAT has satellites positioned over the Atlantic,

Pacific and Indian Oceans. India can see and communicate via the Indian Ocean satellite which also is seen by all countries of Europe, Africa and Asia as also Australia. 99 per cent of India's international telephone traffic is now handled via the INTELSAT satellite.

As on 1st March, 1977, INTELSAT had 95 members. Being a member, India has capital investment in INTELSAT which as on 31-3-1977, was of the order of Rs. 1.2 crores. On this, India gets a return of 14 per cent. Further, India has access to all the technical documentation which is useful for building up knowledge in the area of satellite communications. India is also on the international bidders' list of INTELSAT for supply of equipment.

Minimum wages for farm labour

662. SHRI S. G. MURUGAIYAN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the States which have not implemented yet the laws for payment of minimum wages for farm labour; and

(b) the measures being taken for their speedy implementation?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) Statement I showing the latest position in the matter is laid on the Table of the House. (Placed in Library. See No. LT-363/77).

(b) The enforcement of such minimum wages fall predominantly in the State sphere. State Governments have been advised from time to time to take effective steps for implementing the notified minimum wages. Statement II showing the steps taken by the State Governments is laid on the Table of the House. (Placed in Library. See No. LT-363/77).

Allotment of quarters to Public Sector Steel Plant Employees

663. SHRI KRISHNA CHANDRA HALDER: Will the Minister of STEEL AND MINES be pleased to state:

(a) number of employees who rendered more than three years of service in Steel Plants and offices at Durgapur, Rourkela, Bhilai, Bokaro but did not get quarters;

(b) whether Government are considering to tackle the problem; and

(c) if so, the main features thereof?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK):

(a) The number of employees of Durgapur, Rourkela, Bhilai and Bokaro Steel Plants who have rendered more than three years of service but have not been provided with quarters so far is indicated below:—

Plant	No. of Employees
Bhilai Steel Plant	19,959
Durgapur Steel Plant	13,486
Alloy Steels Plant	3,784
Bokaro Steel Limited	10,486

Similar information in respect of Rourkela Steel Plant is being collected and will be laid on the Table of the House.

(b) and (c). Government is aware of the problem of shortage of quarters for the steel plants employees and within the limited resources available for the purpose, additional houses are being added. At present, houses as indicated below are under construction:—

Plant	House under Construction
Bhilai Steel Plant	504
Rourkela Steel Plant	608
Durgapur Steel Plant	321
Alloy Steels Plant	498
Bokaro Steel Limited	5530*

*Besides, a Hostel for 800 persons consisting of 204 single suited units and 596 double suited units is under construction.

The proposed outlay for townships for these plants for 1977-78 is Rs. 12.71 crores as against the expenditure of about Rs. 5.34 crores in 1976-77 on this account.

In terms of the current Wage Agreement, such of the employees as have not been allotted quarters are entitled to house rent allowance at 10 per cent of the pro-revised pay, subject to a maximum of Rs. 65 p.m.

Bokaro Steel Limited has a scheme for giving loans to employees for purchase of land and construction of their own houses at Bokaro Steel City.

Bhilai Steel Plant has under consideration a scheme called "Non-Company House Scheme" under which developed plots may be allotted to the employees and members of the supporting population for construction of their own houses.

Accommodation Crisis for steel employees

664. SHRI KRISHNA CHANDRA HALDER: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government are aware about the crisis of accommodation for steel employees; and

(b) whether allotment of quarters are being made strictly on seniority basis?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK):

(a) No, Sir. Government are, however, aware that residential accommodation already constructed and provided to the employees of public sector steel plants at Bhilai, Rourkela, Durgapur, Burnpur and Bokaro and of Alloy Steels Plant at Durgapur is not adequate.

(b) Allotment of quarters is done in accordance with rules based on length of service and scale of pay. A small number of houses are, however, allotted by the General Manager of the Steel Plant on out-of-turn basis to employees on compassionate grounds such as for medical reasons and by virtue of the employee's nature of work, etc.

Visit of Foreign Minister of U.S.S.R. to India

665. SHRI P. RAJAGOPAL NAIDU:
 SHRI K. MALLANNA:
 SHRI CHITTA BASU:
 SHRI K. A. RAJAN:
 SHRI C. K. CHANDRAPPAN:
 SHRI MEETHA LAL PATEL:
 SHRI PRASANNBHAI MEHTA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether the Foreign Minister of U.S.S.R. visited India recently;
- (b) whether any discussions were held with him; and
- (c) if so, the main features of the subjects discussed and the outcome of discussions?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) to (c). The Foreign Minister of U.S.S.R., Mr. A. A. Gromyko, visited India from April 25 to 27, 1977, at the invitation of the Government of India. During his stay in New Delhi, Mr. Gromyko had talks with the Prime Minister and the Minister of External Affairs. The talks, which were held in a warm and cordial atmosphere, covered bilateral relations as well as topical international questions of mutual interest. The two sides reiterated their desire not only to preserve their traditional friendship and cooperation, but to strengthen it further.

At the end of Mr. Gromyko's visit, a joint Indo-Soviet communique was

issued, a copy of which is laid on the Table of the House. (Placed in Library. See No. LT-364/77).

Steps for eradication of Malaria

666. SHRI P. RAJAGOPAL NAIDU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether spraying of D.D.T. is prohibited in the country; and

(b) if so, the steps taken to eradicate Malaria?

THE MINISTER OF HEALTH & FAMILY WELFARE (SHRI RAJ NARAIN): (a) No, there are however some areas in the country where the malaria vector has developed resistance to DDT. In such areas alternative insecticides are used.

(b) Government of India has approved a revised strategy for controlling malaria in the country in November, 1976. The modified plan is in operation from 1-4-77. The salient features of the revised strategy are:

1. Under this strategy all the areas where the incidence of malaria is more than two per one thousand population will be brought under regular spray with appropriate type of insecticides as far as possible. For this purpose the insecticides will be supplied by the Government of India even for the maintenance phase areas which were not getting this assistance earlier.

2. The cost of material and equipment is borne by Government of India after making only minor adjustment for maintenance phase areas.

3. The units in the States have been reorganised according to the district pattern and the district medical officer has been made fully responsible for the implementation of the programme.

4. The entire cost of the state headquarter staff and the zonal staff according to the approved pattern of Government of India is met by the Government of India.

5. 72 entomological teams have been provided to 72 zones in the country. These teams inter-alia assess the entomological situation, the susceptibility status of the vector and also suggest the appropriate type of insecticides to be used in the particular areas.

6. Great emphasis has been laid on the supply of antimalarial drugs. These are made available not only through the malaria workers, hospitals, Primary Health Centres etc., but also through agencies like Panchayats, School Teachers, fever treatment depots and malaria clinics. The antimalaria drug will also be supplied through normal commercial channels.

7. To reduce the timelag between collection of blood smears and their examination, the laboratory services are being decentralised to Primary Health Centres in attack and consolidation phase areas as well.

8. The surveillance staff for the difficult areas has been augmented.

9. Great emphasis is being laid on people's participation in the programme. For this purpose the Panchayats, School teachers and other voluntary organisations are being involved progressively.

10. Health Education activities are being intensified by display of posters distribution of folders and hand bills etc. Cinema slides have been prepared and are being exhibited in different towns. Metallic plates are also being prepared for display at Primary Health Centres. Mass media like radio and television are being utilised for the purpose. Films on malaria are also being exhibited.

11. The research activities in malaria are being intensified to find

answers for the various problems which have come up due to the set backs to the programme. Both fundamental and operational research are being undertaken.

Indo-USSR Talks on Rupee-Rouble Relation

667. SHRI SAMAR GUHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether during his talks with the Foreign Minister of Russia, the issue of (i) rupee-rouble relation and (ii) reported high profit made by Russia in trade and other commercial and economic exchanges featured pointedly; and

(b) if so, the outcome of such talks?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) No, Sir.

(b) Does not arise.

Implementation of Rural Health Programme

668. SHRI BIJOY KUMAR MONDAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any hindrance in the implementation of the Rural Health Programme as evolved during the conference of the Health Ministers of States held in April, 1977; and

(b) the nature of contributions which are likely to come forward from the State Governments in implementing the scheme and the share of the Central Government in this connection?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). The details of the scheme are under examination by Planning Commission and Finance Ministry. The State Governments have been requested to send their approach papers on the scheme. Some

of them are yet to send their approach papers. Their comments/proposals would be taken into account before implementing the scheme.

Recommendations of National Seminar on Cancer Control

669. SHRI G. Y. KRISHNAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any proposal under the consideration of Government to make cancer control an integral part of the national health and family welfare programmes;

(b) whether any recommendation has come from the National Seminar on Cancer Control held in December, 1976;

(c) whether World Health Organisations has also extended its co-operation in this regard; and

(d) if so, the outlines of the programme in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). The National Seminar on Cancer Control held in December, 1976 recommended, inter alia, the integration of cancer control within the existing national programmes of Health and Family Welfare. A decision on the recommendations of the Seminar is, however, yet to be taken by the Government.

(c) and (d). The assistance from W.H.O. in the field of cancer is in the form of Short-Term Consultants, Fellowships and supplies and equipment for Cancer Control Pilot Project, Tamilnadu and for the establishment of Cancer Centres in States. The W.H.O. had also extended its support for the organisation of the Seminar by way of financial assistance, and background material.

Integrating Yoga with Modern Medicine and Surgery

670. SHRI G. Y. KRISHNAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any proposal under the consideration of Government to integrate the practice of yoga with modern medicine and surgery;

(b) whether Government have included lecturers of yoga in the undergraduate medical degree course also; and

(c) if so, the outlines of the scheme of Government in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) No.

(b) No.

(c) Does not arise.

Self-sufficiency in Building Second Stage of Bokaro Steel Plant

671. SHRI G. Y. KRISHNAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether our country is in a position to build the second stage of Bokaro Steel Plant without the help of foreign countries; and

(b) if not, by which time we will become self-sufficient in this regard?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) Yes, Sir, but import of some critical equipment is not ruled out.

(b) Development of an independent technology is, a process which takes time and for that no time limit can be prescribed.

Enactment of Legislation to Protect the Interests of Agricultural Workers

672. SHRI P. K. KODIYAN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the question of enacting a comprehensive legislation for

protecting the interests of agricultural workers has been considered by Government; and

(b) if so, the salient features thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). The question whether a Central Legislation on the lines of the Kerala Agricultural Workers Act, 1974 should be enacted is under consideration.

Bonded Labour in Rural Areas

673. SHRI P. K. KODIYAN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether any survey has been made by the Centre or State Governments to find out the extent of bonded labour in the rural areas;

(b) if so, what are the results of the survey;

(c) how many of these bonded labourers have been freed in each State and Union Territories since the law abolishing bonded labour came into force; and

(d) how many of the freed labourers have been rehabilitated and in what manner?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). No comprehensive all India survey has been conducted. State Governments were requested to carry out surveys. State Governments and Union Territories were also requested to constitute vigilance Committees in every district as well as at every sub-division level for the same purpose.

The State Governments of Andhra Pradesh, Bihar, Gujarat, Karnataka, Kerala, Madhya Pradesh, Orissa, Rajasthan, Tamil Nadu, Uttar Pradesh and Union Territory of Mizoram have reported the existence of bonded labour.

(c) and (d). The number of bonded labourers freed and rehabilitated as on 31-5-1977 is as follows:

	- Freed	Rehabilitated
1. Andhra Pradesh	826	698
2. Bihar	2,038	613
3. Gujarat	37	36
4. Karnataka	62,923	4,668
5. Kerala	702	186
6. Madhya Pradesh	1,500	33
7. Orissa	307	296
8. Rajasthan	5,533	2,381
9. Tamil Nadu	2,882	1,975
10. Uttar Pradesh	19,242	12,805
11. Mizoram	3	..
TOTAL	95,993	23,691

Freed bonded labourers have been rehabilitated by providing them with employment in Government Departments, allotment of agricultural lands, house sites, loans for purchase of milch animals, sheep, carpentry implements; provision of education and free hostel facilities to the children of the free bonded labourers. Collectors have been authorised to issue loans for agricultural purposes; loans have also been given by Nationalised Banks at preferential rate of interest to such labourers. Collectors have also been directed to rehabilitate freed bonded labourers in on-going Plan Schemes and programmes including those of soil conservation, irrigation works, social welfare measures, tribal and harijan welfare programmes.

Construction of Air and Naval Bases by USA at Diego Garcia

674. SHRI P. K. KODIYAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the construction of air and naval base at Diego Garcia by U.S.A. is proceeding at full speed despite the concern expressed by littoral States, including India, over the setting up of military bases in the Indian Ocean; and

(b) if so, what further steps Government intend to take to see that the Indian Ocean is kept free from military bases

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) The Government has seen Press Reports to this effect.

(b) India's support to the establishment of a Zone of Peace in the Indian Ocean is well-known. India shall continue to press for the implementation of the U.N. Resolutions on the subject in accordance with the wishes of the overwhelming majority of littoral and hinterland States of the Indian Ocean in all international fora, including the United Nations and the Non-aligned Group. India shall also continue to appeal to the great Powers and to the major maritime users of the Indian Ocean to co-operate with the littoral and hinterland States of the Indian Ocean in translating the concept of the Zone of Peace into reality and to eliminate foreign military presence and the resulting tension from the region. India shall also continue to welcome and encourage any move towards extension of the spirit of detente to the Indian Ocean.

State-wise Deaths due to forced Sterilisation

675 SHRI SHEO SAMPAT:
SHRI NAWAB SINGH
CHAUHAN:
SHRI DHANNA SINGH
GULSHAN:
SHRI PRASANNBHAI
MEHTA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the total number of persons reportedly died as a result of forced sterilisation and their age-group in various parts of the country during 1976, State-wise;

(b) the total number of persons reportedly suffering from various after-effects as a result of forced sterilisation in various parts of the country during 1976, State-wise; and

(c) the steps taken to ensure quick relief to the people?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) to (c). The information is being collected from the States and would be laid on the Table of the Sabha.

Reservation of Posts for S.C. and S.T. in Ministry of Steel and Mines

676. SHRI SHEO SAMPAT: Will the Minister of STEEL AND MINES be pleased to state:

(a) percentage reserved for Scheduled Castes and Scheduled Tribes for various categories of posts from top to bottom in the Ministry, its attached and subordinate offices and in various undertakings under the Ministry;

(b) the extent to which the reserved quota has been fulfilled at all levels;

(c) whether there is any category of posts where the representation of this category is not adequate; and

(d) the time by which the post reserved for this category are likely to be filled by the candidates of this category

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK):
(a) to (d). The requisite information is being collected and will be laid on the Table of the House.

Sterilisation Operation performed in Delhi during 1976

677. SHRI SHEO SAMPAT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to State:

(a) the total number of sterilisation operations performed in Delhi during 1976;

(b) whether Government have ascertained that this number is not an exaggerated one;

(c) the number and nature of complaints received or noticed by Government of forceful realisation of amount, goods etc., for organising family planning camps in Delhi from persons/traders etc., by various unscrupulous organisers of these camps; and

(d) the action Government propose to take against such persons who extorted money and other goods without making payment and also to ask the organisers to make payment for the goods they had purchased and not made the payment so far?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) 1,42,722 cases.

(b) During the course of the year a few sample checks of the reported performance have been made, but it is difficult to say on that basis whether the reported performance is exaggerated. A more comprehensive check will be undertaken in due course

Delhi Administration has also ascertained on the basis of test checks that the number of sterilisations given by them is not an exaggerated one.

(c) Two complaints were received by Delhi Administration wherein the allegations of collection/extortion of money from the shop keepers of Tilak Nagar, Delhi, under the threat of action under MISA and DIR by a person were levelled. These amounts were reported to have been collected for organising family planning camps.

(d) The complaints received by the Delhi Administration were regarding the collection of money only. Action has been initiated by Delhi Administration against the defaulters under Section 384 of IPC.

Scheduled Castes and Scheduled Tribes in Indian Missions Abroad

678. SHRI SHEO SAMPAT: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of persons belonging to Scheduled Castes and Scheduled Tribes posted in our Missions abroad and their percentage in relation to the total number of staff sent abroad in our missions; and

(b) the efforts made or proposed to be made to increase their representations in our missions abroad?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) There are 117 members of the Scheduled Castes and Scheduled Tribes posted abroad at present (98) Scheduled Caste and 19 Scheduled Tribe). Together they comprise approximately 8 per cent of the total number of India based officials posted in our Mission abroad, but the number is subject to variation.

(b) In postings abroad there is no reservation but the Ministry keep in mind the need to take into consideration the official's previous experience.

suitability for a particular post and the norms applied for posting to different categories of employees in the Ministry of External Affairs.

Meeting of State Health Ministers

679. SHRI M. KALYANA SUNDARAM:

SHRI M. RAM GOPAL REDDY:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government had called the meeting of the State Health Ministers recently; and

(b) if so, the outlines of the subject discussed therein and the outcome thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Yes.

(b) During the course of the meeting the following subjects were discussed:—

(i) Extension of Health Services to the rural areas.

(ii) Family Welfare programme.

(iii) National Malaria Eradication Programme.

(iv) National Programme for Prevention of Visual Impairment and Control of Blindness.

(v) Rehabilitation of the Physically Handicapped.

(vi) Training of Pharmacists.

Broadly, the following consensus emerged:—

(a) that the scheme regarding Health Care Services in the Rural Areas should be launched, after completing all preliminary work, on Mahatma Gandhi's Birthday i.e. on the 2nd October, 1977.

(b) that the Family Welfare Programme be carried forward

on an absolutely voluntary basis. Motivational and educational campaigns should receive high priority and all out efforts should be made all carry the message of the programme to the people at the grass root level.

(c) that the modified Plan of Operation on the National Malaria Eradication Programme should be implemented on an urgent basis. Greater emphasis should be laid on the training of District Medical Officers of Health, District Malaria Officers and Doctors of the Primary Health Centres and on provision of facilities for treatment of Malaria cases in the backward, tribal and other inaccessible areas of the country.

(d) that the National Plan for Prevention of Visual Impairment and Control of Blindness was discussed and approved.

(e) that a high powered committee should go into the problems of disability prevention and rehabilitation of handicapped.

(f) the training facilities for pharmacists in the country should be augmented.

Meeting of Coordinating Bureau of Non-Aligned Nations

680. SHRI M. KALYANASUNDARAM: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a five-day meeting of the Coordinating Bureau of Non-aligned Nations was held recently in New Delhi; and

(b) if so, the salient features of the matters discussed and the outcome thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Yes, Sir.

(b) The Conference adopted a Final Communiqué consisting of a political and an economic section and a Resolution on the Common Fund. Copies of the Communiqué have been placed in the Parliament Library.

Jobs for Apprentices Completing Training

681. SHRI M. KALYANASUNDARAM: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the number of apprentices who have completed training in different trades; and

(b) measures taken to provide them regular jobs?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) 1,12,251 upto March, 1976.

(b) The basic objective of the Apprenticeship Training Scheme under the Apprentices Act, 1961, is to equip the trainee with skills in his trade and increase his employability. The decision to provide him regular job, however, rests with the employer. Even so, the Government is considering the steps that can be taken to help trained apprentices to get employed.

Four-Point Integrated Health Philosophy

682. SHRI K. MALLANNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether his Ministry has decided to spell out a Four-point integrated 'Health Philosophy' to provide better health service to the nation;

(b) if so, the facts thereof;

(c) whether Government have set up any link between the urban orien-

ted medical colleges and primary health centres; and

(d) if so, the outlines thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). A comprehensive scheme on health care services in the rural areas has been prepared. This scheme envisages selection of community health workers by the community. The community health workers will provide basic preventive, promotive and curative services at the level of the community. The scheme provides for training of 5.8 lakh community health workers and equal number of dais, increasing the number of multi-purpose workers, induction of a large number of doctors in the rural areas and making the medical colleges responsible for total health of selected primary health centres. The scheme envisages active participation of the medical profession in improving the health (modern medicine) in the country should health centres every year till they are the rural population.

(c) and (d). It is proposed that each of the 106 medical colleges (of modern medicine) in the country should immediately take on the total administration and running of 3 primary health centres and add on 3 primary health centres every year till they are totally responsible for one district each.

Memorandum by Tamil Nadu A.I.T.U.C.

683. SHRIMATI PARVATHI KRISHNAN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether a delegation of Tamil Nadu unit of A.I.T.U.C. presented a memorandum to Him during his recent visit to Madras;

(b) if so, the broad outlines of the charter of demands; and

(c) Government's reaction and action taken thereon?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VERMA): (a) to (c). Presumably reference in part (a) is to the memorandum dated April 25, 1977 presented by the Tamil Nadu AITUC to the Union Labour Minister. The main points in the memorandum relate to:

(i) demand for an enquiry into the affairs of the Surgical Instrument Plant, Madras and mismanagement by its General Manager;

(ii) withdrawal of alleged victimisation such as dismissals, suspensions, reversions etc. imposed during the Emergency; and

(iii) stoppage of discriminatory action by the management against the the union. Those have been brought to the notice of the Government of Tamil Nadu and the Union Ministry of Chemicals and Fertilizers who would no doubt look into the matter and take appropriate steps to provide whatever relief is called for.

Excessive and Exaggerated Telephone Bills

684. SHRI P. G. MAVALANKAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government are aware that several telephone subscribers all over the country have been puzzled about, and have bitterly complained against, excessive and exaggerated telephone bills received by them, particularly on STD account;

(b) if so, whether Government have taken any steps thereon; and

(c) if so, broad outlines thereof?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES)

(a) Some subscribers complain about excess billing. In the four metropolitan towns, the average number of complaints received per 10 bills for local calls (quarterly) issued was found to be 6.

(b) and (c). Excess billing complaints are urgently investigated for clerical errors, spurts in meter reading or any possible technical faults. Corrections in the bills are made promptly wherever found justified.

Review of Payment of Bonus

685. SHRI P. G. MAVALANKAR:
SHRI ROBIN SEN:
SHRI A. BALA PAJANOR:

Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government propose to review urgently the whole question of payment of bonus to the working classes in the country;

(b) if so, the broad indication of Government's thinking on this problem; and

(c) the steps proposed to be taken by Government to discuss, decide and implement the said bonus question?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VERMA): (a) to (c). The question of payment of bonus is already under review and decisions in the matter are expected to be taken soon.

Commonwealth Prime Ministers' Conference

686. PROF. P. G. MAVALANKAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Commonwealth Prime Ministers' Conference was recently held in London;

(b) if so, whether India was represented at the said Conference by both, the Prime Minister and the Minister of External Affairs;

(c) the subjects discussed at the said Conference; and

(d) whether Government had indicated any specific subjects like "Race Relations in Britain and Commonwealth" to be included in the agenda, and if so, the details thereof??

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). Yes, Sir.

(c) The agenda covered the political and economic aspects of international affairs, including the situation in Southern Africa, and Cyprus, the question of the establishment of a new international economic order, functional and economic cooperation among Commonwealth countries and comparative techniques of Government.

(d) No, Sir.

Shortage of Equipments and Beds in Civil and General Hospitals

687. PROF. P. G. MAVALANKAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a number of civil and general hospitals run by Central Government are suffering from inadequate equipments and beds as well as over burdened medical and nursing staff; and

(b) if so, the steps taken by Government in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAYAN): (a) and (b). In two Central Government Hospitals, namely, Willingdon and Safdarjung Hospitals in New Delhi, the position regarding the availability of equipments, beds and staff is as follows:—

Willingdon Hospitals:

There is no inadequacy of equipments. 70 more beds have recently been sanctioned to strengthen the ever increasing requirement of beds in this Hospital. A proposal for suitably strengthening the various

specialities by upgrading Specialists Gd. II posts to Specialists Gd. I is being examined.

Safdarjung Hospital:

There is no inadequacy of equipment. Because of over-crowding of indoor patients at times, there is shortage of beds. To cope with the need for increased beds, miniature stretcher type beds are being procured by the Hospital authorities. A proposal for augmenting the strength of medical and Nursing Personnel in the Hospital is being examined.

Family Planning

688. SHRI R. V. SWAMINATHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have taken a fresh look at the policy of family planning and also felt that family planning should continue;

(b) whether the family planning, a voluntary one, had not been successful in the past;

(c) the extent Government are confident to successfully implement the family planning in the country in future; and

(d) the total sum provided for during the current year for the implementation of the scheme?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) to (c). The Government have reviewed the implementation of Family Welfare Programme especially in the light of the declared policy of the present Government to pursue vigorously Family Welfare Programme. Wholly on a voluntary basis. For this purpose a revised approach to Family Welfare Programme was discussed with State Health Ministers and a copy of the

revised Statement of Policy is laid on the Table of the House. [Placed in Library. See No. LT-365/77].

In the past the manner of implementation of Family Planning Programme aroused considerable public resentment, and it is the firm view of the present Government that Family Welfare Programme has to be implemented on a voluntary basis. Any coercion or compulsion has to be ruled out totally from this welfare programme.

There is no reason to believe that if the Family Welfare Policy Statement is properly implemented in the right spirit, the goal of reducing of birth to 30 per thousand at the end of Fifth Plan and 25 per thousand at the end of Sixth Plan will not be achieved.

(d) A provision of Rs. 9867.67 lakhs including Rs. 50.00 lakhs provided in the budget of Ministry of Works and Housing for Building of National Institute of Health and Family Welfare has been proposed during 1977-78 for implementation of Family Welfare Programme during 1977-78.

Conference to solve Labour Problems

**689. SHRI R. V. SWAMINATHAN:
SHRI PRASANNBHAI
MEHTA:**

Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government are seriously considering to have a fresh look at the labour policy for the whole country to eliminate labour unrest;

(b) whether the labourers are greatly agitated over the lack of work, benefits and increase in prices;

(c) whether he convened a conference of all the labour wings in the country to consider their demands; and

(d) if so, the suggestions made, conclusions arrived at and the steps taken to implement them?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (d). Government convened a Tripartite Labour Conference on the 6th and 7th May, 1977 to discuss certain aspects of labour policy. To make the Conference as broad-based as possible, representation was given to Central and State Governments, employers in the private and public sectors, the recognised Central Trade Unions and Trade Unions which claimed to be of all-India character.

The main conclusions of the Conference are given in the Statement laid on the Table of the House.

In pursuance of these Conclusions a Committee has already been set up to review the various aspects of Consumer Price Index Numbers for Industrial Workers. It has also been decided to set up a Committee on Comprehensive Law on Industrial Relations and Composition of Indian Labour Conference and a Committee on Workers' Participation in Management and Equity. The Organisations which participated in the Conference have not yet sent their suggestions regarding the "Gratuity Fund" and "Labour in unorganised sector".

Statement

TRIPARTITE LABOUR CONFERENCE

(New Delhi, May 6-7, 1977)

MAIN CONCLUSIONS

ITEM 1: Certain issues relating to Comprehensive Law on Industrial Relations.

ITEM 4: Composition of Indian Labour Conference.

It was agreed that a tripartite working group should be set up to

discuss and study in-depth all the problems relating to Comprehensive Industrial Relations Law and composition of the future Indian Labour Conference. It would give its report by the end of August 1977.

The composition of the group and its terms of reference were left to be determined by the Labour Minister.

ITEM 2: Worker's Participation

The general consensus that emerged in the Conference was that a Compact Committee should be set up to study the matter in-depth and give its recommendations to enable the Government to formulate its policy on the subject. A special reference was made to the need for studying the implication of the concept of trusteeship in industry in evolving a viable scheme for worker's participation in management. It was also suggested that academic institutions should be associated with this Committee.

ITEM 3: Setting up of a Gratuity Fund.

There was a general agreement to have some sort of insurance cover for the gratuity payable to the workers under the payment of Gratuity Act. There was, however, no consensus on the exact form it should take. It was decided that the organisations represented at the Conference would send their specific suggestions on this point as well as on other aspects of the Gratuity Act which would be taken into consideration while formulating comprehensive amendments to the Gratuity Act, if necessary, after further consultation with workers and employers.

ITEM 5: Labour in unorganised sector—(Contract Labour, Construction Workers, Rural Workers and Bonded Labour).

Regarding unorganised labour specially the rural workers (agri-

cultural labourers, share-croppers and small land owners, artisans etc.) the consensus was that owing to lack of time and non-availability of sufficient material, it would not be possible to discuss this in detail and do justice to the various complex issues pertaining to this vast sector. While the Conference could discuss issues relating to contract labour and construction workers, a special Conference should be convened as early as possible to consider problems relating to rural workers. It was agreed that the participating organisations in the present Conference would send their suggestions to the Ministry of Labour within 20 days, about the nature of participants for the Special Conference and the nature of subjects to be discussed at the Conference.

Consumer's Price Index

With reference to the points raised about the deficiencies in the compilation of the Consumer's Price Index, during the general discussion, the union Labour Minister agreed to constitute a Committee consisting of representatives of trade unions, employers and experts to study the existing procedures of price collection and desirability of associating trade unions in the compilation of primary data. The Committee would submit its report latest within two months.

Bases of Diego Garcia

690. SHRI R. V. SWAMINATHAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Indian Government have drawn attention of the U.S. Government to the Diego Garcia bases in the Indian Ocean and requested them to dismantle bases as there are a great threat to the Indian security; and

(b) if so, the reaction of the U.S. Government in the matter?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) The U. S. Government is fully aware of India's consistent stand on Diego Garcia. It may be added, however, that the Government of India does not regard Diego Garcia as a bilateral problem between India and the United States.

(b) The U. S. A. have taken note of India's stand which is in accord with the stand taken by an overwhelming majority of the littoral and hinterland states of the Indian Ocean.

India's Foreign Policy

691. **SHRI R. V. SWAMINATHAN: SHRI PRASANNBHAI MEHTA:**

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government contemplate to modify their foreign policy or propose to continue the same policy;

(b) the modifications, if any, proposed to be made;

(c) whether U.S.A. and U.K. have shown some shift in their earlier attitude towards India; and

(d) if so, the efforts being made to improve relations with these countries?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). Foreign policy of any country cannot be static and while the Government of India have emphasized the basic continuity in our foreign policy attitudes, there will necessarily have to be the proper interplay between this and the need to effect changes as are necessary to preserve complete independence based on our national interests and independent judgment on international issues.

(c) The smooth transition and changeover of Government of India has been welcomed in both the USA and U.K. President Carter has publicly expressed his admiration of the efficacy of our democratic system.

(d) Our efforts have always been to maintain an atmosphere of friendly and close relation on the basis of equality and reciprocity not only with the U. S. A. and the U. K. but with all the countries of the world.

Language Cells in Indian Missions Abroad

692. **SHRI SUSHIL KUMAR DHARA:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any efforts are being made to equip our diplomatic units, including embassies, High Commissions and other channels of diplomacy with language cells so that our missions abroad are able to transact business with Governments of the countries to which they are accredited either in the language of that country or in the language of our Union;

(b) how long will it take for them to be able to transact business in the language of those countries in Hindi;

(c) which of the units are reluctant in pursuing the policy and the reasons therefor; and

(d) remedial action contemplated to be taken?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) All countries transact business in their own language or in a European language. Foreign Service Officers on entering service are allotted one compulsory foreign language and thereafter are also allotted optional languages. They are required to pass an examination in Hindi before confirmation. Their language skills are kept in mind in their postings abroad to Missions. For routine work involving the language of the country our Missions utilise local staff recruited in those countries, or India-based Interpreters/Translators. This Ministry has secured the approval of the Cabinet for the creation of a high level Cadre of Interpreters. Qualifications, recruitment rules, etc., are being finalised. It has been considered desirable that

these Interpreters should have a working knowledge of Hindi also.

(b) Government have been able to transact business satisfactorily in Missions abroad either in the language of the country to which the Mission is accredited or in English. The Ministry tries to ensure that all Missions have some Hindi knowing personnel on their staff.

(c) None.

(d) Does not arise.

Introduction of Rural Health Scheme

693. SHRI SUSHIL KUMAR DHARA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the progress made in the direction of introducing the rural health scheme as enunciated by the Ministry some time back;

(b) the stages in which the scheme is to be launched and the areas to start with; and

(c) the main features thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) The draft plan of 'Rural Health Scheme' was discussed in the Health Ministers' Conference held in New Delhi on 28th-29th April, 1977. On the basis of the consensus arrived at the meeting the State Governments have been requested to send their approach papers which are still awaited from some of them.

(b) As decided in the Health Ministers' Conference, the Scheme, as far as possible, will be launched on 2nd October, 1977. If there will be any difficulty in starting the programme in all Primary Health Centres, simultaneously, priority would be given to areas populated by Scheduled Castes, Scheduled Tribes and most backward classes.

(c) Under the Rural Health Scheme there is a provision for selection of the community health workers by the com-

munity itself. Such community health workers will provide basic preventive, promotive and curative services at the level of the community. This also provides for improvement in the quality of the professional services by way of increasing the number of multi-purpose workers, induction of a large number of doctors in the rural areas and making medical colleges responsible for total health of selected primary health centres. It envisages training of about 5.8 lakh community health workers in a period of two years and training of equal number of dais to look after the deliveries, ante-natal and postnatal cares in the rural areas. The details of the scheme are, however, under examination of Finance Ministry and Planning Commission.

Increase in Rates and Securities in Telephone and other P. & T. Departments

694. SHRI KANWAR LAL GUPTA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the details of increase made by the Government in the rates of Securities in the telephone and other P. & T. departments in the last two years;

(b) the approximate amount of gain received by the Government due to those increases;

(c) the facilities provided by the Government to the people in this connection in the last two years; and

(d) what steps Government have taken or propose to take to improve the services of the telephone of P&T. Department?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) and (b). An amount equal to one year's rental is taken as security for telephone charges against each telephone. Since 1-3-76 annual rental of all telephone connections has increased by Rs. 100 per connection. This amount is not made use of by the department except in case of default in payment of dues by the subscriber.

amount is not made use of by the department except in case of default in payment of dues by the subscriber. The amount is kept under deposit. This amount increases as and when tariff is revised increasing the rent of a telephone.

(c) As indicated above, the security amount obtained by the department cannot be made use of by the department for provision of facilities.

(d) For improving telephone service, performance of different exchanges is being regularly monitored and defective equipments/plants are attended to. Special drives have been initiated in large telephone systems for overhauling of exchange plants, replacement of heavy open wire alignments by underground cables, gas pressurisation of junction and primary cables, close coordination with local authorities to minimise the incidence of damage to underground cables and reduction in electric power shut-down, etc. Action is also regularly taken to improve the design and manufacture of equipments.

Complaints against forced Sterilisation

695. SHRI KANWAR LAL GUPTA:

SHRI PRADYUMNA BAL:

Will the Minister of Health and Family Welfare be pleased to state:

(a) the number of complaints received by Government in the last two months against forced sterilization;

(b) the broad details thereof;

(c) the names of officers and public men responsible therefor and action taken by Government against them; and

(d) how many persons have been compensated against forced sterilization and the total amount spent on it?

THE MINISTER OF HEALTH AND FAMILY WELFARE: (SHRI RAJ NARAIN): (a) to (c). A very large number of complaints have been received during the period. Out of these

complaints quite a few refer to alleged forcible Sterilisation and harassment at the hands of motivators and other Family Planning staff. These complaints are being looked into in consultation with the State Governments.

Out of these complaints it has been possible to sort out nearly 4100 and approximately 50 per cent are complaints regarding forced Sterilisation and request for compensation. The Central Govt. has set up a Grievances Cell in the Department of Family Welfare and has also advised the State/Union Territory Administrations to set up similar Grievance Cells under them to process and examine the complaints and Grievances pertaining to Family Planning drive. All such complaints where excesses at the hands of staff or other agencies are alleged, are forwarded to the concerned State Govt./Union Territory Administrations for prompt and speedy enquiry. It has been suggested to the States/Union Territories to fix the responsibility for the excesses, and to take appropriate action against those responsible for harassment of the people.

(d) There is no scheme for giving cash compensation to those who report having undergone sterilisation under force and as such the question of spending any amount does not arise.

Increase in Lay-Offs

696. SHRI K. LAKKAPPA: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether there has been any increase in the incidence of lay-offs;

(b) whether any instructions have been issued to States to prevent such lay-offs; and

(c) if so, the facts thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) Information is being collected and will be laid on the Table of the Sabha after it is received.

(b) and (c). No new instructions have been issued in the last two months.

Recruitment of Indians

697. SHRI K. LAKKAPPA: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether recruitment of Indians for employment abroad by any agency has been forbidden; and

(b) if so, the facts thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). According to a policy decision taken by the Government in June, 1976, no firm, organisation or individual shall engage in the recruitment of skilled, semi-skilled and unskilled labour from India for deployment abroad unless registered and duly licensed for this purpose by the Ministry of Labour which has been designated as the Focal Point for this purpose. Foreign firms and organisations shall also not be allowed to make direct recruitment of skilled, semi-skilled and unskilled labour. However, they may appoint an Indian company/organisation registered with the Focal Point to act on their behalf for this purpose in accordance with the terms and conditions acceptable to the Focal Point. Indian firms/organisations engaged in consultancy/execution of work abroad will be allowed to directly recruit their genuine requirements of skilled, semi-skilled and unskilled workers for service abroad on the terms and conditions of employment to be approved by the Ministry of Labour.

Necessary amendments to the Emigration Act, 1922 are also under consideration.

In respect of highly qualified experts holding graduate or post-graduate qualifications, the Government of India policy regarding recruitment by other friendly developing countries is

that all requirements should be met on a Government to Government basis. Experts interested in deputation to such countries through the Government of India, whether they are in governmental or private employment in India, can apply to the Foreign Assignment Section, Department of Personnel and Administrative Reforms, North Block, New Delhi. Indian firms/organisations engaged in consultancy/execution of work abroad are, however, allowed to depute experts in their own employment abroad for the genuine requirements of their own work.

Better Health Services in India

698. SHRI K. LAKKAPPA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether health service in India is not a well planned system;

(b) if so, whether Government are taking any steps for better health services; and

(c) if so, outlines thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). Health service in India is a fairly well planned system. However, to improve the rural health service further, a Rural Health Scheme has been drawn up.

(c) The Scheme provides for community health workers to be selected by the community itself. Such community health workers will provide basic preventive, promotive and curative services at the level of the community. This also provides for improvement in the quality of the professional services by way of increasing the number of multi-purpose workers induction of a large number of doctors in the rural areas and making medical colleges responsible for total health of selected primary health centre. It envisages training of about 5.8 lakh community health workers in a period of two years and training of equal

number of dais to look after the deliveries, ante-natal and postnatal cares in the rural areas. The details of the Scheme including financial implications are under examination of Finance Ministry and Planning Commission.

दिल्ली में म्लबित टेलीफोन
बिल

699. श्री कें लक्ष्म्या : क्या संचार मंत्री यह बताने की हृषा करेंगे कि :

(क) क्या दिल्ली में बहुत बड़ी संख्या में टेलीफोन कनेक्शनों को भारी राशि के बिल का भुगतान न किए जाने के बावजूद काटा नहीं गया है तथा सरकार ने दोषी व्यक्तियों के विरुद्ध कोई कार्यवाही नहीं की है ;

(ख) क्या टेलीफोन संख्या 70695 और 631295 भी ऐसे दो टेलीफोन हैं जिनके विरुद्ध टेलीफोन विभाग से मिलीमत होने के कारण कोई कार्यवाही नहीं की गई है ; और

(ग) यदि हाँ, तो इसके क्या कारण हैं ?

संचार मंत्री (श्री जार्ज फर्नान्डिस) :

(क) दिल्ली में करीब 1,30,000 टेलीफोन कनेक्शनों में से केवल 211 ऐसे मामले हैं जिनमें 5000 रुपए या इससे अधिक रकम के बिल बकाया है । और टेलीफोन कनेक्शन काटे नहीं गए हैं ।

उनमें से टेलीफोन के 132 मामले ऐसे हैं जिन्हें काटने से छूट दी गई है 5 मामलों में बकाया रकम की अदायगी किश्तों में की जा रही है । शेष 74 मामलों में टेलीफोन के बिल विवादप्रस्त हैं । उनकी जांच की जा रही है ।

(ख) और (ग). टेलीफोन नं 70695 तीन बार काटा गया था और तारीख 8-4-1975 को उसे अंतिम

रूप से काट दिया गया था । टेलीफोन नम्बर 631295 चौदह बार काटा गया था और उसे तारीख 3-6-77 को अंतिम रूप से काट दिया गया है ।

Recruitment of Local People in Public Sector Undertakings

700. SHRI GANANATH PRADHAN : Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state :

(a) whether the Central Government have taken any steps to see that the Public Sector Undertakings such as H.A.L., H.S.L., Fertiliser Corporation of India and Food Corporation of India are complying with the labour laws, which provide that the public sector undertakings should recruit local employees for posts carrying less than Rs. 500.00 per month;

(b) the percentage of such employees in these undertakings in Orissa; and

(c) whether there is any case of retrenchment and malafide punishment by the authorities concerned against the labourers in these undertakings and their number?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) : (a) There is no Central law requiring the Central Government Public Sector Undertakings to recruit local persons for posts carrying less than Rs. 500.00 per month. The Bureau of Public Enterprises has issued general instructions to the Chief Executives of all Public Enterprises that they must, to the extent possible, recruit through local employment exchanges, their requirement of staff in respect of posts carrying basic salary of less than Rs. 500.00 per month.

(b) and (c). The requisite information is being collected and will be laid on the table of the Sabha as soon as the same is received.

Labour unrest in Bombay

701. SHRI R. K. AMIN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether there is simmering labour unrest in Bombay and the Thane-Belapur industrial belt; and

(b) if so, the reasons therefor and what action Government have taken in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). The matter essentially falls in the State sphere and has been brought to the notice of Government of Maharashtra who are concerned.

बिना आपरेशन का गम्भ निरोध

702. श्री नवाब सिंह चौहान : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :-

(क) क्या सरकार बिना आपरेशन के गम्भ निरोध के कोई उपाय पर विचार कर रही है ; और

(ख) यदि हां, तो इस संबंध में क्या प्रयत्न हो रहे हैं और उनके क्या परिणाम हैं ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री राज नारायण) : (क) जी, हां। बिना शल्य किया के गम्भीर्य के डारा विशेष प्रकार के इच्छुकों को बंद किया जा सकता है।

() इस प्रणाली की सुरक्षा तथा प्रभाववारिता का मूल्यांकन किया जा रहा है और संतोषप्रद परिणाम प्राप्त होने के बाद ही निर्णय लिया जा सकेगा।

विदेशों में स्थित भारतीय दूतावासों में खबों में वित्तव्ययता

703. श्री नवाब सिंह चौहान : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार विदेशों में वित्ती दतावासों के खबों में मित्तव्ययता करने का है ;

(ख) यदि हां, तो योजना की मुख्य बातें क्या हैं और उसकी क्रियान्वित कर की जायेगी ; और

(ग) प्रतिवर्ष इन पर कुल कितना खर्च हो रहा है और इसमें कितनी कमी करने का विचार है ?

विदेश मंत्री (श्री अटल बिहारी वाजपेयी) : (क) जी, हां।

(ख) किफायतमारी के जो आदेश बराबर लागू किए जा रहे हैं उनकी मुख्य बातें मोटे तौर पर नीचे लिखे अनुसार हैं :—

(1) जो पद उह मास से ज्यादा समय तक खाली पड़े हों उन्हें जहां तक सम्भव हो न भरा जाए।

(2) समय-समय पर विदेश सेवा निरीक्षकों द्वारा कार्य-पद्धति और कर्मचारी रखने की पद्धति की जांच को मूल्यांकन के आधार पर पदों को स्थगित रखना।

(3) विदेशों में सेवारत भारत आस्थानी कर्मचारियों के विदेश भत्ते में 5% की कटौती।

(4) आकस्मिक खर्च में कठोर नियंत्रण।

(ग) वार्षिक खर्च (1976-77 के अंतिम अनुभानों के आधार पर) 23,13,54 माला रुपए हैं।

बचत के तरीके लाभ करने से, जिसमें कर्मचारियों की बढ़ि पर यथासंभव नियन्त्रण रखना शामिल है, उत्तरांतर बढ़ती हुई मुद्रा-स्फीती और चट्ट-बढ़ते हुए विनियम दरों के बावजूद व्यय पर नियन्त्रण रखा गया है। अनुमान है कि किफायतस्परी के लिए बरते गए तरीकों से 1977-78 के दौरान लगभग 40 लाख रुपए की बचत होगी।

Inquiry into Excesses committed by Agencies of Family Planning Front

704. SHRI CHITTA BASU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government propose to hold an inquiry into the excesses committed during the emergency by various agencies of the Family Planning Front; and

(b) if so, the manner in which it would be held?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). Excesses in Family Planning like other excesses during the emergency will be covered in the scope of the inquiry to be conducted by the Shah Commission.

The question of setting up fact finding Committees to collect facts regarding excesses in family planning is under active consideration.

Opposition to U.N. Resolution on Indonesian Aggression on East Timor

705. SHRI JYOTIRMOY BOSU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether under orders of Shrimati Indira Gandhi, her Government had opposed the UN resolution condemning Indonesian aggression on East Timor;

(b) the names of the countries who had supported the UN resolution con-

demning the aggression and the names of those countries who opposed the resolution; and

(c) whether present Government will take any remedial measures to undo this wrong done to East Timor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) India voted against Resolution No. 31/53 on the "Question of Timor" which was adopted at the 31st Session of the United Nations General Assembly on 1 December, 1976. This Resolution, *inter alia*, reaffirmed Resolution 3485 (XXX) adopted by the United Nations General Assembly at its 30th Session held in 1975 which had "strongly deplored (d) the military intervention of the armed forces of Indonesia in Portuguese Timor". India had also voted against Resolution 3485 (XXX).

(b) The names of the countries which voted for and against UN General Assembly Resolution 31/53 are given in the statement attached.

(c) Does not arise. Government recognises the integration of East Timor with Indonesia.

Statement

LIST OF COUNTRIES WHICH VOTED FOR AND AGAINST RESOLUTION 31/53 ON THE "QUESTION OF TIMOR" ADOPTED BY THE UN GENERAL ASSEMBLY AT ITS 31ST SESSION IN 1976.

VOTED FOR

1. Albania, 2. Algeria, 3. Barbados,
4. Benin, 5. Botswana, 6. Brazil, 7. Bulgaria, 8. Burundi, 9. Byelorussian Soviet Socialist Republic, 10. Cape Verde, 11. Central African Republic, 12. Chad, 13. China, 14. Columbia, 15. Congo, 16. Cuba, 17. Cyprus, 18. Czechoslovakia, 19. Democratic Kampuchea, 20. Democratic Yemen, 21. Ecuador, 22. Equatorial Guinea, 23. Ethiopia, 24. Gabon, 25. Gambia, 26. German Democratic Republic, 27.

Ghana, 28. Greece, 29. Grenada, 30. Guinea, 31. Guinea-Bissau, 32. Guyana, 33. Hungary, 34. Iceland, 35. Ivory Coast, 36. Jamaica, 37. Kenya, 38. Lao People's Democratic Republic, 39. Lesotho, 40. Liberia, 41. Madagascar, 42. Malawi, 43. Mali, 44. Mauritius, 45. Mexico, 46. Mongolia, 47. Mozambique, 48. Norway, 49. Panama, 50. Poland, 51. Portugal, 52. Romania, 53. Rwanda, 54. Sao Tome and Principe, 55. Senegal, 56. Sierra Leone, 57. Somalia, 58. Swaziland, 59. Sweden, 60. Togo, 61. Trinidad and Tobago, 62. Uganda, 63. Ukrainian Soviet Socialist Republic, 64. Union of Soviet Socialist Republic, 65. United Republic of Cameroon, 66. United Republic of Tanzania, 67. Upper Volta, 68. Zambia,

VOTED AGAINST

1. Bangladesh, 2. Chile, 3. India, 4. Indonesia, 5. Iran, 6. Japan, 7. Jordan, 8. Malaysia, 9. Mauritania, 10. Morocco, 11. Nicaragua, 12. Oman, 13. Philippines, 14. Saudi Arabia, 15. Surinam, 16. Thailand, 17. Tunisia, 18. Turkey, 19. United States of America, 20. Uruguay.

Export of Steel by Shri Sanjay Gandhi

706. SHRI JYOTIRMOY BOSU: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Shri Sanjay Gandhi or a concern with which he is connected has exported substantial quantities of steel to different countries; and

(b) if so, the facts thereabout and the quantity and value thereof?

THE MINISTER OF STEEL AND MINES (SHRI BLJU PATNAIK): (a) and (b). The canalising agency for export of iron and steel, namely SAIL International Limited, has not exported any steel through Shri

Sanjay Gandhi. In the absence of specific information regarding the identity of the concern with which Shri Sanjay Gandhi is connected, it is not possible to say whether any export of steel has been effected through such a concern.

Prosecutions against Coca-Cola, Fanta products

708. SHRI JYOTIRMOY BOSU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) how many prosecutions have so far been launched against Coca-Cola, grape-Fanta and other beverage producers;

(b) the outcome of such prosecutions;

(c) whether National Nutrition Laboratory at Hyderabad at the first instance had found and reported that Coca Cola was harmful for children of growing age;

(d) if so, whether Government propose to take suitable action in this regard; and

(e) if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). According to available information, the number of prosecutions so far launched against Coca-Cola, Grape-Fanta and other beverages in the country and the outcome thereof is as indicated below:

Number of prosecutions launched.	386
Number of cases convicted.	106
Number of cases acquitted/discharged.	64
Number of cases pending in courts.	210
Cases filed by the Court due to vendore being not traceable.	2

Cases filed by the Court due to death of the accused. 4

(c) No. The National Institute of Nutrition, Hyderabad, have not conducted any specific studies on children *vis-a-vis* Coca Cola.

(d) and (e). Do not arise.

Suspension of City Telephone Advisory Committees

709. SHRI R. K. MHALGI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) how many City Telephone Advisory Committees in the country have been recently suspended, Statewise;

(b) the time by which these Committees will be reconstituted; and

(c) the criteria for the appointment of a member on the Committee?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) Ninetyseven telephone Advisory Committees had been set up. The position Statewise is indicated below:—

State	No. of TACs.
Andhra Pradesh	4
Assam	2
Bihar	5
Gujarat	7
Jammu & Kashmir	2
Kerala	9
Karnataka	5
Madhya Pradesh	5
Maharashtra	10
Orissa	3
Rajasthan	5
Tamil Nadu	9
Uttar Pradesh	13
West Bengal	4

Tripura	1
Punjab	4
Meghalaya	1
Haryana	3
Himachal Pradesh	1
Delhi	1
Chandigarh	1
Goa	1
Pondicherry	1

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The 2-year term of 64 of the Telephone Advisory Committees had elapsed. The other 33 have since been suspended.

(b) Telephone Advisory Committees will now be constituted in State capitals with exchange capacity over 1500 lines and in larger telephone systems with 10,000 or more telephones (Telephone Districts). These Telephone Advisory Committees are expected to be constituted in the next three to six months time.

(c) The person to serve as Member on a Telephone Advisory Committee should belong to and normally reside at the place at which the Committee functions. Nominations on Telephone Advisory Committees represent State Administration, State Legislature and Corporation/Civic body. Nominations of Members of Parliament are obtained from the Department of Parliamentary Affairs. Regarding other interests, Heads of Telecom. Circles/Telephone Districts concerned call for recommendation from various associations/organisations etc., representing the specified interests. For making the appointment, Government considers these names and other names received directly.

Private Industrialists in Steel Industry

710. SHRI K. A. RAJAN: Will the Minister of STEEL AND MINES be pleased to state whether Government propose to allow private industrialists to enter into steel industry?

THE MINISTER OF STEEL AND MINES (SHRI BLJU PATNAIK): The Industrial Policy Resolution of 1956 has provided the basic policy frame in regard to the development of iron and steel and the related input industries. According to it, the establishment of large integrated steel plants has been earmarked exclusively for the public sector.

However, private industrialists are being allowed, from time to time, to set up small and medium plants in the steel sector for production of steel ingots, sponge iron, pig iron, ferroalloys and rolled products.

Reorganisation of National Apex Body

711. SHRI K. A. RAJAN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

- (a) whether Government have asked the National Apex Body to stop all future negotiations;
- (b) if so, the facts and reasons therefor;
- (c) whether Government propose to reorganise this body giving representation to all the recognised unions; and
- (d) if so, the outlines thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (d). As the composition of National Apex Body and its associate organisations, particularly in the matter of representation to Trade Union Organisations, was restrictive in scope, it was not considered appropriate to continue them with their existing composition.

Since the discontinuation of the Apex Bodies, the Tripartite Labour Conference has been convened and full representation was given to all Central Trade Union Organisations at the Labour Conference.

Applications for passports pending with Regional Passport Authority, Cochin

712. SHRI V. M. SUDHEERAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) the number of applications for passport pending with the Regional Passport Authority in Cochin;
- (b) the action Government propose to take to dispose off those applications; and
- (c) any suggestions received from the Government of Kerala in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) The number of applications pending in the Regional Passport Office, Cochin, as on 31st May, 1977 was 81,000.

(b) Government is taking steps to streamline existing passport procedures and improve systems in the Passport Offices to minimise delays.

(c) The Government of Kerala have suggested increasing the staff strength while they would try to eliminate delay in completing enquiries on passport applications.

गांवों में डाक वितरण

713. श्री कर्पूरी ठाकुर : क्या सचार मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रत्येक राज्य एवं केन्द्र जासित प्रदेश में ऐसे गांवों की संख्या कितनी है जहां 31-3-1977 को प्रतिदिन डाक का वितरण होता था; और

(ख) उपरोक्त तिथि को ऐसे गांवों की संख्या कितनी थी जहां (1) पालिक

(2) साप्ताहिक (3) घर्दं साप्ताहिक एवं
 (4) सप्ताह में तीन बार डाक वितरण की
 व्यवस्था थी ?

संचार भवी (श्री जार्ज फर्नान्दिस) :
 (क) और (ख). लोक सभा पटल पर एक
 विवरण-पत्र रखा जा रहा है ।

विवरण

सं० राज्य		उन गांवों के नाम जहां—(तारीख 31-3-77 की स्थिति)					
1	2	3	4	5	6	7	8
1. आन्ध्र		36181	—	—	—	—	36181
2. असम		21412	2042	235	36	—	23725
3. बिहार		72585	487	320	14	—	73406
4. गुजरात		18275	—	—	—	—	18275
5. हरयाणा		7161	—	—	—	—	7161
6. हिमाचल प्रदेश		19545	7678	614	692	—	28529
7. जम्मू व कश्मीर		7864	29	110	7	—	8010
8. केरल		1334	—	—	—	—	1334
9. कर्नाटक		26826	—	—	—	—	26826
10. महाराष्ट्र		35384	107	768	116	—	36375
11. मध्य प्रदेश		67306	1185	997	926	—	70414
12. मणिपुर		1443	285	160	61	—	1949
13. मेघालय		1511	418	1150	1504	—	4583
14. नागालैंड		339	107	245	272	—	963
15. उडीसा		46197	1000	—	—	—	47197
16. पंजाब		12204	—	—	—	—	12204
17. राजस्थान		34744	660	41	—	—	35445
18. सिक्किम		258	25	30	25	24	362
19. तमिलनाडु		21980	—	—	—	—	21980
20. त्रिपुरा		4333	394	—	—	—	4727
21. उत्तर प्रदेश		152483	—	32	—	—	152515
22. पश्चिम बंगाल		42585	1085	92	—	—	43762

1	2	3	4	5	6	7	8
संघ शासित राज्य							
1. अंडमान निकोबार	311	7	—	37	46	401	—
द्वीप समूह							
2. अरुणाचल प्रदेश	275	196	213	2289	—	2973	
3. चंडीगढ़	21	—	—	—	—	—	21
4. दादर नागर हवेली	72	—	—	—	—	—	72
5. दिल्ली	248	—	—	—	—	—	248
6. गोवा दमन दीव	429	—	—	—	—	—	429
7. लक्ष द्वीप	10	—	—	—	—	—	10
8. मिजोरम	48	24	43	36	78	229	
9. पांडिचेरी	330	—	—	—	—	—	330
10. माही	4	—	—	—	—	—	4
योग :	633698	15729	5050	6115	148	660640	

Scheme for Medical Service to Villages

714. SHRI NIHAR LASKAR:
SHRI D. D. DESAI:
DR. BAPU KALDATE:
SHRI S. KUNDU:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Central Government are considering to take the medical service to villages;

(b) if so, whether any such scheme has been prepared by Government;

(c) if so, whether Government are proposing to open mini hospitals in every village; and

(d) if so, main features of the scheme?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). Medi-

cal and health needs of the rural areas are already being attended to by a large net work of primary health centres and sub-centres in the country. There is, however, a scheme under consideration to improve further the health services in the rural areas.

(c) No, please.

(d) Under the scheme mentioned above, there is a provision of community health workers to be selected by the community. Such community health workers will provide basic preventive, promotive and curative services at the community level. This also provides for improvement in the quality of the professional services by way of increasing the number of multi-purpose workers, induction of a large number of doctors in the rural areas and making medical colleges responsible for total health of selected primary health centres. It envisages training of about 5.8 lakh community health

workers in a period of two years and training of equal number of dais to look after the deliveries, ante-natal and post-natal cares in the rural areas. The details of the scheme including financial implications are, under examination.

4. 5.

Offer of cooperation to India by Arabian and Communist countries

715. SHRI NIHAR LASKAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Arabian and Communist countries have declined to support the present Government;

(b) if so, how many countries have so far offered their support and co-operation to India;

(c) whether the oil supplying nations have stopped or reduced the supply of oil to India; and

(d) if so, the steps being taken to improve our relations with these countries?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) No, Sir.

(b) The question does not arise in view of (a) above.

(c) No, Sir.

W-

(d) The question does not arise in view of (c) above. The further strengthening of cooperation with all Arab Countries is a constant endeavour of the Government of India.

Employment to persons becoming overaged for Government Service

716. SHRI NIHAR LASKAR: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the unemployment problem in the country has reached a situation where the labour unrest have started and youths have become agitated;

(b) whether persons who got themselves registered in the employment exchanges have not got the jobs and have become over-aged for Government employment;

(c) if so, the total number of such persons registered in the employment exchange in the country; and

(d) what steps are being immediately taken to help them in getting jobs?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (d). Available information relates to the number of job-seekers registered with the Employment Exchanges as on 31st December, 1976 classified by age groups. A statement is attached. Since the upper age limits for entry into Government services differ from occupation to occupation and even between Centre and the State Governments etc., it would not be possible to indicate precisely the number of job-seekers registered with Employment Exchanges who have become over age for Government employment.

Employment in Government services alone cannot provide jobs to all job-seekers. Government is pledged to the removal of destitution within a time-frame of 10 years and towards this end Government will follow an employment-oriented stra-

tegy in which primacy will be given to the development of agriculture, agro-industries, small and cottage industries especially in rural areas. High priority will also be given to the provision of minimum needs in rural areas and to integrated rural development.

Statement

Number of job-seekers on the Live Register of Employment Exchanges as on 31st December, 1976 classified by age-groups.

(In thousands)

Age-group	Number on Live Register as on 31-12-1976.
1. Upto 19 years	2900.2
2. 20-24 years	3055.2
3. 25-34 years	3225.8
4. 35-44 years	509.1
5. 45-54 years	80.0
6. 55 years and above	14.0
TOTAL	9784.3

NOTE:— 1. All the job-seekers on the Live Register of Employment Exchanges are not necessarily unemployed.

2. Date showing the age-wise distribution of job-seekers on the Live Register are being collected annually at the end of December each year.

No-War Pact with Pakistan

717. SHRI F. P. GAEKWAD: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any positive response to India's renewed offer to sign a

no-war pact with Pakistan has been received; and

(b) what steps Government propose to take to protect the security and integrity of the country as a result of massive arms supply to Pakistan by U.S. Government?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). According to press reports, the Pakistan Prime Minister has said there are some pre-conditions before Pakistan agrees to sign a specific no-war pact with India.

Government have been in touch with US Government regarding proposals for the supply of sophisticated military equipment to Pakistan. According to latest information, one such proposal has been called off, following President Carter's new policy of arms restraint.

Compulsorily retired officers of P&T, Andhra Circle

718. SHRIMATI AHILYA P. PANGNEKAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether eight Office bearers of Postal Class III Union in Andhra Circle were compulsorily retired in 1967 for having associated with the issue of a circular containing complaints against the SPO, Kurnool;

(b) whether out of eight, three have been taken back on duty; and

(c) if so, whether remaining five will also be taken back on duty; and if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) Yes, Sir, but their compulsory retirement ordered in 1960 was based on their conduct having led to conviction on a criminal charge by a court for publishing a defamatory pamphlet against the

then Superintendent of Post Offices, Kurnool.

(b) Yes, Sir.

(c) The petitions for taking back on duty received from four of the remaining five are being considered on merits. The fifth was an Extra Departmental official who has not submitted any petition so far.

Steel Targets

719. SHRI SOMNATH

CHATTERJEE:

SHRI S. R. DAMANI:

SHRI D. D. DESAI:

SHRI VASANT SATHE:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether long-term targets for steel industry are being scaled down as reported in a New Delhi daily dated 24th April, 1977; and

(b) if so, the facts thereof and reasons therefor?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK):

(a) and (b). No definite long-term targets for steel industry have so far been laid down. Any question of scaling down of the targets therefore does not arise.

2. In the White Paper laid on the table of the House in May 1976, it had been indicated that the total global capacity for steel making was likely to increase by about 300 million tonnes in the next 25 years and therefore for our share of this additional world capacity, a tentative target of about 75 million tonnes could be considered. For this purpose SAIL had been entrusted with the task of preparing a 25 year plan. This entire question has been re-examined since the formation of the new government and it has been decided that such a long term plan cannot be prepared in isolation

for the steel sector only and has to be dovetailed into the overall plan for the economic and industrial development of the country and would, therefore, require a fresh look for close integration with the new thinking of the Planning Commission.

Purchase of Microwave Telephone Lines from Japan

720. SHRI SOMNATH CHATTERJEE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether in 1975, the erstwhile Ministry of Communications entered into deals with Nippon Electric Company Ltd., Japan for purchase of microwave telephone lines;

(b) if so, the salient features thereof;

(c) whether any allegations of irregularity and malpractice have been received by the Government in this connection;

(d) whether it has been alleged that the present Secretary to the Ministry of Communications was instrumental in giving this contract to NEC, Japan for furthering his own financial interest as well as the interests of some other person or persons outside the Government; and

(e) if so, Government's reaction thereto?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES):

(a) and (b). A global tender enquiry was issued in 1975 for purchasing microwave equipment under IDA credit. Tender offers received from 16 firms were evaluated by a Tender Evaluation Committee. The Committee found the offer of Nippon Electric Company Ltd. (NEC) of Japan to be cheapest as well as technically acceptable. After obtaining the concurrence of the World Bank, an order was placed in 1976 on NEC for the microwave equipment and ancillaries for the 1251

Kms. long Calcutta-Assam route for approximately Rs. 2.8 crores.

- (c) No, Sir.
- (d) and (e). Does not arise.

Labour Unrest

721. SHRI S. R. DAMANI:
SHRI NIHAR LASKAR:

Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

- (a) how many industrial units have been affected due to labour unrest in the current year and what is the loss of production;
- (b) whether the trend is continuing unabated; and
- (c) if so, Government's reaction thereto?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) The number of industrial units affected due to labour unrest from January 1977 to April 1977 was 327 (Provisional).

- (b) No.
- (c) Does not arise.

Industrial Unrest

722. SHRI S. R. DAMANI: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state the reasons for the widespread industrial unrest during the last two months and steps taken to remedy the situation?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): The required information is being collected and will be laid on the Table of the Sabha in due course.

Urban and Rural Unemployment

723. SHRI S. R. DAMANI: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

- (a) the data available with Government about urban and rural unemployment and under-employment, State-wise;
- (b) whether any sectors have been identified for investment which will create large-scale employment; and
- (c) if so, the main features of schemes drawn under each sector, the investment proposed, and their employment potential estimated?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) A statement is enclosed.

(b) and (c). Government is pledged to the removal of destitution within a definite time frame of 10 years. To achieve this objective, Government will follow an employment oriented strategy in which primacy will be given to the development of agriculture, agro-industries, small and cottage industries especially in rural areas. High priority will also be given to the provision of minimum needs in rural areas and to integrated rural development.

Statement

The National Sample Survey Organisation undertook a detailed inquiry with the object of collecting data on employment, un-employment and under-employment during its 27th round—1972-73. The data collected in the inquiry are in an advanced stage of tabulation. Based on the data relating to the 1st half of the survey period; namely October 1972 to March 1973, a preliminary study of the employment and

un-employment profile in India has been made. Results of this study relate to persons of age 5 and above. Two statements showing the state-

wise position in respect of un-employment and under-employment are enclosed.

STATEMENT I

Estimated number of persons (in thousands) usually seeking and available for employment (Chronically unemployed)—October 1972—March 1973.

State	Number of persons (ooo)** seeking and available for work	
	Rural	Urban
1 Andhra Pradesh	80	220
2 Assam	54	19
3 Bihar	365	98
4 Gujarat	61	72
5 Haryana	38	28
6 Himachal Pradesh	8	4
7 Karnataka	75	127
8 Kerala	387	158
9 Madhya Pradesh	15	93
10 Maharashtra	86	297
11 Meghalaya	0	1
12 Nagaland*	*	1
13 Orissa	97	40
14 Punjab	30	46
15 Rajasthan	77	34
16 Tamilnadu	153	291
17 Uttar Pradesh	174	99
18 West Bengal	262	363
19 Chandigarh*	*	3
20 Delhi	1	63
21 Goa	9	3
22 Pondicherry	4	7
23 Jammu & Kashmir	5	7
24 Manipur	3	2
25 Tripura	7	5
ALL INDIA	1591	208

*Survey was conducted in urban areas only.

**Based on a projected population (ooo) for 1973 as per growth rate for preceding 10 years over 1961 Census population.

STATEMENT II

Casual workers intermittently unemployed and seeking work

State	Rural		Urban	
	Percentage of casual labourers to total persons	Percentage of persons seeking or available for wage/ salaried employment to total casual labourers	Percentage of casual labourers to total persons	Percentage of persons seeking or available for wage/ salaried employment to total casual labourers
I	2	3	4	5
1 Andhra Pradesh	23.27	47.02	6.35	62.02
2 Assam	3.15	54.23	1.86	57.43
3 Bihar	10.56	52.19	4.28	68.53
4 Gujarat	13.15	63.37	5.95	39.52
5 Haryana	4.42	60.66	3.19	78.56
6 Himachal Pradesh	1.02	67.40	2.73	56.36
7 Karnataka	18.17	72.96	5.25	70.55
8 Kerala	16.53	56.62	8.54	58.08
9 Madhya Pradesh	10.03	46.09	4.12	69.32
10 Maharashtra	19.00	62.49	4.69	65.56
11 Meghalaya	5.67	22.19	1.78	..
12 Nagaland*	..	..	0.38	0.00
13 Orissa	14.39	77.02	5.72	72.37
14 Punjab	7.05	37.67	3.46	24.55
15 Rajasthan	3.00	71.47	3.27	54.36
16 Tamilnadu	21.82	41.66	5.37	43.23
17 Uttar Pradesh	5.92	57.02	2.75	58.39
18 West Bengal	11.99	66.42	2.82	71.47
19 Chandigarh*	..	..	..	..
20 Delhi	3.41	48.84	1.14	69.70
21 Goa	20.34	90.04	5.92	0.00
22 Pondicherry	25.81	19.72	3.30	20.97
23 Jammu & Kashmir	0.67	76.97	1.30	26.09
24 Manipur	1.02	18.92	1.87	36.84
25 Tripura	11.04	35.50	2.76	3.70
ALL INDIA	12.37	56.44	4.39	58.40

*The survey was restricted to urban areas only.

Note:—Casual workers intermittently unemployed and seeking work can be regarded underemployed.

U.S. Naval Task Forces in Indian Ocean

724. SHRI C. K. CHANDRAPPAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the attention of the Government has been drawn to the fact that the US Government continues to send her Naval Task Forces to Indian Ocean;

(b) how many times during the last six months such naval forces of the US visited Indian Ocean;

(c) whether the US military base in Diego Garcia is now having more military men and arms and presents a threat to India and other littoral countries; and

(d) whether Government have taken up this matter with the US Government?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). Yes, Sir. The Government of India is aware of the visits of U.S. Naval Task Forces from time to time to the Indian Ocean.

(c) The Government of India is aware of the continued expansion of the military facilities at Diego Garcia. The existence of foreign military bases in the Indian Ocean presents a continuing source of tension and is a matter of deep concern to India and other littoral States in the region.

(d) The stand of the Government of India on Diego Garcia is well known to the Government of the USA.

Five-Point Programme of Shri Sanjay Gandhi

725. SHRI C. K. CHANDRAPPAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) to what extent the Central Government was involved financially or otherwise for the implementation

of the Five-Point Programme of Sanjay Gandhi, son of the former Prime Minister, especially in the sphere of Family Planning Campaign;

(b) the relative figures in regard to family planning during emergency and the year before; and

(c) the steps taken by Government to provide relief to the victims of this Family Planning excesses and to punish those who were responsible for these excesses and the results of these steps so far?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) The Government of India have accepted the importance and the need for controlling the rapid rate of increase of population and for this purpose, a programme has been in operation since the First Five Year Plan. In the beginning, this programme was limited to only educational activities but subsequently the Government decided to provide the basic infra-structure and personnel for making available services and necessary supplies to the people through a network of urban and rural Family Welfare Planning Centres. The Programme offers advice, consultation and services to all who need it. As an integral part of the Programme, Maternity and Child Health Care is extended to pregnant mothers and children in the younger age group. Various immunisation and prophylaxis schemes are implemented for the welfare of mothers and children. The Central Govt. has been meeting the full expenditure incurred in the States and Union Territories, on the implementation of this Programme since the beginning.

Family Planning Programme was a part of the 25-Point Programme which was reviewed as such at the Conference of Chief Ministers on 18-1-1977. However, motivational campaigns organised by Indian Youth Congress for promoting Family Planning were provided help by the Department of Family welfare by way of

making available some performance of a ballet show earlier developed on behalf of the Department of Family Welfare, and performances were arranged under the auspices of Indian Youth Congress with the help of the Song and Drama Division of the Ministry of Information and Broadcasting. Some printed publicity material concerning the Family Planning Programme was also produced and distributed. An expenditure of Rs. 20,400 was incurred on holding the ten ballet performances at places selected in consultation with Indian Youth Congress.

(b) The estimated expenditure on the implementation of Programme

during 1974-75, 1975-76 and 1976-77 was as under:—

	Estimated expenditure (Rs. in lakhs)
1974-75	6204.80
1975-76	7860.08
1976-77	14828.00

The figures of achievement under different methods of contraception are as follows:—

	Sterilisation	I.U.D.	C.C. users (including pills)	Total
1974-75	1,353,859	432,630	2,250,939	4,307,428
1975-76*	2,669,780	605,124	3,491,266	6,766,170
1976-77*	8,106,639	562,842	3,512,708†	12,182,189

*Figures provisional. †including oral pill users.

(c) The Government of India have issued detailed guidelines to the States and other implementing agencies for ensuring prompt and speedy relief in cases where an acceptor has either lost his life or developed complications after sterilisation. The Union Minister for Health and Family Welfare has also asked the State Governments to look into complaints of excesses and use of coercion/compulsion and to take appropriate action against those found responsible.

Opening of Post Offices, Telephone and Telegraph Offices in Himachal Pradesh

726. SHRI DURGA CHAND: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of post offices/Telephone and Telegraph offices in Himachal Pradesh, District-wise;

(b) whether Government have undertaken any survey for opening more Post offices/Telephone/Telegraph offices in Himachal Pradesh, District-wise;

(c) if so, the outlines thereof; and
 (d) the names of the places where Post offices/Telephone and Telegraph offices are proposed to be opened during the remaining year of the current Five Year Plan?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) The number of post offices, public call offices and Telegraph offices in Himachal Pradesh, District-wise, is as under:—

1. No.	Name of District	P.Os.	PCOs	T.Os.
1 Kangra	• • • • • • • •	467	28	64
2 Hamirpur	• • • • • • • •	180	13	27
3 Una	• • • • • • • •	135	6	16
4 Chamba	• • • • • • • •	93	6	19
5 Bilaspur	• • • • • • • •	102	4	13
6 Mandi State	• • • • • • • •	262	10	26
7 Kulu	• • • • • • • •	96	7	20
8 Lahaul & Spiti	• • • • • • • •	31	..	3
9 Simla	• • • • • • • •	248	20	57
10 Solan	• • • • • • • •	125	10	27
11 Sirmaur	• • • • • • • •	125	3	12
12 Kinnaur	• • • • • • • •	56	..	2

(b) and (c). Yes, Sir. In respect of post offices a survey has been made with the objective of:

(i) extending daily delivery service;

(ii) covering tribal and very backward areas;

(iii) covering such Gram Panchayat Villages where there is no post office at a distance of 5 Kms.; and

(iv) meeting any special requirements. For telephone and telegraph offices, the Department follows a uniform policy for opening tele-

phone and telegraph offices at certain categories of stations in rural areas and a review is made of all the villages to identify the villages covered by the policy. A copy of the policy now being followed is given in Statement I laid on the Table of the House. [Placed in Library. See No. LT-366/77].

(d) A tentative list of Post Offices proposed to be opened at 64 places is given in Statement II laid on the Table of the House. [Placed in Library. See No. LT-366/77]. A tentative list of names of places where telephone and telegraph offices are proposed to be opened during the remaining years of the current Five Year Plan is given in Statement III laid on the Table of the House. [Placed in Library. See No. LT-366/77].

Discussions between Foreign Ministers of India and U.S.S.R.

727. SHRI M. N. GOVINDAN NAIR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Soviet Foreign Minister, Mr. M. R. Gromyko, had recently visited India to discuss the prospects of Indo-Soviet Treaty of Peace, Friendship and Cooperation with him;

(b) if so, the results of the discussions held and the decisions taken;

(c) how far this meeting would strengthen further Indo-Soviet Treaty of Friendship and Cooperation; and

(d) whether any new programmes for Cooperation between the two countries in future have been formulated and if so, the main features thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAEE): (a) to (d). The Foreign Minister of USSR, Mr. A. A. Gromyko visited India from April 25 to 27, 1977, at the invitation of the Government of India. During his talks with the Prime Minister and the Minister of External Affairs, the two sides reiterated their desire not only to preserve the traditional friendship and cooperation between India and USSR, but to strengthen it further in the spirit of the Indo-Soviet Treaty of Peace, Friendship and Co-operation.

During the visit, the following agreements on bilateral cooperation were signed:

(i) Agreement on Economic and Technical Cooperation;

(ii) Agreement on cooperation in the establishment of Troposcatter Communication Link (for the establishment of reliable telegraph and telephone communication between the two countries);

(iii) Agreement on the mutual exchange of goods for the year 1977

Solution of Unemployment Problem

728. SHRI M. N. GOVINDAN NAIR: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Janata Party leaders and Ministers are giving assurances to people to solve the unemployment problem in three years; and

(b) if so, the broad outlines of the scheme?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). Government has stated that it would remove destitution within a time frame of 10 years and that it would follow an employment-oriented strategy in which primacy would be given to the development of agriculture, agro-industries, small and cottage industries specially in rural areas. High priority would also be given to the provisions of minimum needs in the rural areas and to integrated rural development.

F.I.C.C.I. Plan to solve Unemployment Problem

729. SHRI M. N. GOVINDAN NAIR: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government are aware of the Federation of Indian Chamber of Commerce and Industry's plan of solving the unemployment problem within 10 years; and

(b) if so, Government's reaction thereto?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). Presumably the reference is to the Theme Paper entitled 'Towards a Prosperous Society' prepared by the Federation of Indian Chambers of Commerce and Industry on the occa-

recently in New Delhi. In pursuance of its declared objective to eradicate destitution within a time frame of 10 years, Government will no doubt take into account all available information and suggestions for the achievement of this objective.

Rated Capacity of Salem Steel Plant

730. SHRI R. KOLANTHAIVELU: Will the Minister of STEEL AND MINES be pleased to state:

- (a) the progress in respect of the Salem Steel Plant;
- (b) the rated capacity of the plant and the expected time of commencement of production;
- (c) whether the project is going according to schedule; and
- (d) if not, the reasons therefor and the remedial action taken?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) In March, 1977, Government approved the first stage of Salem Steel Project involving an investment of Rs. 126.81 crores.

Necessary preparatory work and infra-structure facilities for the first stage of the project have been almost completed. Expenditure on the project so far amounts to Rs. 13.30 crores.

Offers have been received from international stainless steel makers for supply of production know-how.

(b) The rated capacity of the first stage of the plant is expected to be 3,000 tonnes of cold rolled stainless steel flat products per year. Production is expected to commence towards the end of 1981.

(c) All possible measures are being taken to complete the project according to schedule.

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

Techno-Economic Treaties with Foreign Countries for Economic Development

731. SHRI R. KOLANTHAIVELU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) the precise developments in respect of Indo-Soviet Treaty of Peace, Friendship and Co-operation following recent visit of Mr. Gromyko;
- (b) whether arrangements and agreements made are conducive to increased techno-economic support from Soviet Union; and
- (c) whether in view of the success of the Treaty, Government propose to have similar treaties with other Powers so as to ensure increased techno-economic support for our economic development?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). During the visit of Mr. A. A. Gromyko, Foreign Minister of USSR, to India from April 25 to 27, 1977, the two sides reiterated their desire not only to preserve the traditional friendship and cooperation between India and USSR, but to strengthen it further in the spirit of the Indo-Soviet Treaty of Peace, Friendship and Co-operation. The following agreements on bilateral co-operation were concluded during the visit:

(i) Agreement on Economic and Technical Cooperation;

(ii) Agreement on cooperation in the establishment of Troposcatter Communication Link (for the establishment of reliable telegraph and telephone communication between the two countries);

(iii) Agreement on the mutual exchange of goods for the year 1977.

(c) Government of India will continue to develop relations of friendship and co-operation with all countries

on the basis of the principles of mutually advantageous bilateralism, equality and reciprocity.

Malaria in Delhi

732. SHRI F. H. MOHSIN:
SHRI HARI VISHNU
- KAMATH:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Malaria was widespread in Delhi and other parts of the country;

(b) the reasons therefor; and

(c) the steps taken in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Yes, the incidence of malaria has increased in Delhi as well as other parts of the country during the past few years.

(b) and (c). A statement giving the required information is enclosed.

Statement

(b) The main reasons for the rise in the incidence of malaria in Delhi and other parts of the country are as follows:—

(1) In Delhi, anti malaria operations are executed by Delhi Municipal Corporation, New Delhi Municipal Committee and six other smaller agencies in the respective areas. Due to multiplicity of agencies the operations have suffered. It has now been decided to have a unified authority for controlling malaria under Delhi Administration.

The urbanisation of Delhi has been expanding very fast during the last few years. The existing agencies could not however cover the various new colonies adequately with anti-larval measures. .

(2) Some of the vectors of malaria have developed resistance to DDT in some localities and to BHC in some other areas with the result that other alternative but more expensive insecticides have to be used to control the disease.

(3) In some localities of North Eastern States strain of *P. Falciparum* resistant to chloroquine is present. However the resistance is only of a moderate level in most of the areas.

(4) Due to oil crises there have been increase in the cost of insecticides.

(5) Due to increase in development project in the country there has been enormous increase in the tropical aggregation of labour.

(6) In some parts of the country plastering immediately after the spray has adversely affected the efficiency of spray operations.

(c) The following steps have been taken to control the disease:

(1) A modified plan of operation has been sanctioned by the Government of India and is under implementation in the country from 1st April, 1977. Under this plan all the areas where the incidence of malaria is more than two per one thousand population will be brought under regular spray with appropriate type of insecticides as far as possible. For this purpose the insecticides will be supplied by the Government of India even for the maintenance phase areas which were not getting this assistance earlier.

(2) The cost of material and equipments is borne by Government of India after making only minor adjustment for maintenance phase areas.

(3) The units in the States have been reorganised according to the district patterns and district medical officer has been made fully responsi-

ble for the implementation of the programme.

(4) The entire cost of the state headquarter staff and the zonal staff according to the approved pattern of Government of India is met by the Government of India.

(5) 72 entomological teams have been provided to 72 zones in the country. These teams *inter-alia* assess the entomological situation, the susceptibility status of the vector and also suggest the appropriate type of insecticides to be used in the particular areas.

(6) Great emphasis has been laid on the supply of antimalarial drugs. These are made available not only through the malaria workers, hospitals, Primary Health Centres etc., but also through agencies like Panchayats, School teachers, fever treatment depots and malaria clinics. The antimalaria drugs will also be supplied through normal commercial channels.

(7) To reduce the timelag between collection of blood smears and their examination, the laboratory services are being decentralised to Primary Health Centres in attack and consolidation phase areas as well.

(8) The surveillance staff for the difficult areas has been augmented.

(9) Great emphasis is being laid on people's participation in the programme. For this purpose the Panchayats, School teachers and other voluntary organisations are being involved progressively.

(10) Health Education activities are being intensified by display of posters, distribution of folders and hand bills etc. Cinema slides have been prepared and are being exhibited in different towns. Metallic plates are also being prepared for display at Primary Health Centres. Mass media like radio and television are being utilised for the purpose. Films on malaria are also being exhibited.

(11) The research activities in malaria are being intensified to find answers for the various problems which have come up due to the setbacks to the programme. Both fundamental and operational research are being undertaken.

(12) In the Union territory of Delhi, it has been decided that Director of Health Services, Delhi Administration will monitor and supervise the work by the multiple agencies in the union territory 25 malaria clinic have been established. Fever cases will come for spot examination of their blood and immediate treatment.

Steps to ensure Smooth Functioning of Delhi Hospitals

733. SHRI M. RAM GOPAL REDDY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the attention of the Government has been drawn to a news items appearing in the Delhi Press about the right-handedness and interference in the day to day affairs of a Delhi hospital by the officials of the Ministry;

(b) if so, the facts thereof; and

(c) what remedial steps the Government propose to take to ensure smooth and proper functioning of the hospital?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) The case of Shri Satram Dass, who was admitted with stab injury in surgical ward, in Irwin Hospital on 17th April, 1977 has come to notice of Government but there is no incidence of high-handedness and interference in the administration of the hospital.

(b) and (c). Shri Satram Dass was discharged from Irwin Hospital on the 7th May, 1977, but he continued

to stay in the hospital. On the 20th May, 1977, a group of persons called on the Health Minister on behalf of the patient for explaining the difficulties including alleged indifferent treatment given to him in the hospital. A letter was addressed by Health Minister's Private Secretary to the Medical Superintendent, Irwin Hospital on the 20th May, 1977, requesting him to provide necessary medical facilities till complete recovery of the patient and to personally look into his complaints. The patient was however discharged from the hospital. As he considered himself not fit, he got himself admitted in Willingdon Hospital on the 22nd May, 1977 from where he was discharged on the 3rd June, 1977.

Inquiry against S.P.Os., Kalpa

734. SHRI BHAGAT RAM: Will the Minister of COMMUNICATIONS be pleased to state:

- (a) whether an inquiry was conducted against S.P.Os., Kalpa (Punjab) regarding alleged corrupt practices;
- (b) if so, the findings thereof; and
- (c) whether the officer was not transferred during the inquiry?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) and (b). Kalpa is not a Postal Division under the charge of a Supdt. of Post Offices. It is, however, a sub-division under the charge of an Inspector of Post Offices. There were complaints of corruption against this Inspector and after a preliminary departmental enquiry, a chargesheet has been issued to him. The departmental enquiry by a Class I Officer is in progress and his Enquiry Report containing the findings is awaited.

- (c) The officer was transferred before the commencement of the inquiry.

Transfer of Trade Union Functionaries in West Bengal

735. SHRI BHAGAT RAM: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether large scale transfer of trade union functionaries in West Bengal were resorted by the PMG, West Bengal under the so-called Rule 37 of P and T Manual Vol. IV, during the emergency in order to disrupt the trade union activities; and

(b) if so, whether Government are taking any steps to retransfer all the transferred trade union functionaries and other activities in West Bengal?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) and (b). It is true that transfers of officials under Rule 37 of P & T Manual Vol. IV had been ordered in West Bengal Circle during the Emergency period. However, such transfers had been ordered even during the pre-Emergency period. The reasons for such transfers was chiefly misconduct and lack of discipline on the part of the staff concerned. Some of the officials thus transferred happened to be Union office-bearers, though this was not related to their being transferred under Rule 37. The transfers thus carried out, including those of Union functionaries are being reviewed.

Opening of Telephone Exchanges in Kaira District of Gujarat

736. SHRI D. D. DESAI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there is any proposal to extend existing Telephone facilities including opening of new telephone exchanges in the Kaira district of Gujarat; and

(b) if so, the outlines thereof.

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) (i) 9 new small automatic exchanges and 9 long distance public call offices are proposed to be opened.

(ii) Eleven of the existing telephone exchanges are planned to be expanded.

(iii) The manual exchange at Kaira is planned to be automated.

Effect of Indo-Soviet Treaty of Peace, Friendship and Cooperation on Nations of South-East Asian Region

737. SHRI D. D. DESAI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether he had assured the Foreign Minister of the USSR during the latter's recent visit to India that the Government of India continues to value the Indo-Soviet Treaty of Peace, Friendship and Cooperation;

(b) if so, the reasons therefor; and

(c) whether this treaty has created any suspicion about Indian initiatives in the South-East Asian Region among the Nations of this region?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b) During the visit to India of Mr. A. A. Gromyko, the Foreign Minister of USSR in April, 1977, the two sides reaffirmed their desire to further strengthen their traditional friendship and cooperation in the spirit of the Indo-Soviet Treaty of Peace, Friendship and Cooperation. The Indo-Soviet friendship, which is based on equality, reciprocity and beneficial bilateralism, has stood the test of time and served the interests of the people of the two countries.

(c) No, Sir. Government reiterate that the Indo-Soviet Treaty does not come in the way of the development of India's relations with any country in the world.

Payment of Bonus and withdrawal of Compulsory Deposit Scheme

738. DR. BAPU KALDATE: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government have received any representation on continuation of bonus and withdrawal of compulsory deposit scheme from organisations of working class and labour unions; and

(b) if so, what action has been taken on these representations?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) Yes.

(b) Decisions in regard to Compulsory Deposit Scheme have already been announced. The question of bonus is under consideration.

Amendment of Schedule 2 of Indian Medicine Central Council Act, 1970

739. DR. BAPU KALDATE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any proposal to amend Schedule 2 of the Indian Medicine Central Council Act, 1970; and

(b) if so, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) No.

(b) Does not arise.

India-China Relations

740. SHRI HARI VISHNU KAMATH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that India-China relations are not yet cordial but just correct;

(b) if so, the reasons therefor;

(c) whether any move or overture has been made by either country since 21st March, 1977 for friendlier relations; and

(d) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BEHARI VAJPAYEE): (a) to (d) The process of normalisation with China initiated by the exchange of Ambassadors is continuing. There have been visits to each others' countries by official and non-official groups. In April—May 1977, three representatives of Indian trading houses visited the Canton Spring Fair and entered into export and import contracts. Further opportunities for enhancing trade between the two countries on the basis of reciprocity and mutual benefit are being explored. On the whole, over the last three or four months, the earlier trend of the Chinese press and media in dealing with India in critical and hostile terms has diminished. India will be prepared to consider any initiative to add more substance to the process of normalisation or suggestions for improvement of relations on the basis of the Five Principles.

Control on indiscriminate use of Antibiotics

741. SHRI HARI VISHNU KAMATH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that there is a growing tendency among doctors to prescribe and administer antibiotic

tics, somewhat indiscriminately, for the treatment of diverse diseases;

(b) whether it is a fact that in many countries of Europe and America, antibiotics are to-day regarded, more often than not, as "a remedy worse than the disease" because of the side effects they produce;

(c) if so, whether Government propose to control the use of antibiotics in the interest of public health; and

(d) the modus operandi for achieving that objective?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) to (d): According to reports, a Committee under the Chairmanship of Senator Edward Kennedy in USA had collected material evidence to show that pharmaceutical manufacturers, particularly those manufacturing and marketing antibiotic formulations, have been employing high pressure sales promotional techniques to influence the prescribing practices of medical practitioners. Such promotional efforts, it is reported, had led to reckless use of antibiotics for treatment of ailments, particularly when equivalent drugs of other categories were available. Indiscriminate use of antibiotics, it is reported, has resulted in drug side effects and also to proliferation of strains that are resistant to the present family of drugs. The U.S.A. report has specifically cited Ampicillin which was being freely used for the treatment of minor ailments such as tonsillitis or sore throat. "Ampicillin", it has been stated "has been used with reckless abandon".

The above has been brought to the notice of all State Drugs Controllers, all State Administrative Medical Officers, Medical Associations to ensure that the medical practitioners recommend the use Ampicillin formulations for conditions for which the preparation has been scientifical-

ly evaluated and approved. They have also been asked to bring to the notice of Director General of Health Service about exaggerated claims made by any firm marketing Ampicillin.

An expert Group has been constituted to evolve a national policy on the use of antibiotics.

Comparative cost of Production of Steel

742. SHRI P. K. DEO: Will the Minister of STEEL AND MINES be pleased to state:

(a) the cost of production of one tonne of steel in Rourkela, Bhilai, Durgapur, Bokaro, IISCO AND TISCO; and

(b) how the cost compares with the cost of production in U.S.A., West Germany and Japan?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK):

(a) The following table indicates the average cost of production of one tonne of saleable steel in Rourkela, Bhilai, Durgapur, Bokaro, IISCO and TISCO during 1975-76:

Plant	(Rs. per tonne)			
	1975-76			
Rourkela	.	.	.	1858
Bhilai	.	.	.	1068
Durgapur	.	.	.	1445
Bokaro	.	.	.	1878
IISCO	.	.	.	1766
TISCO	.	.	.	1300

(b) Information in respect of cost of production is treated as confidential by steel producer countries and is, therefore, not available.

Second Steel Plant in Orissa

743. SHRI P. K. DEO:
SHRI S. KUNDU:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether there is any proposal to put up a second steel plant in Orissa;

(b) whether the Orissa Government suggested the location of the Steel Plant at Nayagarh in Keonjher District on the expert advice of Kuljeans and M/s. M. N. Dastur and Co., and

(c) if so, the steps being taken thereon?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK):

(a) to (c): Based on the expert advice of Kuljeans and Dastur & Co., Orissa Government has suggested the location of a steel Plant in Nayagarh, Orissa. The matter is now receiving the attention of the Government of India.

Investment in BALCO Complex

744. SHRI P. K. DEO: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the captive mines at Phutkaphad and Amarkantak do not contain sufficient Bauxite Ore to feed the BALCO factory at Korba;

(b) whether BALCO has applied for Bauxite lease in the Gandhamardan area in Orissa which is the nearest deposit to the factory;

(c) if so, when the mining lease of Gandhamardan Bauxite Ore will be given to BALCO; and

(d) the amount so far invested in BALCO Complex at Korba?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK):
(a) and (b): Mineable bauxite ore

- in these two deposits has been found to be much lower than what was estimated by the Geological Survey of India in the course of investigations during 1961-63. As a long-term measure, bauxite supply to the Korba alumina plant will have to be supplemented from another source qualitatively and quantitatively. Bauxite deposits of the Gandhamardan plateau being known to be large and amenable to mechanised mining, BALCO have applied for a mining lease over the area.

(c) Mining lease application of BALCO is under consideration by the State Government.

(d) Rs. 215.00 crores (approx.)

Aluminium Complex based on Bauxite Deposits of East Coast

745. SHRI P. K. DEO: Will the Minister of STEEL AND MINES: be pleased to state:

(a) whether Government are contemplating to put up an aluminium plant with foreign collaboration to utilise the vast bauxite deposits of East Coast; and

(b) if so, the estimated power requirement of this Aluminium Complex and the manner it is proposed to be met?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) and (b). Vast deposits of bauxite have been located in the high hills of the East Coast Range in the Koraput area of Orissa and the adjoining areas of Andhra Pradesh, overlooking the coast near Visakhapatnam Port.

The question of putting up one or more Alumina/Aluminium Plant will be taken up by Government only after detailed exploration of the ore bodies are completed.

The power requirement for such a plant will obviously depend on the size of the plant that will be taken up for construction by the Government. Broadly it can be stated that upto and including the alumina stage, power requirement for a 2 lakhs tonnes Alumina Plant is 20 M.W. whereas for making one lakh tonne of Aluminium metal out of this Alumina, another 200 M.W. of power would be required.

Restrictions on Immigration into U.K.

746. SHRI D. B. CHANDRE GOWDA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether strict immigration laws of the United Kingdom are standing in the way of marriages of about 3,000 to 5,000 fiancees with their counterparts in India;

(b) whether British immigration authorities in their anxiety to check the inflow of bogus fiancees seeking a foot-hold in that country are discriminating against innocent people; and

(c) whether any memorandum has been submitted to the Prime Minister about the difficulties encountered by Indians in respect of race, relations and immigration rules; and if so, the reaction of Indian Government thereon?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). No, Sir. Under the new Rules which came into force on 22nd March 1977, a husband will no longer be granted the right to settle in Britain if such a marriage was contracted overseas within 12 months of his application for entry clearance. Before his right to settle in Britain is considered, he will be admitted for a period of 12 months to see whether it appears to be a marriage of convenience. A similar rule applies where the marriage is contracted in the United Kingdom. Immigration Officers will have power to refuse admission or settlement, at the outset or

after the 12 month period, in any case where the marriage is believed to be one of the convenience.

(c) Yes, Sir. A memorandum was submitted to PM in April, 1977 by Hon. Secretary, All Party Committee on UK Citizenship, London.

On several occasions, we have made it clear to the British Government that we have no interest whatsoever in encouraging emigration to Britain. While the maintenance of law and order in Britain is the responsibility of the British Government, it has been made aware of the Government of India's concern and of the importance to create a climate of racial harmony in Britain. The British Government has reaffirmed its commitment to a policy of racial equality.

Dismantling of Foreign Military Bases in Indian Ocean

747. SHRI D. B. CHANDRE GOWDA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether some foreign countries have supported India's stand on dismantling of foreign military bases in the Indian Ocean; and

(b) whether the King of Nepal and the Foreign Minister of Soviet Union have also extended their co-operation in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Yes, Sir. India's stand on elimination of foreign military bases from the Indian Ocean is in line with the stand taken by the overwhelming majority of littoral and hinterland States, and in keeping with recommendations made at the United Nations and at meetings of the Non-aligned Group.

(b) Nepal has also consistently voted in favour of UN Resolution on the Zone of Peace in the Indian Ocean and their views are largely identical with ours on this question.

As regards the USSR, its leaders have on various occasions expressed themselves in favour of elimination of all existing foreign military bases from the Indian Ocean.

Appointment of a Committee to investigate causes of Cancer

748. SHRI D. B. CHANDRA GOWDA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have taken steps to control Cancer;

(b) whether any Committee has been appointed by Government to investigate the causes of Cancer; and

(c) if so, the main features thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (c). Research and studies on Cancer are being carried out in a number of Institutions and Cancer Research Centres. Besides, it is proposed to establish Regional Centres for Research and Treatment in Cancer. Financial assistance is also given to States for setting up Cobalt Therapy Units.

The Indian Council of Medical Research has also conducted collaborative studies on some of the common cancers encountered in the country i.e. oral and oropharyngeal cancer, cervical cancer and cancer of breast. The main objectives of the studies on oral and oropharyngeal cancer were to find out its prevalence in different geographic areas in the country and to study the environmental factors related to this type of cancer with special reference to use of tobacco. Studies on breast and cervical cancer are in progress.

(b) No, Sir.

National Wage Policy

749. SHRI S. KUNDU: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government have taken any decision to evolve a national wage policy and better industrial relations policy; and

(b) if so, the main features thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). The question of evolving a National Wage Policy is under consideration of the Government. A tripartite working group to study in depth all aspects of a comprehensive law on industrial relations is being set up.

Reconstitution of Bipartite and Tripartite Committees

750. SHRI S. KUNDU: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government have taken any steps to reconstitute the various bipartite and tripartite Committees formed by the Labour Department during the period of internal emergency; and

(b) if so, the scheme thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). The National Apex Body (Bipartite) and National Industrial Committee (Bipartite) formed during the period of internal emergency have been discontinued. Some Committees/Boards were constituted or re-constituted during that period after the expiry of their normal life in accordance with the relevant statutory provisions. The question of reconstituting the tripartite bodies, assuring broad based representation to the interests concerned is under examination.

Absorbing of Casual Mazdoors of Hyderabad Telephones

751. DR. SARADISH ROY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether in Hyderabad Telephones there are several casual mazdoors working since 10 years;

(b) if so, whether the P & T Department is taking steps to absorb them into regular cadre; and

(c) whether the Post & Telegraph Department is contemplating to apply Miyabhoy Committee's recommendations on casual labour on the lines of Railways?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

(c) The Miyabhoy Committee recommendations do not apply to P&T Department.

Discrimination with certain categories of employees of P&T Department in the matter of Holidays etc

752. DR. SARADISH ROY: Will the Minister of COMMUNICATIONS be pleased to state: /

(a) whether Sweepers, Watchmen, Gardeners and Scavengers in the P & T Department are being discriminated in the matter of holidays, overtime rates and weekly offs when compared to other categories of employees; and

(b) if not, whether these categories of officials are being treated on par with rest of the categories of officials for all purposes?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) and (b). Such matters pertaining to grant of holidays, overtime and weekly off etc. are regulated according to the nature of duties of the various categories of staff and are

not consistent in all cases. The P&T Department has to follow in these cases the general policy laid down by the Department of Personnel and Administrative Reforms. The question of removing any disparities or discrimination in such matters will be examined in consultation with the Department of Personnel and Administrative Reforms.

नसवंदी अप्रेशन के कारण हूँ; मीते :

753. श्री राधवजी : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की छूपा करेंगे कि :

(क) 30 अप्रैल, 1977 तक देश भर में से सरकार के पास ऐसे कितने व्यक्तियों की मृत्यु की मूर्चना आई है, जो नसवंदी आपरेशन के छः महीने के अन्दर मर गए थे;

(ख) उनमें से अब तक कितने मामलों की सरकार ने जांच की है अर्थात् कितने मामलों में मृत्यु मुद्द्यत नसवंदी आपरेशन के कारण हई थी; प्रीर

(ग) अब तक मृत व्यक्तियों के परिवारों को सरकार ने कितनी वित्तीय सहायता दी है ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री राज नारायण) : (३) स (ग) राज्य सरकारों से सूचना मांगी गई है और प्राप्त होने पर इसे लोक सभा पटल पर रख दिया जाएगा।

Indian Labour Conference

754. SHRIMATI MRINAL GORE: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government had convened the Indian Labour Conference;

(b) if so, when the proposed meeting was held; and

(c) subjects discussed, the parties/persons invited to this Conference and the basis of extending invitation?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (c). A Tripartite Labour Conference was held on the 6th-7th May, 1977 at New Delhi. The subjects discussed were as follows:

- (1) Certain issues relating to comprehensive law on Industrial Relations;
- (2) Workers' Participation.
- (3) Setting up of a Gratuity Fund.
- (4) Composition of Indian Labour Conference.
- (5) Labour in Unorganised Sector—(Contract Labour, Construction Workers, Rural Workers and Bonded Labour).

The Conference was attended by the representatives of Government (both Centre and States); Employers' Organisations (both Public Sector and Private Sector); and All India Trade Union Organisations.

Selection of Labour Representative for I.L.O. Conference

755. SHRIMATI MRINAL GORE: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government have failed to select labour representatives for the ensuing I.L.O. Conference;

(b) whether any new criterion is being laid down to select the labour representatives; and

(c) the names of the labour representatives selected for I.L.O./63rd Conference at Geneva?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). No.

(c) Shri Kanti Mehta, Shri P. K. Sharma, Shri D. B. Thengdi, Dr. Shanti Patel.

Recruitment in Salem Steel Plant

756. SHRI S. D. SOMASUNDARAM: Will the Minister of STEEL AND MINES be pleased to state:

(a) the total number of personnel and workers employed in Salem Steel Plant;

(b) the percentage of persons from Tamil Nadu so employed; and

(c) plans, if any, of a phased programme of recruitment to various categories?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK):

(a) The total number is 162.

(b) It is not the normal practice in Government Undertakings to collect such information.

(c) In the process of finalization.

Success achieved in control of Population Growth

757. SHRI S. D. SOMASUNDARAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of the plea of World Bank President as reported in the Press on 29th April, 1977 for a concentrated and comprehensive effort at global birth control and his statement that 'short of thermo-nuclear war itself' population growth is the gravest issue the world faces over the decades immediately ahead;

(b) the success achieved so far in India in control of population growth;

(c) the nature of the concentrated and comprehensive efforts proposed for furthering control; and

(d) the figure at which the population in India is expected to stabilise?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Yes, Sir.

(b) It is estimated that as a result of the Family Welfare Programme, about 29 million births have been averted upto March, 1977 since the inception of the Programme, and the birth rate is estimated to have come down to about 34.3 per 1000 population in 1976-77 from 41.7 in 1961. The growth rate of population has dropped from about 2.2 per cent per annum during the period 1961-71 to less than 2 per cent per annum. But for the Family Welfare Programme, the growth rate would have been higher than at present.

(c) A copy of the statement of Family Welfare Programme Policy outlining the approach of the Government is laid on the Table of the House. [Placed in Library. See No. LT-365/77.]

(d) It is not possible to predict the level at which the population of India expected to stabilise, as much will depend on the future progress of the family welfare programme.

Treaties for Strengthening Policy of non-Alignment

758. SHRI S. D. SOMASUNDARAM: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the results of the review of the working of the Indo-Soviet Treaty of Peace, Friendship and Cooperation during the recent talks with Mr. Gromyko;

(b) whether the review has shown strengthening of the policy of non-alignment of this country; and

(c) if so, whether Government propose to consolidate the policy of non-alignment by similar treaties with other Powers?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) to (c). During the visit to India of the Foreign Minister of USSR, Mr. A.A. Gromyko, in April, 1977 the two sides reaffirmed their

desire to strengthen their traditional friendship and cooperation in the spirit of the Indo-Soviet Treaty of Peace, Friendship and Cooperation. The Soviet Union respects and supports India's policy of non-alignment, which it regards as an important factor in the lessening of tension and promotion of peace, understanding and cooperation in the world. The Indo-Soviet Treaty specifically recognises this fact.

Government have reiterated their resolve to continue to adhere to the policy of non-alignment and it would be Government's endeavour to development and further strengthen relations with all countries on the basis of beneficial bilateralism, equality and reciprocity.

Regulations requiring Employers to seek Assistance of Employment Exchanges in Recruitment

759. SHRI S. D. SOMASUNDARAM: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the present regulations requiring employers to seek the assistance of Employment Exchanges for recruitment of personnel;

(b) the extent to which such regulations have been complied with; and

(c) the action taken in regard to any breach thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) In accordance with the executive instructions issued by the Government, vacancies arising in Central Government offices/establishments, of whatever nature and duration (except those to be filled through U.P.S.C.), against posts to be filled by direct recruitment, should be filled only through the Employment Service. Other sources of recruitment can be

tapped by the employers only if the Employment Exchange concerned issues a 'Non-availability' Certificate. Likewise, recruitment of personnel in lower ranks carrying a basic salary of less than Rs. 500 p.m. in Central Public Sector Undertakings should be made only through Employment Exchanges. Private Sector employers are under no obligation to recruit their staff through Employment Exchanges alone.

(b) The executive instructions requiring recruitment of staff through Employment Exchanges are generally being followed.

(c) Cases coming to notice in which recruitment of staff otherwise than through Employment Exchanges is made by employing Organisations, are taken up with the administrative Ministries/Departments concerned for remedial action.

Regularisation of Casual Employees of P & T

760. SHRI VASANT SATHE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether a large number of casual employees are engaged by Post and Telegraph Department and these employees continue to hold casual status although they have rendered more than three to ten years of service;

(b) if so, the extent of such casual labour in Post and Telegraph Department; and

(c) the steps taken or proposed to be taken to regularise them?

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): (a) and (b). The information is being collected and will be placed on the Table of Lok Sabha.

(c) Casual labour recruited through Employment Exchanges having experience of a minimum of two years of service with at least 240 days in each year are being absorbed in the

Department as Class IV employees subject to availability of regular vacancies and other conditions like passing literacy test etc.

Workers Dismissed during Emergency

761. SHRI SHYAMAPRASANNA BHATTACHARYYA: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state the total number of industrial workers whose services were terminated during the Emergency?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): Information is being collected and will be laid on the Table of the Sabha after it is received.

Abolition of Contract Labour System

762. SHRI SHYAMAPRASANNA BHATTACHARYYA: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government are considering to abolish the contract labour system; and

(b) if so, the outlines thereof and if not, the reasons therefor?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). The Contract Labour (Regulation and Abolition) Act, 1970 provides for the abolition of contract labour system where feasible, and seeks to regulate the employment of contract labour in establishments/employments where its abolition is not considered feasible for the time being.

पासपोर्ट का जब्त किया जाना

763. श्री लोठा लाल पटेल : क्या

विदेश मंत्री यह बताने की युक्ति करेंगे कि :

(क) क्या सरकार ने हाल ही में नुचिशिष्ट व्यक्तियों के पासपोर्ट जब्त कर लिए हैं; और

(ख) यदि हां, तो उन व्यक्तियों के क्या नाम हैं ?

विदेश मंत्री (श्री अटल बिहारी वाजपेयी): हाल ही में सरकार ने, आम जनता के हित, पासपोर्ट प्रविनियम 1967 के अन्तर्गत 24 व्यक्तियों के पासपर्ट टै जब्त करने पर भवा पासपोर्ट सुविधाएं घोषित करने के आदेश दिये हैं।

(ख) इन व्यक्तियों का एक विवरण मदन की बेज पर रख दिया गया है।

विवरण

उन व्यक्तियों की मूली जिनके पासपोर्ट जब्त करने के भवा जिन्हें पासपोर्ट मुविधाएं प्रदान न करने के आदेश दिये गये हैं

(वर्णनक्रमानुसार)

1. श्री एच० के० एन० भगत
2. श्री पी० एस० घिडर
3. श्री विद्या भूषण
4. श्री धीरेन्द्र बहू मचारी
5. श्री कृष्ण चंद
6. श्री नवीन चावला
7. श्री अर्जुन दास
8. श्री आर० के० भ्रत
9. श्री मंजय गांधी
10. श्री विश्व बंधु गुप्ता
11. श्री यशपाल कपूर
12. श्री बंसी लाल
13. श्री एस० आर मेहता
14. श्री आर० सी० मेहतानी
15. श्री आर० जे० पटिकल
16. श्री पी० सी० सेठी
17. श्री आदिल शहरयार
18. श्री विद्या चरण शुक्ल
19. श्री रौनक सिंह
20. श्रीमती रुद्रसाना मुल्ताना
21. श्री मागर मूरी
22. श्री बी० आर० टमटा
23. श्री एन० डी० तिवारी
24. श्री मुहम्मद यूनूस

Life Lost due to Family Planning Drive

764. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) number of people who lost their lives State-wise due to Family Planning Drive during the period 1974-75 and 1975-76;

(b) number of persons held responsible for the death and action taken against them; and

(c) the nature of compensation given to the family of the dead persons?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) to (c). Information is being collected from the States and Union Territories and would be laid on the Table of the Lok Sabha.

Strike by Workers of Hindustan Lever Ltd., Bombay

765. DR. VASANT KUMAR PANDIT: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the workers of the Hindustan Lever Ltd., Bombay have been on strike since March, 1977;

(b) the estimated loss of production and loss of wages to the workers thereby; and

(c) whether Government have made efforts to bring reconciliation to end the strike?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (c). The matter falls essentially in the State sphere and was brought to the notice of the Government of Maharashtra. According to available information the strike resorted to by the workers of this unit in protest against the alleged delay by the management in settling their demands

was called off from May 12, 1977 following a settlement signed by the parties at the intervention of the State Labour Minister.

Indian Iron and Steel (Acquisition of Shares) Act, 1976

766. SHRI SHAMBHU NATH CHATURVEDI: Will the Minister of STEEL AND MINES be pleased to state:

(a) Government are aware that a very anomalous situation has been created because under the Indian Iron and Steel (Acquisition of Shares) Act, 1976, compensation for the acquired shares has been made payable to registered holders as on 17th July, 1976, the date of vesting instead of to the actual owners who purchased there in blank transfers while the shares are afloat on the stock exchanges and such transfers though perfectly valid are not required to be registered in the books of the company until the following book closing; and

(b) whether Government propose to take early steps to remedy this situation by suitably amending the law to enable the rightful owners to receive their due compensation and thereby restore confidence among the investors?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) Representations to this effect have been received from two Stock Exchanges;

(b) No amendment of the Act is considered necessary. Under the Company Law, only the registered shareholder is recognised by the Company. On the transfer of a share, where the name of the transferee is not entered in the instrument of transfer, an equitable trust arises between the transferor and the transferee. Such a trust is not recognised under the Company Law. The manner in which the blank transferee can enforce the equitable trust between himself and the registered

shareholder is a matter about which the Company is not concerned.

Foreign Military Bases in Indian Ocean

767. SHRI CHITTA BASU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) the number of existing foreign military bases in Indian Ocean;
- (b) the names of the foreign powers having such bases; and
- (c) steps so far taken to make the Indian Ocean a 'peace zone'?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). While the Government of India is aware of the existence of foreign military bases in the Indian Ocean as Diego Garcia, it has no precise information about the other foreign military bases in the Indian Ocean.

(c) The Government of India's support to the establishment of a Zone of Peace in the Indian Ocean is well known. India has consistently espoused the proposal, along with the overwhelming majority of the littoral and hinterland States, in all international forums, including the United Nations and the Non-aligned Group. India has also lent full support to the proposal in all bilateral exchanges with other States. India has taken an active part in the proceedings of the UN Ad Hoc Committee on the Indian Ocean, of which it is a Member and which has been charged with the implementation of the UN Resolutions on the subject.

U.S. President's Observations on N.A.T.O.

768. SHRI CHITTA BASU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether the Government's attention has been drawn to the recent observation of the U.S. President, Mr.

Carter, regarding further accretion of strength of NATO; and

(b) if so, the reaction of the Indian Government thereto, in particular context of one of the close neighbours of India being a NATO ally?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Yes.

(b) None of India's neighbours is a "NATO ally". The Indian Government continues to hope for a relaxation of tension, not only between the super powers, and not only in Europe, but in other regions also, through efforts to promote peace, and avoid confrontation.

—
12.00 hrs.

PAPERS LAID ON THE TABLE

PROFIT AND LOSS ACCOUNT & BALANCE SHEET OF TELE-COMMUNICATION BRANCH OF INDIAN POSTS & TELEGRAPHS DEPTT. FOR 1974-75 AND INDIAN TELEGRAPH RULES, 1976.

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): I beg to lay on the Table:—

(1) A copy of the Profit and Loss Account and Balance Sheet (on accrual basis) of the Tele-communication Branch of the Indian Posts and Telegraphs Department for the year 1974-75 (Hindi and English versions).

[Placed in library. See No. LT-351/77].

(2) A copy of the Indian Telegraph (Ninth Amendment) Rules, 1976 (Hindi and English versions) published in Notification No. G.S.R. 36 in Gazette of India dated the 1st January, 1977, under subsection (5) of section 7 of the Indian Telegraph Act, 1885. [Placed in Library. See No. LT-352/77].

CORRIGENDUM TO AUDIT REPORT ON ACCOUNTS OF THE AIIMS, NEW DELHI FOR 1973-74 AND ANNUAL REPORTS OF POST-GRADUATE INSTITUTE OF MEDICAL EDUCATION AND RESEARCH, CHANDIGARH AND OF HINDUSTAN LATEX LTD, TRIVANDRUM FOR 1975-76

स्वास्थ्य और परिवार कल्याण मंत्री
(श्री राज नारायण) : मैं निम्नलिखित
पर्याप्त सभा पटल पर रखता हूँ :

- (1) A copy of the Corrigendum (Hindi and English versions) to the Audit Report* on the accounts of the All India Institute of Medical Sciences, New Delhi, for the year 1973-74. [Placed in library. See No. LT-353/77]
- (2) A copy of the Annual Report (Hindi and English versions) of the Post-Graduate Institute of Medical Education and Research, Chandigarh, for the year 1975-76, under section 19 of the Post-Graduate Institute of Medical Education and Research, Chandigarh, Act, 1966. [Placed in library. See No. LT-354/77]
- (3) A copy of the Annual Report (Hindi and English versions) of the Hindustan Latex Limited, Trivandrum, for the year 1975-76 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon, under sub-section (1) of section 619A of the Companies Act, 1956. [Placed in library. See No. LT-355/77]

*The Report was laid on the Table

REVIEW, AND ANNUAL REPORT OF MINERAL EXPLORATION CORPORATION LTD., NAGPUR FOR 1975-76 AND A NOTIFICATION UNDER MINES AND MINERALS (REGULATION AND DEVELOPMENT) ACT, 1957

THE MINISTER OF STEEL AND MINES (SHRI BLJU PATNAIK): I beg to lay on the Table:—

- (1) A copy each of the following papers (Hindi versions) under sub-section (1) of section 619A of the Companies Act, 1956:
 - (i) Review by the Government on the working of the Mineral Exploration Corporation Limited, Nagpur, for the year 1975-76.
 - (ii) Annual Report of the Mineral Exploration Corporation Limited, Nagpur, for the year 1975-76 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in library. See No. LT-356/77]
- (2) A copy of Notification No. S.O. 486 (Hindi and English versions) published in Gazette of India dated the 12th February, 1977, under sub-section (1) of section 28 of the Mines and Minerals (Regulation and Development) Act, 1975. [Placed in library. See No. LT-357/77]

COAL MINES DEPOSIT-LINKED INSURANCE (AMDT.) SCHEME, 1977, NOTIFICATIONS UNDER EMPLOYEES PROVIDENT FUNDS AND MISCELLANEOUS PROVISIONS ACT, 1952 AND A STATEMENT

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): I beg to lay on the Table:—

- (1) A copy of the Coal Mines Deposit-linked Insurance

(Amendment) Scheme, 1977 (Hindi and English versions) published in Notification No. G.S.R. 647 in Gazette of India dated the 21st May, 1977, under section 7A of the Coal Mines Provident Fund and Miscellaneous Provisions Act, 1948. [Placed in library. See No. LT-358/77]

(2) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 7 of the Employees Provident Funds and Miscellaneous Provisions Act, 1952:—

- (i) The Employees' Provident Funds (Second Amendment) Scheme, 1977 published in Notification No. G.S.R. 473 in Gazette of India dated the 2nd April, 1977.
- (ii) G.S.R. 534 published in Gazette of India dated the 16th April, 1977 containing corrigendum to Notification No. G.S.R. 488(E) dated the 28th July, 1976.
- (iii) The Employees' Provident Funds (Third Amendment) Scheme, 1977 published in Notification No. G.S.R. 571 in Gazette of India dated the 30th April, 1977.
- (iv) The Employees' Deposit-linked Insurance (Amendment) Scheme, 1977 published in Notification No. G.S.R. 648 in Gazette of India dated the 21st May, 1977.
- (v) The Employees' Provident Funds (Fourth Amendment) Scheme, 1977, published in Notification No. G.S.R. 677 in Gazette of India dated the 28th May, 1977.

(3) A statement (Hindi and English versions) on the action proposed to be taken on the Conventions and Recom-

mendations adopted at the Sixtieth Session of the International Labour Conference held at Geneva in June, 1975. [Placed in the library. See No. LT-359/77]

12.01 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

ALLEGED DOSSIERS ON JUDGES

SHRI VAYALAR RAVI (CHIRAYINKIL): I call the attention of the Minister of Law, Justice and Company Affairs to the following matter of urgent public importance and request that he may make a statement thereon:—

"The reported statement of the Chief Justice of Karnataka about the dossiers of the Judges of High Courts and Supreme Court being prepared by the Central Government on the basis of their attitude towards 20 or 24 point programme."

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): Sir, the reported statement of the Chief Justice of Karnataka speaks of dossiers having been kept on judges of the Supreme Court and the High Courts indicating their attitudes towards the 20 Point or the 24 Point Programme. I may categorically state that the present Government is committed to preserving the independence of the Judiciary and is neither keeping nor has any intention of keeping dossiers on judges. What this Government values is an impartial Judiciary that decides cases in accordance with the law. Government is not interested in probing into the private political views of Judges. If any dossiers on the political views of judges were kept by any member of the previous Government, they have not been handed over to us.

SHRI VAYALAR RAVI: Mr. Speaker, Sir, the judiciary is an important organ of democracy. Any erosion of the independence of judiciary will jeopardise the interests of the people of the country. I may submit. Sir, that an impression has been created among the judges that the Congress had tried or was trying to erode the rights and independence of Judges during the Emergency. If anything happened in the Emergency, the people responsible for it can be punished. I want to make it very clear that it is not the intention of the Congress Party either in the past or today or tomorrow to erode the rights and the free and fair functioning of the judiciary. I must make it very clear. It is a mischievous propaganda successfully carried on for some time that the Congress was trying to do so. It is far from the truth. I can give this assurance that in future also the Congress will definitely try to uphold the rights and independence of the judiciary. While this criticism of interference with the judiciary is being made against the Congress, in fact that criticism has proved right on the other side by Shri K. S. Hegde representing the Janata Party. I do not want to go into that.

If we trace the history of the American judiciary, while I will not elaborate it, there was bitter fight between the President and the judiciary. While the President contended that the judiciary is showing disrespect to him, the judiciary said that it is the President who is showing disrespect to them. All the same, this controversy or confrontation led to the strong foundations of American democracy and the independence of the American judiciary. Similarly, in India also, if there were occasional confrontations, it has only helped to create a proper atmosphere for better understanding between the two institutions of Indian democracy.

The judiciary should be free from political controversies. If any political controversy is created in the judiciary, it will only help to make the people lose faith in the judiciary and the

judges. That is obvious. Even if the ruling party feels that the Congress pressurised the Judges, which is not true, I would appeal to them not to pressurise the judges politically. I am mentioning this because the last sentence of the statement of the hon. Minister reads:

"If any dossiers on the political views of judges were kept by any member of the previous Government, they have not been handed over to us."

This is a very funny statement made by the Minister. I never thought that any Minister will make such a statement.

Now let me come to the statement of the Chief Justice of Karnataka, as reported by the *Indian Express*, the spokesmen of the Janata Party, which says:

"The Union Government is maintaining dossiers of what the judges of both the High Courts and Supreme Court have said and who among them were for 20 and 24 point programme and who were against them during the emergency. There was fairly good evidence with him that such dossiers were maintained."

This statement was made by the Chief Justice of the High Court of Karnataka, Shri G. K. Govinda Bhat, in the presence of Shri K. S. Hegde, M.P. This is very important. Here the Minister says that no such dossiers have been handed over to them. There are 350 Judges in this country and no Government can carry these 350 files with them. Do you mean to say that all the files were not handed over to the Secretariat? If the Government kept a record and they have been taken away by the previous government, please prosecute them and punish them, or you must say categorically, representing the Government,—because the Government is a permanent feature where the Ministers may come and go,—what those dossiers reveal. You cannot say that the previous Government have not handed them over to you. I want to know very categori-

[Shri Vayalar Ravi]

cally whether there is any evidence with you that such a dossier was kept and taken away.

Secondly, if the Chief Justice of Karnataka says like that, another Chief Justice, say the Chief Justice of Gujarat can join issue with him, and it will create a very bad impression that such a dossier is being kept and the judges will be intimidated. So, that impression has to be cleared and the hon. Minister should not be a party to such statements. I want a clear assurance from the hon. Minister that the judges would be free from any political controversy and that they would not be dragged into any such controversies so that we can maintain the highest traditions of Indian democracy and judiciary.

SHRI SHANTI BHUSHAN: There is some indication to that effect, certainly, because a paper was discovered in the correspondence file of the Justice Department, which was an unsigned statement, containing the names of several Chief Justices and several Judges of various High Courts and saying about some Chief Justices and some Judges "we have no records against them", mentioning something about their political views.

It has not been possible to relate this unsigned statement to any dossiers or records formally maintained by the department. That is why this answer has been given. Some indication is certainly there that some kind of record, may not be official, was being maintained...

SHRI VAYALAR RAVI: Relating to the 20-point programme?

SHRI J. RAMESHWARA RAO (Mahboobnagar): Why should an unsigned statement be taken notice of?

MR. SPEAKER: That is why he said indication".

SHRI SHANTI BHUSHAN: ...which had reference to political views, but there was no formal keeping of dos-

siers and, therefore, I have made that statement.

SHRI K. LAKKAPRA (Tumkur): I would like to make it clear that the Congress Party is maintaining the independence of the judiciary. Because certain political distortions were created in the country that we were responsible for distorting the judiciary, I would like to deny that.

In India, the judiciary is completely free, compared to other countries. Even in democratic countries like France, Italy and Greece, there are constitutional provisions for even enforcing discipline on the Judges. Even in Japan, the Supreme Court Judge has to seek the approval of the elected representatives, but in India, the judiciary is highly respected. We want to see that the judiciary is kept on the highest pedestal.

But certain controversies have been created. There are recent statements invoking public opinion in a very bad manner. I never make any aspersions against any Judges or their functioning. I have no intention of doing any such thing, but there are certain statements made by the Chief Justice of Karnataka. Besides the one referred to by my hon. friend, Shri Ravi, here is a statement which was reported on 13th January, 1975:

"The Chief Justice of Karnataka, Mr. Govinda Bhat, yesterday narrated how a Karnataka Minister had phoned him two years ago asking him to dismiss a writ petition which he was hearing along with another Judge.

"Mr. Justice Bhat, who was then an ordinary judge, had curtly told the Minister that he was addressing a wrong person."

Here is another statement of his reported on 12th April, 1977:

"Chief Justice G. K. Govinda Bhat of the Karnataka High Court today disclosed that some Ministers of the

State Government had approached two High Court Judges for influencing them in a criminal case in which the Ministers were allegedly involved.

"The Chief Justice stated this at a reference function held in the High Court to mourn the death of Mr. Justice D. Noronha, who recently retired."

The Chief Justice wrote a letter to the Chief Minister and later called a press conference. The newsmen were surprised to know the fact that the Chief Justice released to the press a letter he had just then despatched to Mr. Urs. The Chief Minister of Karnataka accepted the challenge and wrote back to the Chief Justice asking him to let him know the names of these two Ministers. That was also discussed not only in the Legislative Assembly but outside also. The Chief Justice then called a press conference and in that he told that he had already furnished the names of those two persons to the Central Government and now he was not going to disclose the names of those persons.

श्री गौरी शंकर राय (गाजीपुर) : अध्यक्ष महोदय, एक व्यवस्था का प्रयत्न है। क्या काल अटेंशन पर भाषण होता है, सूचना दी जाती है या मिनिस्टर से ली जाती है, इस पर आप प्रपनी व्यवस्था दें। माननीय सदस्य का प्रवचन किस संदर्भ में हो रहा है? काल अटेंशन में तो ऐसी व्यवस्था है नहीं।

MR. SPEAKER: I agree with the hon. Member. They can only ask for clarifications but they go on making speeches and the question of dossier has gone into the background and the question of 24 Point Programme has also gone into the background. May I request the Member at least now to put a question or allow the Minister to reply?

श्री कर्ण री ठाकुर (समस्तीपुर) : अध्यक्ष महोदय, प्रगति सदस्यों की तरफ से अव्यवस्था फैलायी जाएगी तो सदन का समय नष्ट होगा और कैसे काम इस सदन का चलेगा।

MR. SPEAKER: I said it is wrong. They cannot make statements. Therefore, I am requesting him to put a question. Are you going to put a question?

SHRI K. LAKKAPPA: The Chief Justice further told the Press Conference that if the Law Minister so desired he would divulge the names of those two persons. I am not casting any aspersion against any judge. Later on the Chief Justice of the Supreme Court said in a judgment:

"Some judges now-a-days tend to express views on subjects ranging from the Vedas to politics and at times their utterances, particularly when they have a political slant, are even misunderstood."

A judge is not a politician and he should not try to become one. He should not混雜 with politicians."

There are certain norms and the code of conduct. We have to respect the judiciary. The judiciary should be independent. No such controversy should be allowed to be created. I want to know whether any norms or the code of conduct is under the consideration of the present Government.

SHRI SHANTI BHUSHAN: If I have understood the hon. Member's question correctly, his question is whether the Chief Justice of Karnataka has written to the Law Minister about interference made by two Ministers of the Karnataka Cabinet with the process of law in the High Court there. It is quite true that he has written such a letter to me in which he has offered to disclose the names of those two Ministers. If the hon. Member so desires, I will get the names of those two Ministers and disclose them to the House. (Interruptions).

श्री राम नरेश कुशवाहा (सलेमपुर) : अध्यक्ष महोदय, मंत्रियों का नाम बताया जाये।

SHRI SHANTI BHUSHAN: So far as the hon. Member's apprehension from the Ministers of the present Cabinet here is concerned—he has said that if they try to influence the judiciary, he is willing to take up the matter—I can assure him that he may keep on waiting for three or four centuries but he will not find a single Minister of this Government trying to interfere with the judicial process at any level.

SHRI TULSIDAS DASAPPA (Mysore): The whole purpose of calling the attention of the hon. Minister to this matter has been to inform him that there has been a statement made by the Chief Justice of a major State in public about the dossiers being kept by the Central Government and he has also been vague enough to say that the dossiers "were being kept." That is why we wanted to have a clarification from the Law Minister whether such a thing has been kept in the past or not.

Secondly, I want to know whether it is desirable for the judges to publicly raise such controversies. We all respect the judiciary. In democracy, Judiciary is an important institution. If it is not given its due place of respect and regard, democracy itself will get endangered. Therefore, all of us are equally concerned to maintain the dignity of judiciary. But the question is whether this responsibility is unilateral or bilateral in the sense that all these norms and the code of conduct have to be imposed on public personalities and the political parties alone, and that the judges are free to express their political views publicly.

The Law Minister has very rightly observed in the statement that they are not interested in "probing into the private political views of the judges." It is quite human that every man will have his political views and it cannot be prevented. But the question is whether those political views can be

expressed in public or it could be confined to one's private personal life. Here, in the case of the Chief Justice of Karnataka, he has been continuously and repeatedly doing it. My hon. friend, Shri Lakkappa has already quoted it. The controversies are raised again and again. I would, therefore, like to know from the hon. Minister whether the idea which was already mooted in the past in one of the Chief Justices' Conferences to have a code of conduct for judges could be reconsidered in the light of such controversies being raised in the country.

SHRI SHANTI BHUSHAN: So far as the code of conduct for the judges is concerned, I would like to say that it is not for the Government to lay down any code of conduct for the judges. The judges are respected public people of such a high standard. If they themselves have a self-imposed code of conduct, it is for them, for the Chief Justices' Conference, etc., to evolve a code of conduct for themselves.

It is not for the Government to go into this question and to lay down any code of conduct for them.

SHRI V. M. SUDHEERAN (Alleppey): I welcome this statement made by the hon. Minister that the Government is not interested in probing in the private and political views of the judges. At the same time, I would like to appeal to the minister to create a situation in which our judges should not enter into any political controversy. He should also see that these judges will not create public political controversy because our judiciary tradition is very unique, very high. So, these judges should not enter into any political controversy. If they do it, that will tarnish the image of the judges. That may also spoil the image of the whole judiciary. So, I would again like to appeal to the hon. Minister to see and create a situation in which our judges should not enter into any political controversy.

SHRI SHANTI BHUSHAN: I have not been able to understand the trend of the question as to what does the hon. Member expect and how that sort of climate should be created that judges should not enter into questions of political controversial nature. I suppose and I believe that every judge in the country is quite aware and acts up to that belief that judges do not enter into political controversy and I have not seen any evidence. If there is a matter of public interest on which the judge would be in a position to speak on a matter of grave public interest, then certainly there is no harm in his speaking about that matter of public interest. To enter into political controversy, there is a different position, different question. I don't think that the judges in this country are entering into political controversy.

MR. SPEAKER: This debate itself is good enough. Naturally, every judge will read it. This debate will lead towards that end.

12.28 hrs.

DEMANDS FOR EXCESS GRANTS (GENERAL), 1974-75

MR. SPEAKER: Now Mr. Patel will have to present a statement.

THE MINISTER OF FINANCE AND REVENUE AND BANKING (SHRI H. M. PATEL): Sir, I beg to present a statement showing Demands for Excess Grants in respect of the Budget (General) for 1974-75.

12.28¹ hrs.

PRESIDENTIAL AND VICE-PRESIDENTIAL ELECTIONS (AMENDMENT) BILL

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): Sir, I beg to move for leave to introduce a Bill further to amend the Presidential and Vice-Presidential Elections Act, 1952.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Presidential and Vice-Presidential Elections Act, 1952."

The motion was adopted.

MR. SPEAKER: Now you can introduce the Bill.

SHRI SHANTI BHUSHAN: I introduce the Bill.

12.30 hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1977-78

MR. SPEAKER: We shall now take up discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1977-78. Six hours have been allotted. Naturally, all those who have not participated in the general discussion will be given a chance by their respective party whips so that those who have already spoken need not speak again.

Members present in the House who desire to move their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions that they would like to move.

Motion moved:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1978, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 11, 11A and 12 to 22."

Demands for Grants (Railways) for 1977-78 submitted to the Vote of Lok Sabha.

No. of Demand	Name of Demand	Amount of Demand for Grant on Account voted by the House on 29-3-1977	Amount of Demand for
			Grant submitted to the vote of the House
1	2	3	4
		Rs.	Rs.
1	Railway Board	84,24,000	1,67,64,000
2	Miscellaneous Expenditure	4,05,33,000	8,11,51,000
3	Payments to Worked Lines and others	15,56,000	31,12,000
4	Working Expenses—Administration	52,79,80,000	105,89,59,000
5	Working Expenses—Repairs and Maintenance	221,48,94,000	446,09,88,000
6	Working Expenses—Operating Staff	112,91,45,000	227,45,89,000
7	Working Expenses—Operation (Fuel)	109,28,16,000	224,99,86,000
8	Working Expenses—Operation (other than Staff and Fuel)	36,53,76,000	74,57,52,000
9	Working Expenses—Miscellaneous Expenses	19,58,56,000	39,17,12,000
10	Working Expenses—Staff Welfare	19,10,53,000	38,21,06,000
11	Working Expenses—Appropriation to Depreciation Reserve Fund	46,66,67,000	93,33,33,000
11A	Working Expenses—Appropriation to Pension Fund	13,33,33,000	26,66,67,000
12	Dividend to General Revenues and Contribution for Grants to States in lieu of Passenger Fare Tax	6,02,13,000	219,30,21,000
13	Open Line Works (Revenue)	2,99,95,000	5,99,90,000
14	Construction of New Lines—Capital and Depreciation Reserve Fund	17,27,44,000	34,54,88,000
15	Open Line Works—Capital, Depreciation Reserve Fund and Development Fund	423,27,15,000	816,60,58,000
16	Pensionary Charges—Pension Fund	12,80,32,000	25,60,64,000
17	Repayment of Loans from General Revenues and interest thereon—Development Fund	..	8,38,96,000
18	Appropriation to Development Fund	..	26,65,66,000
19	Appropriation to Revenue Reserve Fund	..	5,84,02,000
20	Payments towards Amortisation of Over-capitalisation, Repayment of Loans from General Revenues and interest thereon—Revenue Reserve Fund	..	180,55,28,000
21	Appropriation to Accident Compensation, Safety and Passenger Amenities Fund	3,07,61,000	6,15,23,000
22	Accident Compensation, Safety and Passenger Amenities Fund	1,76,33,000	3,90,67,000

MR. SPEAKER: Is there any hon. Member who wants to speak?

SHRI K. SURYANARAYANA (Eluru): I am grateful to the Railway Minister for his giving an elaborate reply to all the questions on the discussion very interestingly. I want to make only one or two observations regarding Demand No. 1. The amount mentioned against the Additional Members is Rs. 2.22 crore. Rs. 2.22 crore was provided for pay and allowances of officers and staff of the Railway Board. There is scope for economy in this respect. As suggested by the Administrative Reforms Commission, headed by our present Prime Minister, Mr. Morarji Desai, the posts of additional Members should be abolished forthwith.

Similarly, the Assistant Directors' posts may also be abolished. The Railway Minister may also consider abolishing the posts of protocol officers and liaison officers because there is no necessity for all these posts, especially when you are trying to curtail your expenses.

Regarding Demand No. 2, an amount of Rs. 5.26 crores has been asked for pay and allowances, etc., for the Research, Designs and Standards Organisation at Lucknow. It should be examined whether the work of this organisation is commensurate with the expenditure involved.

The previous Government had sanctioned electrification from Vijayawada to Madras; it was to be completed within two years and the original cost was Rs. 51.23 crores. We have already spent about Rs. 21 crores, I do not know what materials they have purchased and what is the progress of work in this direction. I want the Railway Minister to give us the details of the progress of electrification work from Vijayawada to Gudur and from Gudur to Madras—South-Central Railway, Southern Railway, and so on. I have seen his statement that it will be completed by September,

1979. Originally it was planned to be completed by 1978. The delayed execution of the work will push up the cost. Therefore, it should be completed as early as possible.

In the discussion the Minister has expressed the view that unemployed graduates will be given preference while offering bookstalls. I have got the information yesterday that only small stations are being offered to unemployed graduates where they cannot get even Rs. 100 per month. The banks are not prepared to give advances for small stations unless there is security. I would, therefore, suggest that big stations like Vijayawada, Madras, Delhi, etc., may be offered to the unemployed graduates. If Government is interested in giving them some relief, they should offer them big stations and not small stations.

It has been said that they want to introduce classless Janata trains hereafter. So far as Janata trains are concerned, I have travelled frequently and I have found that the arrangements for supplying food in the Janata trains and even in the super-express train, the Tamil Nadu Express, is very bad. The food trays are collected at the stations and they are placed openly, without any cover—even curds are exposed—near the door, sometimes even near the lavatory door. I would request the Railway Minister to give due consideration to this matter and introduce food packets—curd-bhat, sambar-bhat, chips, fried potatoes, etc. Now, when they bring the food, we find that sambar and curry have got mixed, chutney and other things have got mixed, sometimes they give full rice and sometimes they give half-rice. I suggest that food may be served in sealed packets, in polythene bags; that will be nice and hygienic also. I hope that my suggestion will be given due and immediate consideration and the food-supply arrangement will be changed accordingly.

[Shri K. Suryanarayana]

Regarding new lines, three or four years back, they had planned and surveyed the forest area, the backward area, to have a new line from Badrachalam to Kovvur. But nothing is mentioned here as to what has happened to that. They have given a lakh for the survey. The Andhra Pradesh Government also, it seems, has written several times.

So, I want the Government to give consideration to these three matters. One is the immediate electrification of the Vijayawada-Madras line; another is the introduction of food packets instead of loose food in trays and the third is the offering of big stations to the unemployed graduates.

SHRI P. RAJAGOPAL NAIDU (Chittoor): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for restructuring of the Railway Board (3).]

"That the Demand under the head 'Railway Board' be reduced by Rs. 100".

[Need for reducing expenditure on Railway Board (4).]

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

[Need for conducting surveys to convert metre gauge line from Tirupati to Katpadi into broad gauge line (5).]

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

[Need for completing Guntakal-Dharmavaram-Banagalore City final survey—Engineering survey (6).]

"That the demand under the head 'Ordinary Working Expenses'—'Administration' be reduced by Rs. 100."

[Need for reducing the expenditure on administration (7).]

"That the demand under the head 'Ordinary Working Expenses'—

'Repairs and Maintenance' be reduced by Rs. 100."

[Need for maintaining the lines properly (8).]

"That the demand under the head 'Ordinary Working Expenses—Miscellaneous expenses' be reduced by Rs. 100."

[Need to pay compensation by settling the claims in time (9).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100".

[Need to convert Tirupati—Katpadi metre gauge line into broad gauge line (14).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to start a flag station at Plier, Chittoor District, Andhra Pradesh, Southern Railway (15).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need for remodel railway station at Chittoor (District Headquarters) in Andhra Pradesh (Southern Railway) (16).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to open a railway station at Mangapuram, Chandragiri Taluk, Chittoor District, Southern Railway, Andhra Pradesh (17).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to open a railway station at Battenavaripalli between Pakala and Panapakam, Chandragiri Taluk, Chittoor District, Southern Railway (18).]

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced to Rs. 1."

[Failure to declare bonus to Railway Workers (46).]

"That the demand, under the head 'Ordinary Working Expenses—Operating Staff' be reduced to Re. 1."

[Failure to return C.D. (Compulsory deposits) to railway workers (47).]

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

[Need to reinstate 1000 railway workmen retrenched one year ago in Guntakal Division (48).]

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

[Need for reinstatement of the displaced casual labour consequent upon the reinstatement of the railway workmen (C.L.) who were retrenched during strike period. (49).]

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced up Rs. 100".

[Need to make permanent piece rated workers employed for permanent nature of work in Guntakal railway transport shed (50).]

"That the demand, under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100".

[Non-payment of arrears of night duty allowance, overtime and increments to the Railway Staff in Guntakal Division from 1973 (51).]

"That the demand, under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100".

[Need to check the theft of huge quantities of coal at Raichur station (52).]

"That the demand, under the head 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100".

[Need to have 1st class bogies for most of the passenger trains running between Katpadi and Tirupati, Pakala and Dharmavaram (53).]

"That the demand under the head 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100".

[Need for restoration of train No. 121 between Tirupati and Katpadi (54).]

"That the demand under the head 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100".

[Need to employ permanent staff in G. T. and Tamil Nadu Expresses for catering service (55).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100".

[Need to include Guntakal railway division in South Central Railway (56).]

"That the demand, under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100".

[Need to have a new railway line from Kolar Gold Field to Chittoor via Mulbagal and Palamauer to Chittoor so as to lessen the distance for going North (66).]

SHRI P. K. KODIYAN (Adoor): I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to take over the Arreh—Sasaram light railway line in Bihar (21).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Shri P. K. Kodiyan]

[Continued employment of casual workers in railways without absorbing them in regular service (22).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to evolve a concrete policy for allotting unused and excess lands on either side of the railway tracks to peasants for cultivation on specific terms (23).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Closure of Arrah—Sasaram light railway line by Martin and Burns Company and the resultant unemployment of workers employed on this line (24).]

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100".

[Need to extend and raise the platform at Punalur railway station in Kerala with provision of an island platform (25).]

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100".

[Need to remove the existing defects of the platform roof covering at Punalur railway station and extend the covering to the entire platform (26).]

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100".

[Need to put up concrete fences along the railway land to protect it from being misused by miscreants (27).]

"That the demand under the head 'Ordinary Working Expenses—Operation other than Staff and Fuel' be reduced by Rs. 100".

[Need to provide additional freight traffic for Punalur railway station in Kerala particularly in the matter of export of pine-apples (28).]

"That the demand under the head 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100".

[Need to further improve departmental catering on the railways (29).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100".

[Need to take up the construction of Ernakulam—Alleppcy railway line (30).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100".

[Need to take up the construction of Guruvayoor—Kuttippuram Railway line in Kerala (31).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100".

[Need to electrify the Olavakkot—Trivandrum section of the Southern Railway (32).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Fund' be reduced by Rs. 100".

[Need to construct a road along the railway lands near the Punalur railway station for the use of the local people and thus enabling them to avoid walking along the railway track to reach their destination (33).]

"That the demand, under the head 'Railway Board' be reduced by Rs. 100."

[Failure to eliminate the loss suffered by railways due to pilferage and theft of railway goods (34).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to take urgent steps to prevent the occurrence of railway accidents (35).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to take special care of bridges during monsoons & floods (36).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to undertake a survey of the condition of old railway bridges with a view to making improvement wherever necessary (37).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Failure of the Railway Board to root out corruption in railways (38).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to abolish the air-conditioned first class berths in long distance express trains and instead to provide more air-conditioned sleeper berths in such trains (39).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Failure to eliminate wastage and effect economy in railway expenditure (40).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to speed up the reorganisation of Railway Board with a view to decentralising powers at zonal level (41).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to eliminate the obnoxious system of utilising Class IV employees for domestic work by certain officers (42).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to provide more representation to Scheduled Castes and Scheduled Tribes in Class I and Class II posts in the Railways (43).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to allot adequate number of wagons for transport of foodgrains and other commodities to Cochin and other parts of Kerala (44).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to provide adequate accommodation to the staff of the Tamil Nadu Express at New Delhi for their rest and stay (45).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to keep the railway stations in clean and hygienic conditions (123).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to come to a negotiated settlement with railway employees' organisations regarding the employees' demand (124).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to put a stop to harassment of peasants cultivating railway lands in the Theumala and Areacan Panchayats in Kerala by railway officials (125).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Shri P. K. Kodiyan]

[Continued neglect of the requirements of second class railway passengers such as waiting rooms, platform benches and bathing facilities (126).]

SHRI KANWAR LAL GUPTA (Delhi Sadar): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to provide an overhead bridge at Shakti Nagar crossing in Delhi (57).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need for construction of more quarters for Railway employees in Delhi and other cities (58).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need for shifting of Ke a Godown from Qutab Road, Delhi to New Subzi Mandi, Azadpur, Delhi (59).]

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

[Need to maintain properly and repair the Railway Quarters in Subzi Mandi, Andha Mughal and other areas of Delhi (62).]

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

[Need for maintenance of all Railway Stations in Delhi properly and provide adequate facilities to the passengers (63).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to make provision for underground Railways in Delhi at the earliest (67).]

SHRIMATI PARVATHI KRISHNAN (Coimbatore): I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to declare bonus for railway workers (68).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to declare railways as an industry and revise the wages of railway employees accordingly (69).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to reinstate office bearers of Integral Coach Factory Workers' Union, victimised for trade union activities (70).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to take up the conversion of metre to broad gauge on Dindigul-Tirunelveli line (71).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to accord recognition to all registered unions and federations (72).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to accord recognition to the Integral Coach Factory Workers' Union in the ICF at Perambur (73).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to abolish social burdens on the railways and transfer the burden to Government as is the practice in other countries (74).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to reduce the IIInd class fares (75).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to reinstate employees victimised in 1949, 1960 and 1968 (76).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to take measures to prevent accidents on railways (77).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Delay in restoring recognition to the South Eastern Railwaymen's Union in spite of Court judgments and decision of Registrar of Trade Unions (78).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to recognise the N.E. Railway Mazdoor Union (79).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to absorb casual labour in permanent posts (80).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to absorb canteen and dining car staff in permanent posts (81).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to pay all railway employees the C.D.S. amounts due to them (82).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to evolve an integrated rail-road-water transport policy (83).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to evolve a new industrial relation policy (84).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to resume negotiations on Charter of Demands of May, 1974 general strike with the representatives of the NCCRS (85).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to take over Bihar Martin's Light Railways from Arrah-Sasaram and Futwa-Islampur (86).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to guarantee continued employment of workers of Bihar Martin's Light Railway on closing down of the railway by Martin Burn Co. (87).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to complete electrification of Madras-Trivellore portion in Southern Railway (88).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide coach attendants in every coach in I & II class particularly in long distance and overnight trains (89).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to increase number of TXRS in keeping with the increased number of coaches in many trains (90).]

[Smt. Parvathi Krishnan]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure in eradicating the obnoxious practice of using class IV staff as domestic servants (91).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to speed up electrification of Vijayawada-Madras line (92).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to settle the problems of graduate clerks in Southern Railway (93).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to meet the demands of record suppliers in the Integral Coach Factory, Perambur (94).]

"That the demand under the head 'Ordinary Working Expenses Administration' be reduced by Rs. 100."

[Failure to take back in service the retrenched class IV personnel in Jaipur Division (95).]

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

[Failure to check the coaches and ensure that all lights, fans and taps are in working order at the very commencement of the journey (96).]

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

[Failure to improve the condition of coaches in passenger trains on the south west broad gauge section of Southern Railway which have leaking

roofs and unworkable windows causing great hardship and inconvenience to the passengers (97).]

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

[Failure to ensure regular maintenance of bridges in Jaipur Division of Western Railway (98).]

"That the demand under the head 'Ordinary Working Expenses—Staff Welfare' be reduced by Rs. 100."

[Failure to provide drinking water facilities to Class IV quarters in Madurai (99).]

"That the demand under the head 'Ordinary Working Expenses—Staff Welfare' be reduced by Rs. 100."

[Failure to pay attention repairs and maintenance of railway quarters in all zonal railways (100).]

"That the demand under the head 'Ordinary Working Expenses—Staff Welfare' be reduced by Rs. 100."

[Failure to pay allowance to catering staff of Tamil Nadu Express and De-luxe, on par with similar categories in Jayanti-Janata from Mangalore to Jammu (101).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation' Reserve Fund be reduced by Rs. 100."

[Delay in taking up the Konkan line (102).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation' Reserve Fund be reduced by Rs. 100."

[Need to undertake broad gauge line from Dindigul to Tirunelveli (103).]

"That the demand under the head 'Construction of New Line,—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to construct a new line Alleppey to Ernakulam (104).]

"That the demand under the head 'Construction of New Lines,—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to undertake new line from Kuttipuram to Guruvayoor (105).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for absorbing the contract labour working in railway catering department in the regular service of Railways (144).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to abolish the contract labour system in the Railways (145).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to improve the quality of food served in the Railways and to bring its price down (146).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to ensure that the vendors who are permitted in the Railway platforms do not charge exorbitant prices from the passengers (147).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to ensure proper cleanliness in the waiting halls where the second class passengers stay (148).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for providing adequate drinking water facilities for the II class passengers in the long distance trains (149).]

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

[Need to construct structures to cover the platforms in Kerala so that the passengers are protected from torrential rains (150).]

"That the demand under the head 'Ordinary Working Expenses—Staff Welfare' be reduced by Rs. 100."

[Need for providing adequate housing facilities to the railway employees of Tellichery and Cannanore (151).]

"That the demand under the head 'Ordinary Working Expenses—Staff Welfare' be reduced by Rs. 100."

[Need to provide better hygienic conditions in the railway quarters in small railway stations (152).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need for taking up immediately the construction of new rail line between Alleppey and Cochin (153).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need for taking up the construction of a new railway line between Tellichery and Mysore via Coorg (154).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need for immediately taking up the construction of a new railway line between Kuttippuram and Trichur via Guruvayoor (155).]

[Smt. Parvathi Krishnan]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to set up an impartial inquiry committee to probe into the corrupt practices in the signal and telecommunications workshop, Poda-nur (156).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to decrease the number of top executives in the various zones and at the Railway Board level and increase the number of class III and class IV posts commensurate with the increase in trains and consequent on dieselisation and electrifications (157).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to stop more passenger trains at Tirupur in Tamil Nadu on the Southern Railway to serve the interests of the student and trade communities (158).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to reinstate employees in Gonda (North Eastern Railway) who were wrongly dismissed and victimised during the period of emergency on false and flimsy charges (159).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to refix the present yardstick of maintenance works on a realistic and scientific basis in consultation with all trade unions (160).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for upgrading of posts of keyman and mates to class III (161).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to remove discrimination in wages of casual labour in the Secunderabad Division of the South Central Railway (162).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to end the practice of screening juniors for employment as khalsis in the Secunderabad Division of the South Central Railway (163).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Continued refusal of employment to women workers at Shoranur in the Olavakkott Division of the Southern Railway (164).]

"That the demand under the head 'Ordinary Working Expenses—Staff Welfare' be reduced by Rs. 100."

[Need for construction of temporary sheds for accommodation of casual labour in the Secunderabad Division of the South Central Railway (165).]

"That the demand under the head 'Ordinary Working Expenses—Staff Welfare' be reduced by Rs. 100."

[Need for issuing identity cards for medical aid to casual workers on the railways until such time as they are absorbed in permanent posts (166).]

"That the demand under the head 'Ordinary Working Expenses—Staff Welfare' be reduced by Rs. 100."

[Failure to set up a public distribution system of fair price shops in all railways as conceded during negotiations in May, 1974 with the NCCRS (167).]

PROF. P. G. MAVALANKAR (Gandhinagar): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to start the construction of the new Bhavnagar—Tarapur railway line in Gujarat (106).]

"That the demand under the head 'Railway Board' be reduced by Rs 100."

[Need to expedite the preliminary surveys and reports with a view to including the Nadiad—Kapadwanj—Modasa line in the category of construction of new railway lines, so as to help accelerate the process of development of the economically backward region of Sabarkantha in Gujarat (107).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for improving the Gandhinagar—Ahmedabad line in terms of better timings, facilities and halting stations for the commuting passengers (108).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for constructing urgently the railway foot bridge between Ranip and Subarmati near Ahmedabad (109).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Urgency of conversion of the Delhi Ahmedabad metre gauge into broad gauge (110).]

"That the demand under the head 'Railway Board' be reduced by Rs 100."

[Need for converting the narrow gauge lines into broad gauge ones in the Chhota Udaipur and Baroda regions of Gujarat (111).]

"That the demand under the head 'Railway Board' be reduced by Rs 100."

[Need for speeding up the express trains now running on the tracks after the completion of electrification of the broad gauge between Ahmedabad and Bombay (112).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for constructing more manned gates at scores of railway crossings, particularly in the urban agglomerations, so as to prevent repeated serious and even fatal accidents involving considerable loss of life and property (113).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for starting a new express train between Ahmedabad and Amritsar (114).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for speeding up the presently run Sabarmati Express between Ahmedabad and Varanasi (115).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need of providing greater and better educational and residential facilities for the railway employees and their families living in the various railway colonies (116).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for simplifying the present network of rail lines in Saurashtra region of Gujarat and the urgent need of speeding up some of the express trains in the said region (117).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Prof. P. G. Mavalankar]

[Need for still better and more efficient arrangements regarding reservation and booking of seats and berths at all major railway stations in the country (118).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need of thoroughly checking all railway bridges, particularly on trunk routes and with busy traffic and strengthening and repairing the damaged and weak bridges expeditiously (119).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for taking effective, salutary and even punitive measures for significantly reducing corruption at various levels in the railways (120).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for proper and careful planning and allotment of wagons so that industry and commerce throughout the country are promoted better (121).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for shifting the Western Railway Headquarters from Bombay to a more suitable and serviceable place in Gujarat (122).]

SHRI P. K. DEO (Kalahandi): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Urgency of taking up the Amegura to Kesinga or Lanjigarh Road line in South Eastern Railway (127).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Desirability of diverting the Kalinga Express via Raipur, Vizianagram to Puri from New Delhi (128).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Necessity of having a road over-bridge at Kesinga in South Eastern Railway (129).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Necessity of providing a ladies waiting room at Kesinga (130).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Necessity of making the Railway Service Commission a statutory body (131).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Desirability of having the head-quarter of South Eastern Railway somewhere in Orissa (132).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Desirability of patronising small scale industries to manufacture and supply P.C.C. Railway sleepers instead of the monopoly houses (133).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Urgency of having an Express train on the Raipur Vizagapattam section of South Eastern Railway (134).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Necessity of absorbing the temporary railway staff in permanent cadre (135).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Urgency of early completion of the Jakpura-Banspari railway line in South Eastern Railway (138).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Desirability of improving catering in the railways (137).]

SHRI N. SREEKANTAN NAIR (Quilon): I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need of starting the construction of Ernakulam—Alleppey railway line in Kerala (140).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need for taking up the construction of the coastal railway connecting Cochin with Bombay (141).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need for taking up the construction of the Guruvayoor Kattipuram railway line in Kerala (142).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to electrify the Olavakkot Trivandrum section of Southern Railway (143).]

श्री अर्मसिह भाई पटेल (पोरबन्दर) : अध्यक्ष महोदय, माननीय रेल मंत्री ने रेलवे बजट के सम्बन्ध में जो अनुदानों की मार्गें पेश की हैं उसके सम्बन्ध में मुझे कुछ निवेदन करना

है। पृष्ठ 306 पर आइटम नं० 8 बोरमगाम-ओद्दा-पोरबन्दर खण्ड—मीटर लाइन का बड़ी लाइन में बदलाव (556.97 कि० मी०) के संबंध में है। इसकी कुल प्रत्याशित लागत 42,33,85,000 है। इस पर 1976-77 के अन्त तक सम्भावित खर्च 16,83,87,000 रु० है। 1977-78 के लिए सम्भावित खर्च 5,40,00,000 रु० है। इस कार्य को पूरा करने के लिए शेष रकम 20,09,98,000 की आवश्यकता होगी। मेरा निवेदन है कि इस योजना का काम बहुत धीमा चल रहा है। सौराष्ट्र प्रदेश में ब्राड गेज का कुछ काम नहीं हुआ है। यह कार्य कितने समय में पूरा हो जायेगा इसको स्पष्ट करना चाहिए और इस काम को जल्दी से जल्दी पूरा होना चाहिए।

इसी प्रकार आइटम नं० 146 में राजकोट जेतलसर खण्ड पर राजकोट और भक्तिनगर के बीच फाटक नं० 3 पर ओवररिज की व्यवस्था होनी चाहिए। इस सम्बन्ध में 12 लाख 8 हजार की लागत का काम बताया गया है। इस पर कोई काम नहीं हुआ है। 1976-77 में इस पर 2 लाख का काम होने की बात बताई गई है और चालू वर्ष के लिए 8 लाख का प्राविजन रखा गया है। इस काम को जल्दी से जल्दी पूरा किया जाना चाहिए।

1977-78 में रेलवे के निर्माण, मशीन और चल स्टाक का जो कार्यक्रम भाग 1 है उसमें संक्षेप में रेल पद्धति के नवीनीकरण के लिए 65 करोड़ 62 लाख की व्यवस्था की गई है। चालू निर्माण कार्यों के लिए 45 करोड़ 61 लाख और नये निर्माण कार्यों के लिए 20 करोड़ की व्यवस्था की गई है। पुल सम्बन्धी निर्माण कार्यों के लिए 1977-78 में ऊपरी सड़क पुलों के लिए जो व्यवस्था करने का प्रस्ताव है उसमें सौराष्ट्र के लिए एक भी पुल नहीं है। 1976-77 में ओवर-इंडर रिजज का कार्यक्रम रखा गया था और 80 पुलों के निर्माण को मंजूरी दी गई और

[श्री ग्रन्थसिंह भाई पटेल]

16 पुलों का काम पूरा किया गया और 51 पुलों पर काम हो रहा था लेकिन सौराष्ट्र में एक भी पुल नहीं है। 1977-78 में 26 नये पुलों का निर्माण कार्य रखा है जिसमें पश्चिम रेलवे में चार पुल हैं लेकिन सौराष्ट्र में एक पुल भी नहीं है। इस सम्बन्ध में सौराष्ट्र के कई चम्बर आफ काममें ने भी अपनी मांगे रखी हैं। पोरबन्दर, धोराजी, रानावाड, जेतलसर, जूनागढ़, राजकोट, जाम-जोधपुर, बांटवा, जापुर (कोयली), बंयली—ये सब बड़े-बड़े शहर सौराष्ट्र में हैं, वहां पर रोड-ट्रैकिंग को लाइनें पार करने में बहुत असुविधा होती है, इस लिये इन स्थानों पर ओवर-ब्रिज या अण्डर-ब्रिज बनाने की जीघ व्यवस्था करें।

दिल्ली में सावरमनि मीटर गेज लाइन है, इसको ब्राइनोज लाइन में बदलने के लिये पेज 321 पर आइटम 106 में बनाया गया है कि इस पर 106 करोड़ रुपया खर्च होगा। इस मद में केवल 10 लाख रुपये का अनुदान मांगा गया है, इस काम को जल्द में जल्द खुल किया जाना चाहिए।

वेशवन से अहमदाबाद और पोरबन्दर से मेहसाना के लिये कास्ट ट्रैन्च दी जानी चाहिये। इस समय वहां बेशवन दो ट्रैन्च ही आती-जाती हैं—1. सौराष्ट्र मेल और 2. कीति मेल और सीमनाय मेल। हमारे थेव के पोरबन्दर, जूनागढ़, धोराजी वेशवन, राजकोट चैम्बर आफ काममें एण्ड इण्डस्ट्री ने भी यह मांग की है कि ज्यादा कास्ट ट्रैन वेशवन से अहमदाबाद और पोरबन्दर में मेहसाना के लिये शुरू की जानी चाहिये।

हमारी 30 साल पुरानी मांग है कि सराइया से कुतियाना बहाया रानावाड लाइन को बनाया जाय, यह केवल 25 किलो-मीटर की लाइन है जिससे उस थेव के लोगों को बहुत लाभ हो सकता है।

पोरबन्दर, जाम जोधपुर, उपर्ली,

धोराजी, जेतलसर, गौडल में राजकोट तक की मीटर गेज लाइन को ब्राइनोज में बदला जाय, इसी के साथ साथ वेशवन से जेतलसर तक की मीटर गेज लाइन को ब्राइनोज में बदला जाय। पश्चिमी रेलवे में मीटर गेज से ब्राइनोज लाइन में बदलने की ज्यादातर मांगें गुजरात की ओर से हैं, सौराष्ट्र की ओर ऐसी मांग बहुत कम है, इस लिये इस नरक विशेष व्यान दिया जाना चाहिये। आप यह भी जानने हैं कि पोरबन्दर राष्ट्रपिण्ड मध्यात्मा गांधी जी का जन्म स्थान है और सोमनाय का बड़ा मन्दिर वेशवन में है—बहुत बड़ी संख्या में लोग वहां भ्रात भ्रात हैं, इसलिये इनको ब्राइनोज में बदलना बहुत जरूरी है।

वेशवन में सोमनाय की दूरी केवल 3 किलोमीटर है, यह एक बहुत पुराना और प्रमिद्ध मन्दिर है। वैशवन रेलवे स्टेशन है, यदि इस लाइन को सोमनाय तक बढ़ा दिया जाय तो इसमें जनना को बहुत सुविधा होगी। वहां के चैम्बर आफ काममें ने भी यह तीन किलोमीटर की छांटी मीलाइन को बढ़ाने के लिये आप के पास मांग भेजी है।

हमारे थेव की गाड़ियों में आम तौर से मैकेण्ट कलाम के दो-टायर और तीन-टायर के डिब्बे लगाये जाते हैं, ये यह मुश्किल है कि इनमें मैकेण्ट कलाम के कामन डिब्बे ज्यादा लगाये जायें, इसमें मालियां को बहुत मुश्किल हो जायेंगी।

ओम्बा-राजकोट-बीरमगांव-महसाना ट्रैन राजकोट से शत को 9 बजे कर 50 मिनट पर प्रयाण करती है और मेहसाना सुबह 6 बजे पहुंचती है—यह गाड़ी तहीं समाप्त हो जाती है। उसके बाद दिल्ली जाने वालों के लिये अहमदाबाद-दिल्ली मेल 11 बजे कर 23 मिनट पर मिलती है। जामनगर से दिल्ली के लिये फर्स्ट कलाम के डिब्बे और ओम्बा-दिल्ली के सैकेण्ट कलाम के डिब्बे जहाँ 5 चण्टे पढ़े रहते हैं जिससे लोगों को बहुत

दिक्षित होती है। मैं पूछना चाहता हूँ कि क्या रेलवे अधिकारियों की इस बारे में कोई जिम्मेदारी नहीं है। इस समय को कम करने का प्रयास किया जाना चाहिये, इससे यात्रियों को बहुत सुविधा होगी।

छोटे स्टेशनों पर पानी और विजली की व्यवस्था हानी चाहिए। जिस गांव में विजली की व्यवस्था है, वहां पर भी स्टेशन पर विजली नहीं है और ऐसे हमारे यहां 10, 11 स्टेशन हैं। मेरा रेल मंत्री जी से यही निवेदन है कि ऐसे स्टेशन पर तो विजली की व्यवस्था हानी चाहिए। इसके अलावा जो मैंने अपने क्षेत्र की मांगे रखी है, उन पर सांच-फिचार कर मंत्री जी कुछ करेगे, ऐसी मैं आशा करता हूँ।

SHRI P. K. DEO (Kalahandi): I fully appreciate the statement of the Railway Minister that the role of railway lines as an infra-structure in developing the backward areas of the country cannot be over-emphasized. While mentioning this, the Minister has stated about the survey of the Koraput-Farvatipuram railway line as an alternative route for the ghat section of Kirandul-Kottavalasa line. In this regard, in order to avoid one ghat, he is going to another ghat. The gradient of Lakshmpur Ghat through which the proposed railway has to pass through and also the 30-40 tunnels needed on the line are exactly the same like the Anantagiri gradient on the Kirandul-Kottavalasa line. It will hardly open up any populous tract. In this regard I wrote to the Railway Minister for taking up the Amagura-Lanjigarh-Kesinga railway line which will open up the vast industrial resources of the Dandakaranya area. If you see the railway map, there is a gap south of Raipur-Visakhapatnam section on the South-Eastern railway.

The Minister has mentioned about the alumina plant which is going to come up in Koraput. As a matter of fact, not one alumina plant but many

are going to come up in the area because the largest bauxite deposits in the world have been found there. More than 1000 million tonnes of high grade bauxite have been found. So, not one but several alumina plants will come up. But an aluminium plant will require 250 MW of power and so it can only be located at Jayapatna Power House of the Upper Indravati Project which has a capacity of 600 MW of hydel power. For producing every tonne of aluminium we need 16500 units of power. So, the Upper Indravati Power House at Jayapatna is the only answer for an aluminium plant.

The tailwater of the power house will irrigate 5 lakhs acres of chronically drought-affected area, 3 lakhs kharif and 2 lakhs rabi and it will be a granary of the country and the density of the population here is 600 per sq. mile whereas the area through which the proposed Parvatipuram-Koraput line will pass is sparsely populated. And there are hardly a very few Adivasi hamlets.

In reply to my letter the Railway Minister says that this will be much shorter and will meet all the traffic requirements. I beg to differ. It will not meet all the traffic requirements. In 1964 the Amagura-Lanjigarh-Kesinga railway line was surveyed and it was estimated to cost at that time Rs. 16 crores and for want of resources it was not taken up. In this section there is hardly any ghat. The gradient is quite good and in view of the latest developments and the Indravati project where the Planning Commission is going to sink Rs. 220 crores which has been cleared now after the settlement of the Godavari water dispute and the location of the aluminium plant at Jayapatna and the occurrence of highgrade bauxite ores of nearly 200 million tonnes at Battimali hills nearby the power house. I beg to submit that in the near future this area will be humming with activities agriculturally and industrially.

[Shri P. K. Deo]

Several ancillary industries will be coming up in this area. In view of the latest development the previous Railway Minister has already intimated South Eastern Railway staff to re-examine the survey made in 1964 and submit a report. They are on the job now.

I most respectfully submit that before taking any final decision regarding the construction of these two railway lines, the Railway Minister must give proper consideration to the cost and utility of these lines and compare the cost benefit ratio. So far as I understand Amagura Kesinga or Lanjigarh line will give 20 per cent return. Priority should be given to this railway line which will join Raipur-Vizagapatnam Section of South Eastern Railway and terminate at Vizag port.

My second submission is that for the moment there are two express trains which originate from Delhi and terminate at Puri. One is a weekly Kalinga Express and other is tri-weekly Express Utkal Express. Both run on the same route. Both expresses hardly touch-Utkal. Only five districts out of 13 are touched. Utkal Express goes from Bilaspur to Kharagpur upwards and then down to Puri. At least the Kalinga Express may be routed—Bilaspur, Raipur, Vizianagram and then to Puri. South Orissa and Sirikakulam is real Kalinga. The Kalinga Patnam port situated on the estuary of the Vansadhaba used to export elephants to the Roman Courts in ancient times. Kalinga Express should be routed through Raipur and Vizianagram.

The Railway Minister may say that there is a technical problem. He may say that there is no turn table at Vizianagram. The diesel power has got both phases of operation and there is no necessity of turn table at all. Only after reversing the power the power can pull the train in the opposite direction. It is a matter of 15

minutes only. Taking this aspect into consideration, I beg to submit that Kalinga Express may be routed from Bilaspur to Raipur and Vizianagram and then to Puri and Utkal Express may be routed through the conventional route via Kharagpur.

Headquarters of S. E. Rly.

So far as South Eastern Railway is concerned, in Orissa lies the longest route of the South Eastern Railway. Only a few bits are in Bengal, Bihar, Madhya Pradesh and Andhra Pradesh. Its main hinter-land is Orissa. At the moment Calcutta has got headquarter of three Railways—Eastern Railway, South Eastern Railway and the Metropolitan Railway. The policy of the Government is to disperse the location of the Railway Headquarters. Rightly, some years back they transferred the Headquarters of the North Eastern Railway to Gorakhpur. There was some hulla gulla, but everything calmed down. I beg to submit that he should consider the location of the Headquarters of the South Eastern Railway at Bhuvaneshwar or at Jharsuguda.

Development of Calcutta is a matter of historical accident. If the saree of the mogul princess had not caught fire and it she had not been treated by the doctor of the East India Company, the East India Company itself would not have got those three villages, Sutanati, Govindpur and Kallghat and Calcutta would not have developed as a springboard for colonial and imperial expansion at the cost of the vast hinterland. I beg to submit that taking into consideration all these factors particularly the backwardness of Orissa there should be strict enforcement of the dispersal policy of the Government to locate h. q. at different places so that employment opportunities are given to local people. With all humility, I beg to submit that he should give due consideration to all these points which I have enumerated.

12.57 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

डा० सुशीला नायर (जांसी): उपाध्यक्ष महोदय, सर्व प्रथम मैं रेल मंत्री जी को बधाई देना चाहती हूं कि स्ट्रांक में जिन लोगों ने भाग लिया था उनको वापिस लेने का उन्होंने जो वादा किया था उनको वापिस ले लिया है और उसके परिणाम स्वरूप उत्पादन में बृद्धि हुई है और मजदूरों के माथ एडमिनिस्ट्रेशन के जो ताल्लुकात थे उन में अच्छा खास। मुझार हुआ है।

जहां तक मुरक्खा का मम्बन्ध है उस में कुछ कभी आई है, ऐसा दिखाई देता है। अकम्मात घटनाएं बढ़ रही हैं इस प्रकार की। जैसे पहले हुआ करता था हो सकता है उस में कुछ हयूमन फेल्यूर हो, मानव में काम न करने की वृन्ति के कारण ऐसा हुआ हो। दूसरा कोई विशेष कारण हो ऐसा नजर नहीं आता है। मिमाल के तौर पर अभी थोड़े दिन पहले ग्रांड ट्रक एक्सप्रेस की आकम्मिक दुर्घटना हुई वर्धा के नजदीक और चार बोगीज लाइन से उत्तर गई। रेलवे के कुछ बड़े अफसर भी उस में जा रहे थे। यह मुश्किलमती थी कि कोई घातक परिणाम उसका नहीं हुआ। उसका कारण केवल इतना था कि एक जो कमंचारी था जिस को पत्थर की गिड़ियां दबानी चाहिये थीं ट्रेन की लाइन के माथ उसने उस काम को नहीं किया और वह बिना इत्तिला दिए, बिना छुट्टी लिए चला गया। इसके पहले भी वह दो चार बार ऐसे काम कर चुका था। उसको हटा भी दिया गया था लेकिन पहली कांग्रेस सरकार की कुछ सिफारिश के कारण उसको वापिस लेना पड़ गया था। फिर उसने ऐसा किया जिस से फि र दुर्घटना हुई। जहां हम चाहने हैं कि जिन को बिना कारण सताया गया है उनको वापिस लिया जाए वहां उसके साथ साथ हम यह भी चाहते हैं कि जो गलत काम करते हैं ऐसे लोगों के विरुद्ध अवश्य कारंबाई भी की जानी चाहिए ताकि जनता की सुरक्षा और सुविधा में कोई बाधा न आए।

यद्युत सी गाड़ियां शब्द लेट आ रही हैं अगर एमरजेंसी के बक्त वे समय पर चला

सकती थीं तो क्या कारण है कि आज वे दो दो और चार चार घंटे लेट चलानी शुरू हो गई हैं। इस भी ध्यान देना आवश्यक है। इस प्रकार की ढिलाई के प्रति आपको सावधान होना चाहिए।

ट्रेनों में सफाई और जिसको मैं टेनेस कहते हैं उमकी तरफ भी विशेष ध्यान देने की आवश्यक है। फ्स्ट ब्लास के डिब्बों में जो स्टडी लाइट्स लगी होती है उनकी क्या दर्शा होती है उसको कोई देखता ही नहीं है। कहीं कहीं पर तो वे टूटी होती हैं और कहीं कहीं होती ही नहीं है। शीणे घुब्ले होने की वजह से लाइट अधिकतर ऐसी होती है कि जिस में कुछ दिखाई नहीं देता और आप ट्रेन में पढ़ नहीं सकते। स्विचेज बहुत बार खराब होते हैं, वाश बेसिन्स ब्लाकड होते हैं। इसलिये जो मेन्टेनेंस या सफाई कर्मचारी हैं उनको समय समय पर प्रशिक्षण दिया जाय या परीक्षा हो जिस से यह लोग अपने काम में ढौंगे न रहें यो अज्ञानवश हो कर अपने काम में ढिलाई न करें। रिपरर, मेन्टेनेंस और सफाई की तरफ विशेष ध्यान दिया जाय।

13.00 hrs.

मंत्री महोदय, रेलवे मैन के कल्याण कार्यों में बहुत दिलचस्पी लेते हैं। मैं जानती हूं, ई, चार जगहों पर जो अच्छे स्वभाव के अधिकारी थे और इन कामों में दिलचस्पी लेते थे उन्होंने रेलवे मैन के बच्चों की ट्रेनिंग के लिये कुछ सुविधायें दीं जिस से वह छोटे मोटे काम करने के लिये तैयार हो सकें। शिमला के पास कुछ अधिकारियों के इनी-शियेटिक से काम शुरू हुआ था, बाद में मिनिस्ट्री ने उसको की रेगुलर ट्रेनिंग संस्था का रूप दिया तो यह काम अग्रार एक जगह पर हो सकता है और जगहों पर भी हो सकता है। उन के बच्चों को ट्रेनिंग दी जाय ताकि वह छोटे मोटे कामों को अच्छी तरह से कर सकें। और जो बच्चे अधिक तेज़ हैं उनको हायर ट्रेनिंग के लिये भेजा जाय, चाहे वह मेकेनिकल या इलेक्ट्रिकल ट्रेनिंग हो। इसी प्रकार से उन के बच्चों में जो स्त्रियां हैं उनके प्रशिक्षण की

[इ शशीला नायर]

तरफ अगर ध्यान दिया जाय तो रेलवे की यूनीफार्म वह महिलायें अच्छी तरह से सी सकती हैं जिस से उन के घर में चार पैसे आयेंगे और उनको बहुत राहत भी मिलेगी।

रेलवे के सामान की बहुत चोरी होती है, बहुत पहले से होती है और रेलवेज को ही चुराया हुआ माल बापस बेचा जाता है, यह हम सब जानते हैं। इस की कोई व्यवस्था होनी चाहिये, जाहे सी०बी०आई० के जरिये या किसी और तरह से नाकाबन्दी की जाय जिस से रेलवे के सामान की चोरी रुक सके और चुराये हुए सामान को फिर से रेलवेज को बेचने की जो प्रथा चली आ रही है जिस से रेलवेज को नुकसान होता है यह किसी न किसी तरह से बन्द करना ही चाहिये और कोई अच्छा तारीका हूँडना चाहिये नाकि भविष्य में ऐसा न हो।

नई रेलवे लाइन्स बनाने की आवश्यकता है इस से दो रायें नहीं हो सकती। भेगा अंत्री जी को मुझाव है कि बहुत से जो प्रेस्टीजस प्रोजेक्ट्स कहलाते हैं, जैसे रेलवे स्टेशन को बड़ा और सुन्दर बनाना, इन सब को 5, 10 साल के निये रोक कर नई रेलवे नाइनों बनानों की तरफ ध्यान दिया जाय तो देश के लिये अच्छा होगा। अमरीका में हमने देखा है कि नाम के स्टेशन होते हैं, लेकिन ट्रेन्स चलता है और सीढ़ी लगाक़ लोग छिन्नों से उत्तरते हैं। ए-फार्म ऐसे ही होते हैं उहां लोग अपने अ.प बिना साफ़ीके उत्तर सकें। इनलिये प्लेटफार्म्स को सुन्दर या वहा बनाने की तरफ ध्यान न दें कर नई रेलवे लाइनों को बिछाने पर ध्यान दिया जाय और इस बात का ध्यान रखा जाय कि जहां पर आज कम्पनीकेन का बिल्कुल अभाव है, जैसे ललितपुर में महरोनों का इलाका है वहां पर ट्रेन्स की बहुत कमी है, ऐसे इनामों में यानायात की सुविधाएँ बढ़ायी जायें। ललितपुर जिले में छोरा में खदान का काम बहुत होता है, वहां पर ऐक्ससीडेंट्स बहुत होते हैं, मजदूरों के

स्वास्थ्य की कोई सुविधा नहीं है। मैंने उत्तर प्रदेश सरकार को भी लिखा अगर कोई ऐक्सीडेंट हो जाता है तो एक दैन सुवह को जाती है और एक शाम को जाती है, मझकोई है नहीं जिस से धायल को लाया जा सके, या कोई जच्चा अगर तबलीफ में है तो अगर सुधह की दैन निकल गई तो रात तक उस को नहीं ला सकते। इस के बारण वहां लोगों को बड़ी तकलीफ रही है। तां ऐसे इलाके में जहां मानवता के मूल्यों की दृष्टि से यानायात की सुविधा देने की आवश्यकता है वहा अगर अधिकतर ट्रेन्स को बड़ा सा रोका जा सके तो वह बहुत उपयोगी होंगा, ऐसा मुझे जागता है।

मैं तो यहां तक कहना चाहती हूँ कि जो बीटर्गेज और ब्राइगेज का कन्वर्जन चल रहा है, यह मैं जानती हूँ कि वह बहुत उपयोगी है, लेकिन मैं कहती हूँ कि यह कन्वर्जन भी दूसरे दर्जे पर आता है, उसमे पहली आवश्यकता है कि जहां नाइन्स नहीं है वहां नई नाइन्स पहचाई जायें। जहां भाटर गेज लाइन हैं वहां कुछ न कुछ नो काम चल ही रहा है अगर ब्राइगेज न भी हो तो कोई कंक नहीं पहता है। इससे जो पैमा बचा सकते हैं, उसे नई नाइनों पर लगाया जाये ताकि जहां रेल यात्रा की सुविधा प्राप्त नहीं है, वहां जनता को यह सुविधा मिल सके। दूसरे काम आगे के निये रखे जा सकते हैं। अगर ऐसा होता है तो वह बहुत उपयोगी होगा।

रेलवे विभाग में और अन्य विभागों में भी अस्ट्राचार तो है। लेकिन रेलवे में हर जगह पर रिकॉर्डेन्स में, एप्काइन्टमेंट्स में, सलैकेन फार प्रमोशन में नव जगह अस्ट्राचार है। हर जगह पर औद्योगिक श्रेणी के लोगों को अक्सर लोग अपने घरों में काम करने के लिये इस्तेमाल करते हैं। यह अस्ट्राचार बहुत व्यापक है और इससे काफी परेकानी होती है। जो घोड़े से स्वास्थ्यमानी सोग हो गए हैं और घरों में काम करने से इन्कार कर देते हैं, उनको बोकरी से निकाल दिया जाता है। वे बहुत परेकान होते हैं।

अफमर अगर चाहे तो इसके लिये दूसरे कारण बना ही सकता है। इस तरह से अष्टाचार को रोकने की ओर विशेष ध्यान दें, ऐसी भैरों मंत्री गहोदय से प्रायंना है।

जो रेलवे के हस्पताल हैं, वे बहुत आवश्यक हैं, प्रचली चीज़ है। इन हस्पतालों की सुविधाओं का स्टैंडर्ड बढ़ाकर रखने की आवश्यकता है, ताकि जहां पर स्पैशलिस्ट सर्विस देने की आवश्यकता हो, वहां रेलवे की अपनी हों, लेकिन जहां पर दूसरी स्पैशलिस्ट सर्विसेज मौजूद हैं, वहां को-आर्डिनेशन के द्वारा उन सर्विसेज का हस्तेमाल किये जायें। यह बड़ी दुखद बात है जहां ये सुविधाएं पहले ही मौजूद हैं, वहां और बढ़ाई जायें और दूसरी जगहों की तरफ जहां कोई सुविधा नहीं है, ध्यान न दिया जायें। आमीं में नगभग 1 लाख की आवादी है वहां डिफेन्स का अन्पताल है, मिलिन हस्पताल है, मैडिकल कानेज मौजूद है, उनकी सेवाएं नी जा सकती हैं। मेरा मंत्री महोदय से मुझाव है कि दूनरी जगहों पर भी वह देखें कि किस प्रकार मेरे हस्पताल आदि की सुविधाएं अच्छी की जा सकती हैं। जो डाक्टर्स हैं, उनको ज्यादा सुविधाएं देनिये बर्गरह की ओर रिफेर कोर्सेज की दी जा सकती है। इसके साथ साथ जो प्रीवींट ट्रब सर्विसेज हैं उनकी तरफ और स्वास्थ्य सेवाओं की तरफ विशेष ध्यान दें, ऐसा मंत्री महोदय मेरनुरोध है।

मिसाल के तौर पर क्षय रोग उस प्रदेश में ज्यादा फैला हुआ है, रेलवे वालों को भी है। इसकी रोकथाम भी होनी चाहिये। अगर रेलवे की स्वास्थ्य सेवाएं इसकी सुविधा भी जूटा लेती हैं तो काफी बड़ी मात्रा में हमारे यहां के लोगों को संरक्षण मिस सकेगा।

जिन प्रदेशों में कुष्ट रोग में वहां उस की तरफ ध्यान दिया जाये और बच्चों तथा मातापित्रों के स्वास्थ्य की रक्षा के लिए विशेष व्यवस्था की जाये।

स्वास्थ्य का प्री-एम्प्लायमेंट चैक-अप तो होना ही चाहिए, लेकिन उस के साथ साथ एम्प्लाईज के स्वास्थ्य का समय समय पर

चैक अप भी होना चाहिए। खास तौर से केटरिंग विभाग में काम करने वाले लोगों के स्वास्थ्य की तरफ विशेष ध्यान दिया जाये, ताकि वे दूसरे लोगों वे कोई रोग न फैला सकें।

मैं समझती हूं कि रेलवेज का केटरिंग डिपार्टमेंट सचमुच में रेलवे वालों और दूसरों के लिए न्यूट्रीशन एजूकेशन का नमूना हो सकता है। वहां जो भोजन दिया जाये, वह संतुलित भोजन का नमूना हो।

रेलवे मेन के हाउर्मिंग की तरफ विशेष ध्यान देने की आवश्यकता है। कई रेलवे कालोनीज में सैनिटेशन, लाइटिंग, रास्तों और दानों का बहुत असाव है। यदि मंत्री महोदय कभी ज्ञामी आयें, तो मैं उन्हें दिखाऊ कि वहां कितनी बुरी हालत है। यह एक अर्जेंट प्रावलम है, जिस की तरफ तुरन्त ध्यान दिया जाना चाहिए।

कुछ ट्रेन्ज को कई स्टेशनों पर दो चार मिनट के लिए आसानी से रोका जा सकता है। इसमें बहुत सुविधा हो सकती है। मिलाई के तौर पर वर्धा एक तरह से तीर्थस्थान है—वह महात्मा जी का स्थान है। सब सुपरफास्ट ट्रेन्ज और जयन्ती जनता गाड़ियां वहां से गुजरती हैं। पानी लेने के लिए वहां जयन्ती जनता का स्टापेज है। तो फिर वहां तीन चार मिनट का रेगुलर स्टापेज होना चाहिए। इसी तरह वहां तामिलनाडु एक्सप्रेस और सुपरफास्ट ट्रेनों का स्टापेज रखने की तरफ भी ध्यान दिया जाये। बड़े-बड़े स्टेशनों पर उन ट्रेन्ज के स्टापेज को कुछ कम कर के समय बचाया जा सकता है। इस प्रकार जी० टी० और हवाड़ा तथा बम्बई की मेल ट्रेनों के सफर के एक दो बंटे बचाये जा सकते हैं।

लनितपुर स्टेशन पर दक्षिण एक्सप्रेस खड़ी होती है, लेकिन लोगों को बैठने की इजाजत नहीं है। वहां जी० टी० भी दो मिनट के लिए खड़ी हो सकती है।

अमृतसर एक्सप्रेस में 18 बोगीज लगती हैं। उस गाड़ी के साथ डीजल इंजिन लगता

[डा. सुशीला नायर]

है। मेर. उस में दो बोर्डीज तुरन्त बड़ा दी जायें, तो भीड़ और कनेजेशन से कुछ राहत मिल सकती है।

मैं जानती हूँ कि मंत्री महोदय बहुत दिलचस्पी के साथ इन सब बातों को देख रहे हैं। मुझे आशा है कि वह मेरे इन सुझावों पर ध्यान देंगे, जिस से रेलवे की प्रगति और ज्यादा तेजी से हो सके और जनता को तकलीके जल्दी कम हो सके। इस थोड़े से कार्य-काल में उन्होंने जो कार्य किया है, उस के लिए मैं उन को फिर से बधाई देती हूँ। मैं आशा करती हूँ कि वह हमारी आशाओं को पूरा करने में जल्दी सफल हो सकेंगे।

SHRI PURNA SINHA (Tezpur): I rise to oppose the cut motion moved by the hon. Member opposite. I congratulate the Railway Minister for presenting a socialist and practical budget. Sir, in supporting the budget, I would like to make some observations. My State, Assam, has got less than 2200 kilometres of railway route and Nagaland has got only 9 kilometres. The rest of the 7 States in the North-Eastern region of India, have no railways at all. There are 24 Members of Parliament who are representing these States elected to the Lok Sabha. Sir, I come from a backward area in the North bank of Assam State.

If there was no Chinese aggression in 1962 we would not have perhaps got the line from Rangapar to Morkongselek. The maintenance of this line is so bad that on 30th May nearly 100 persons died. The train also moves so slowly that by paying Rs. 8.95 for a second class ticket, one can sleep the whole night in the train. I think this is the cheapest mode of transport and yet during their sleep so many people died. The hon. Minister has emphasised the need for developing backward areas by laying railway lines. At the same time, there is scope for improving the lines laid by the predecessors, the Assam Bengal railway and the Eastern Bengal Railway Companies.

The rail road coordination that was envisaged sometime after the Second World War was given up and railways have been defeated by the road transport. The House will appreciate that tea produced in tea gardens needs to be transported by rail to markets in Gauhati, Siliguri and Calcutta and other places. It now moves directly by road. The Planter, in Assam complain that when they offer to send tea in wagons, they are not provided with sufficient covered accommodation at stations so that they can unload tea and store it in safe place so that it will not be damaged by rains or other climatic factors. There is only armchair effort on the part of the railway officials such as commercial superintendents and managers. They sit in their chairs and think how to get tea planters send their tea by railways. They do not meet the concerned people. It is a commercial organisation as also a public utility service. They have to go and meet the people in the industry who are offering freight to be carried by the railways and discuss with them how best to solve their problems so that the revenue earnings of the railways would go up. We have met the General Manager of that railway and he expressed a pious wish that the tea industry would utilise the wagons of the railways in order to give them revenue; but practical approach is nil. In the past there were some efforts on the part of the private railways to secure freight from the tea industry. Timber and other products are also available in plenty for transportation to several points in the country. The price of Assam timber is five-fold in Calcutta. Except carrying some lumber and logs from the forest to the nearest saw mills, there is not much done in this field. At present from forests, the whole thing is not being carried by road because of the cost involved and also lack of rail transport. Railways carry essential foodstuff at low cost, even at a loss. Here there is no question of any loss or concessionary rate to the tea industry or timber or other forest products. These could be carried at full commercial rates. I request the hon. Minister of rail-

ways to consider this possibility. There are 1200 tea gardens in Assam and they produce most of the tea consumed. During the British days they laid the railways along the tea gardens, mainly to provide them with transport. The railways do not have contact with the people in the towns and villages. Villagers have to go about 16 or 20 miles to reach the nearest railway station. There is no proposal at the moment to lay new lines in Assam. But I would submit that Assam needs your attention and Assam needs also some new lines. There is the North Eastern Council, which is an agency of a nature created by the centre to stand between the centre and the states. I understand, however, that this North Eastern Council has put forward certain proposals for laying new lines in the North Eastern regions of India. But then unfortunately I do not find any mention on of any new line in Assam for the present. There was a proposal for extending lines from Gauhati to Barapani in order to reach Shillong as near as possible. There was a proposal for extending a line from Jhagi Road to the interior of Jaintia hills where there is plenty of demand for transportation of raw materials to the paper mills that have been started. There was the possibility of extending a railway line from Balipara to Bhalokpong in Arunachal, the route by which the Chinese aggressors were reported to have come in to India. Now these proposals are not there. There was also a proposal for constructing a bridge over the Brahmaputra river from Silghat to Tezpur. We want a road-cum-rail bridge at a cost of Rs. 54 crores in order to link the south and the north banks, for the benefit of the people living on the banks of the river for the improvement of the commercial activities, for general economic benefit. At the same time there is also a proposal for locating the capital of Assam at a central place i.e. at Silighat on the south bank of the river. There was also a proposal by the North Eastern Council for a road bridge at a cost of Rs. 27 crores for which the survey has

been completed. Now at a cost of another Rs. 27 crores we may also have a road-cum-rail bridge. There is the possibility of laying a new line from Jakhlabandha to Baruabanangaon and linking Jorhat. These are popular areas of Assam which do not have any railway service. On the contrary all proposals put forward by the people of Assam demanding railway lines have to develop into agitations, and movements. For accepting necessity of broadening the line from Bongaigaon to Gauhati, the people had to agitate for 11 years. That is a life-time. People should not be forced to resort to such actions. I do not blame the present Government for that. It is the result of 30 years of inaction and neglect. The speakers from that side have expressed their concern at the neglect on the part of the Central Government for the aspirations of the people of Assam.

Now speaking about railways, I find that there are as many as four lines—branch lines which are owned by private companies viz., Chaparmukh-Silghat, Nagnimora-Moranhat, Katakhal-Lalaghat and Chaparmukh-Morabari. These four lines were previously run by private companies. Their management had been taken over by the Railway Board. Fifty percent of the profit earnings is to be paid to them. When we are nationalising so many things, even a single Km. of the railway lines should not be in the hands of private owners. Why should not these be taken over by the State?

We should own all the railways in this country and no railway should be left in the hands of the private people. If any money is to be spent in acquiring these lines, it will be worth while in the long run, rather than paying 50 per cent of the profits to the private people all the time.

From this Year Book for 1975-76 I find that movement of trains by steam engines has become slower. Their speed has come down. The speed of diesel engines has remained steady. Electrification is not intro-

[Shri Purna Sinha]

duced in the railway lines in backward areas. If the railways do not run faster, it is not possible to get more and more goods traffic from the industry in this region. So, the speed of the trains should be increased.

I congratulate the minister for announcing that a judicial enquiry would be ordered into the Tezpur Express accident on 30th May in which according to him 85 people died, but my report is that not less than 91 dead bodies have been collected and the number may even go up. There should have been greater vigilance on the part of the officers. I do not find any justification for the Additional Commissioner of Railway Safety conducting the enquiry from Rangia, 70 km away, instead of sitting at the spot where the accident occurred and collecting the facts. There is an inspection bungalow 1 km away from that area and he could have conducted the enquiry from there rather than sitting at headquarters and holding enquiries about such accidents from papers when over a hundred people died and so much of rolling stock was damaged. He should have visited the post alongwith the railway officials and found out the persons on whom the blame rests, rather than dismissing it as an act of God. The House should know that there was a conspiracy in the State Government. Shri Sarat Sinha unasked for appointed a magistrate to conduct a fact-finding enquiry in the case and then canvass cover up from the MLAs and other supporters in the Congress Party to make a Press statement that suddenly there was a huge flush flood which washed away the bridge. He has come out with a possibility like that. Now that a judicial enquiry has been appointed, I am sure it will find out the truth.

Speaking about security, I find that huge amounts of money are spent on the Railway Protection Force, but

thefts have increased. On that fateful day—30th May—when Tezpur Express met with the accident, I was travelling to Delhi in the Tinsukia Mail in first class. There was no light or fan. So, I had raised the window pane. There was a lady also travelling in the compartment and she was sleeping. The time-table did not show that the train would stop at any place after Tundla. I was also told by the railway officials at Tundla that there would be no further halts during the night. But when I slept during the dark somebody had removed the vanity bag and a transistor from the compartment. Perhaps a rod, with a hook and not a rope was thrown inside and the articles were stolen away. I have written to the railways that they should pay the lady the cost of the articles she had lost. There was no attendant or conductor. There was no light or fan. The railways have no business to run the trains like this. I have written to compensate me for the transistor I lost. That lady had her personal money and some letters in her bag. The letters were addressed to her children studying somewhere in Raisathan. They were posted by the thief no doubt. He was an imaginative and educated thief, who strolled on platforms after midnight. I did not have an idea about my own loss. When I woke up from the screams of the lady, I found with her vanity bag my transistor also was stolen. So, the security nearer the cities is the least. I hope the Railway Minister will look into this and take firm steps.

Another thing I submit is that there is a demand for the location of Divisional Office of the Northeast Frontier Railway at Rangiya for the north frontiers where there are tea gardens. The Rangiya Divisional Headquarters will be able to look after the railway interests of the area much better. The line on which the accidents took place can be looked after from Rangiya. There is scope for better

development of the railways and better earnings if the divisional office is located there. I strongly hold that Rangiya should be immediately made the Divisional headquarters.

There should be some eye on the distribution of contracts. The railway contracts are distributed on percentage basis. They are 200 per cent above the railway schedule in the rates quoted. The railway rate schedule and the tendered rates have no relation to the actual market price of building materials. The same contractors—I can name them if you want—always get work at 200 per cent above the railway scheduled. I don't know how much of that percentage is for the Distributing officer. In laying new lines, Mr. Deputy Speaker, they estimate more than Rs. 20 lakhs per one kilometre. I think that is also a big drain on railway money going into the original works. That also should be looked into. With these words I conclude. I hope that the Railway Minister will look into all these things.

SHRI JANARDHANA POOJARY (Mangalore): Mr. Deputy Speaker, Sir, at the very outset let me thank you for having given me an opportunity to address this august body as my maiden address. A railway Budget without any increase in fares and freight is welcome, but we have to find out the reasons for it and also we have to find out who are responsible for these things.

The task of the new Railway Minister, Prof. Madhu Dandavate, has been rendered very easy in framing the Budget for the year 1977-78 by the spectacular improvement in the finances of the public undertaking in the previous year by the previous government. He cannot forget that fact. First of all, I submit that the big increase in the freight and passengers traffic as well as the strict control over the working expenses has enabled the Railway Minister to reduce the indebtedness to the general revenues. The high level of efficiency attained

during the past 15 months has been responsible for the present satisfactory position, and that has to be maintained in order to preserve the healthy state of affairs of the railways, as the bitter and disastrous experience of the years 1974-76 is here for all of us to see.

So far as the demands are concerned, there is planning and an examination of these demands is proposed to be made, after an overall decision has been taken by the Government on all outstanding issues. This may suggest a restrained approach to the problem and an eventual increase in the wage bill, which may have to be reckoned with. In this context, one should hope and the nation hopes that the expert committee proposed to be set up by the Government for a comprehensive examination of the freight and fare structure will not increase the burden on the railway users on the plea that additional resources are required for implementing the modernisation programme and expansion schemes. It is true that a considerably high level of outlay is required for raising the carrying capacity of the railways, for the purpose of construction of new lines and augmentation of rolling stock etc. For that you should approach the Planning Commission or raise resources through public borrowing or loans from the World Bank.

The Railway Ministry has been contemplating the construction of the Konkan railway. For over 50 years, the people of the backward area of Konkan have been clamouring for this vital link with the rest of India. Even though many promises have been made, no action has been taken by the authorities except doing a final location survey. Now that the location survey work has been completed, you have to start the work. Unfortunately, even in para 9 of the speech of the Railway Minister we do not find any statement to the effect that some steps have been taken. I strongly appeal to the Railway Minister to take up this new railway line so that he can satisfy the aspirations of the poor people of this backward area.

[Shri Janardhana Poojary]

Our railways grew in a haphazard way before the independences because they were run by private companies. But it is a matter of regret that even after independence there has been no systematic plan. If only there had been a plan which gives priorities to the more pressing lines, I am sure railways would have definitely given priority to the Bombay—Mangalore railway line. Even though this line has been included in the lines to be taken up, no action has been taken so far. The present Railway Minister says that he is keen to take up this line. So, I want to know why he has not taken any steps in the matter. If it is a question of lack of resources, he can raise resources either by borrowing from the market or by approaching the World Bank. If this line is completed, Kerala and Mangalore will become nearer to Delhi. There will be more of passenger and goods traffic through Bombay and Bombay will become nearer to the people of not only Kerala but even of Rameswaram. This is a vital link that has to be taken up, and I sincerely hope that the hon. Railway Minister will not deny the legitimate rights of the west coast people, and that they will be given their due share in the railway complex of India.

So far as the Hassan-Mangalore line is concerned, it has been delayed for many years. The reason has not been given, but my enquiries reveal that the funds allotted for this line have been diverted to northern India. If that is so, a fraud has been committed by the railway authorities, and it amounts to cheating, which should not be there. The people of Karnataka require this line badly and had been looking forward to its completion by 1972, but it has not been completed though we are in 1977 now. So, this must be expedited and completed early.

The people of Coorg have not been provided with any railway line so far,

They produce foreign exchange earners like tea, coffee and forest products, and they want this line to have connection with Mangalore port.

Mangalore is progressing rapidly. Its harbour has been completed, the Kudremukh iron ore project is coming up and the Hassan-Mangalore railway line is also going to be completed. In view of this, I plead strongly for the expansion of the Mangalore railway station as otherwise the public there would be put to great difficulties.

The present Railway Minister had been fervently pleading for the Konkan railway. Now that he is in a position to undertake it, I hope he will take it up and complete it early.

श्री राम कंबार बेरवा (टोक) : मैं रेल मंत्री जी को इस बार बजट में किराया भाड़ा न बढ़ाने के लिए बधावाद देता हूँ। इस वर्ष के बजट की ओर भी विशेष ओर सराहनीय बात यह होती अगर उन्होंने सौ किलोमीटर से ज्यादा की दूरी पर किराया एक रूपया कम कर दिया होता। तब इस बजट का विशेष रूप में स्वागत होता। फिर भी इस वर्ष उन्होंने किराया भाड़ा न बढ़ा कर एक सराहनीय कार्य किया है। इसके भारत की जनता ने आम तौर से स्वागत किया है।

जनता पार्टी की सरकार बन जाने के बाद श्री दंडवते ने रेलों की पद्धति में जो सुधार लाने की बात कही है और लाए हैं और रेलों के संचालन में भीर कर्मचारी वर्ग को साथ लेकर चलने में भीर रेलों की अच्छी तरह से देख रखे करने और उनको सुधार रूप से चलाने में उन्होंने जो प्रयास किए हैं और इस दिशा में जो कोशिशें बह कर रहे हैं उससे जनता में यह आशा बढ़ी है कि रेलों के संचालन में सुधार होगा और जन साधारण को आराम मिलेगा, उसको सुविधायें मिलेंगी। मती महोदय ने दूसरे दर्जे के यात्रियों को

विशेष मुदिधायें देने की बात कही है । इससे लोग खुश हुए हैं । उन्होंने याकी दिव्यों में जो भीड़भाड़ रहती है उसको भी कम करने की बात कही है और इस हेतु दिव्ये बढ़ाने की बात कही है । इसका सर्वत्र स्वागत हुआ है ।

मैं कहना चाहता हूँ कि स्टेशनों पर जो कैटीनें बर्गरह एलाट आपने कर रखी हैं, ठेले बर्गरह एलाट कर रखे हैं इनमें काफी लम्बे अरसे से पक्षपात बढ़ता गया है और यह पक्षपात बहुत लम्बे अरसे से चला था रहा है ।

मैं रेलवे केटरिंग सुपरबाइजरी कमेटी का सदस्य रहा हूँ और मैंने देखा है कि एक एक मेम्बर के नाम कई कई कैन्टीन अलाटेड हैं । जिनके नाम से कई ठेले हैं वह किसी दूसरे अद्वीतीयों को बेच देते हैं और घर बैठे उसका लाभ उठाते हैं । इस प्रणाली में तुरन्त सुधार किया जाय और जिस व्यक्ति के पास एक से अधिक या जिसकी अधिक स्थिति अच्छी है उसका लाइसेंस रद्द करके किसी गरीब को अलाट कर दें जिसमें लोगों को रोजगार मिलेगा । हमारी जनता सरकार ने घोषणा की है कि 10 साल में बोरोजगारी को मिटाना चाहते हैं और गांवों को शहरों से भी ज्यादा सुन्दर बनाना चाहते हैं । हमने भी अपने क्षेत्र में इसी आधार पर लोगों को बताया है । हमारे क्षेत्र में पानी की समस्या है । राजस्थान के किसी प्रकार के विकास की ओर न तो रजबाड़ों ने और न कांग्रेस ने 30 साल में कोई व्यान दिया । चाहे रेलों का विकास हो या औद्योगिक विकास हो या और कोई क्षेत्र हो किसी तरह के उन्नति के काम पर कोई व्यान नहीं दिया गया है । आजाद होने के बाद कोई भी नई रेल लाइन राज धान में नहीं पड़ी है । मुझे अफसोस है कि कांग्रेस शासन काल में जितने रेल मंत्री दूसरे प्रान्तों के आए उन में ते किसी ने भी राजस्थान का सर्वेक्षण नहीं कराया, और जो रेल लाइन बननी थी वह भी नहीं बन पाई । इस बार जनता पार्टी की सरकार बनने पर

हमें आशा बंधी कि टोंक क्षेत्र की तरफ कुछ व्यान दिया जाएगा जो एक बहुत ही पिछड़ा हुआ इलाका है और जहां पर हरिजन और मुसलमान अधिक रहते हैं । लेकिन उक्षेत्र की प्राज्ञ भी उपेक्षा की गई है । टोंक को पिछड़ा इनाका धोखित करने के लिये यैं काफ़ी समय में मांग करता रहा हूँ, वहां के एम०एन०एज० भी मांग करते रहे हैं लेकिन उस दिनों में काई प्रगति नहीं हुई है । हमारे टोंक क्षेत्र के नाम इतने गरीब हैं कि अपना पेट भरने के लिए उनको दूरे प्रान्तों में जाना पड़ता है । मैंने रेल मंत्री जी को चिट्ठी लिखी थी जिसका उन्होंने जवाब दिया 27 अप्रैल को जिसमें उन्होंने कहा कि आपकी चिट्ठी मृझे मिली और मैं इनकी जांच करवा रड़ा हूँ । मैंने तीन पत्र उनको लिखे थे अन्तिम पत्र रेल नवीका मुझे 25 मई को मिला जिसमें उन्होंने निखा है :

“टोंक तक रेल लाइन बिछाने के सम्बन्ध में कृपया अपना दिनांक 11-4-72 का पत्र देखें ।

मैंने मामले की जांच करायी है । टोंक को रेल लाइन से जोड़े जाने के लिए 45 किलोमीटर की बड़ी रेल लाइन बिछानी पड़ेगी, जिस पर लगभग 7 करोड़ रुपये की लागत आयेगी । इस समय संसाधनों की अ योग्यता कमी है और पहले से चल रही योजनाओं पर तथा अर्थव्यवस्था के महत्वपूर्ण क्षेत्रों के लिये अपेक्षित योजनाओं को पूरा करने के लिये भी नराशि उल्लंघन नहीं है । ताकि इस पर विचार करने के लिये संसाधनों की स्थिति सुधारने तक प्रतीक्षा करनी पड़ेगी ।

शुभकामनाओं सहित, ”

[श्री राम कंबार बेरवा

इस प्रकार की चिट्ठी मिलने के बाद मुझे और वहां के लोगों को आकांक्षाओं का बहुत निराशा हुई है। मैं भंडी महोदय से निवेदन करना चाहता हूँ कि इससे वहां के लोगों की आकांक्षाओं को बड़ा भारी आधात लगा है। भंडी महोदय फिर से इस टोक जिला हैडवार्टर को रेल लाइन से जोड़ने पर विचार करें, इससे वहां के हरिजन अनुसूचित जनजाति के लोगों और मुर्म भाइयों को लाभ मिलेगा और इस लाइन के बनने से वहां उद्योग भी खुलेंगे जिसमें रोजगार मिलेगा।

दूसरी कोटा और अजमेर की लाइन की बहुत दिनों से मांग हो रही है। टोक जिला हैडवार्टर है जहां से करीब ढाई हजार ट्रक बम्बई जाने वाले निकलते हैं। वहां पर यातायान की कोई कमी नहीं होती। अगर रेलवे लाइन होती तो उद्योग भी खुलेंगे और वहां किसी प्रकार के घटों की कोई उम्मीद नहीं है। यहां पर देवली, केकड़ी और मरवाड़ बड़ी बड़ी मंडियां हैं।

जयपुर से टोडा रायसिंह एक रेलवे लाइन चलती है। यह 50 भील की दूरी पर है। वहां पर काफी स्टेशनों से ट्राफ को हटा लिया गया है। स्टेशनों की बिल्डिंगें वहां पर टूट रही हैं। सरकार का कोई ध्यान इधर नहीं है। मेरा निवेदन है कि इन स्टेशनों को चालू किया जाये। टोडा रायसिंह को चित्तीड़ से मिला दिया जाये। क्योंकि यहां पर ऐसा होता है कि जब यात्री आते हैं तो उनको टिकट न बांट कर बाबू पैसे अपनी जेब में रख लते हैं और इससे विचारग को नुकसान होता है। पिछले साल दोनों गाड़ियों यहां बन्द दी थीं, लेकिन हमने फिर निवेदन करके इन गाड़ियों को चलवाया है। अगर इसी प्रकार आटा होता गया तो कैसे काग, चलेगा? टिकटों के पैसे बाबू की जेब में चले जाते रहेंगे और इस तरह हर से वहां पर गाड़ी रोक दी गई तो वहां की पर्यावरण को भारी

आधात होगा। मेरा निवेदन है कि इस लाइन के हरेक स्टेशन को फिर से चालू किया जाये और रायसिंह रेलवे लाइन¹ को चित्तीड़ तक मिला दिया जाये।

जयपुर से सबाई माधोपुर जाने वाली जो भीटरेज लाइन है, उसको बड़ी लाइन में बदलने जा रहे हैं। हम इसकी पिछले दिनों से मांग कर रहे हैं। अगर टोक मुख्यालय की तरफ से यह बड़ी लाइन जाती हो तो मेरा अनुरोध है कि टोक को इस बड़ी रेलवे लाइन से जोड़ दिया जाए। इससे वहां के जनसाधारण की मांग की पूर्ति होगी और मैं पिछले 6 बरस से जिमकी मांग करना तो रहा हूँ, उसकी भी पूर्ति हो जायेगी।

जयपुर-सबाई माधोपुर बड़ी लाइन को जल्दी बदलना चाहिए, क्योंकि इस समय यहां से बम्बई वर्गीरह जाने वाले यात्रियों को बहुत कठिनाई होती है। उनको सबाई माधोपुर में गाड़ी बदलने पर ट्रेन में जगह नहीं मिलती है। इसलिए शीघ्र से शीघ्र इस ट्रकड़े को पूरा किया जायें।

जयपुर से सबाई माधोपुर होते हुए बम्बई के लिए एक गाड़ी रोज़ चलनी चाहिए।

सरकार ने दिल्ली से अहमदाबाद की भीटरेज लाइन को बदलने के सम्बन्ध में आश्वासन दिया है। मुझे आशा है कि इस वर्ष इस काम को जरूर पूरा कर दिया जायेगा।

¹ रेलवे में ऊपर के अफसरों द्वारा चतुर्थ श्रेणी के कर्मचारियों का बड़ा भारी शोषण हो रहा है। उन लोगों की शिकायतों पर कोई ध्यान नहीं दिया जाता है। कांग्रेस शासन के समय संसद-सदस्य के पद पर भी कोई ध्यान नहीं दिया जाता था। मेरा निवेदन है कि इस शोषण को खत्म किया जाये।

रेलवे में नौकरियों के लिये सिलेक्शन के तरीके में सुधार किया जाना चाहिए। इस समय अफमर अपने मनपसन्द लोगों को भर्ती कर लेते हैं, जब कि पहुंच न होने पर अच्छे शिक्षित लोगों की भी भर्ती नहीं हो सकती है। जनता पार्टी का शासन होने से लोगों में बड़ी आशायें बढ़ी हैं। लेकिन अगर सरकार ने दो, चार, छः महीने तक काम नहीं किया, तो वही मुश्किल हो जायेगी।

अगर टॉक ज़िला हैडक्वार्टर को रेल से न जोड़ा गया, तो हम लोगों के लिए अपने क्षेत्र में जाना भी कठिन हो जायेगा। इस समय जनता में बड़ा रोप है। उस क्षेत्र में हमेशा प्ररोक्षीजन का मंसद-मदस्य चुन कर आता रहा है। कांग्रेस सरकार ने भी इस तरफ कोई ध्यान नहीं दिया। जनता पार्टी का शासन होने में वहां के लोगों में एक आशा का उदय हुआ था। लेकिन रेलवे मंत्री के भावण से उस आशा पर पानी फिरने की नीबत प्रा गई है। वहां पर हरिजनों और मुसलमानों की ज्यादा आबादी है। ऐसे क्षेत्र का प्राथमिकता देनी चाहिए, ताकि उसका आधारिक विकास हो। टॉक ज़िले को पिछड़ा क्षेत्र घोषित किया जाये।

डा० लक्ष्मी नारायण पांडेय (मंदसीर): उपाध्यक्ष महोदय, रेल मंत्री द्वारा एक समन्वित वज्रट प्रस्तुत करने की बात कही गई है। नगता भी है कि इस बजट में समन्वय है। लेकिन हम सभी इस बात की अपेक्षा करते हैं कि रेलों में भी समन्वय हो और क्षेत्रीय असन्तुलन दूर हो। इस दृष्टि से अनेक माननीय सदस्यों ने अपने अपने सुझाव रखे हैं। किसी ने उत्तर भारत की बात कही है और किसी ने दक्षिण भारत की। कई माननीय सदस्यों ने अपने अपने क्षेत्रों के सम्बंध में भी सुझाव रखे हैं। किसी ने कहा कि रेलों का विस्तार केवल उत्तर भारत में हुआ है, तो किसी ने शिकायत की है कि पहले

दक्षिण भारत के रेल मंत्री होने के कारण दक्षिण भारत में रेलों का अधिक विस्तार हुआ है।

लेकिन यह तथ्य है कि मध्य प्रदेश में रेलों का विस्तार नहीं हो पाया है। रेलों का विस्तार सभी क्षेत्रों में होना चाहिए और उन सुदूरवर्ती आदिवासी क्षेत्रों में भी रेल पहुंचें, जैसे मध्य प्रदेश के बस्तर इलाके में,— अन्य प्रदेशों में भी ऐसे इलाके हैं—जहां के निवासियों ने अभी तक रेल के दर्शन भी नहीं किये हैं। तभी हम कह सकते हैं कि हमारी सार्वजनिक सुविधा का लाभ उन क्षेत्रों में पहुंचा है। इस दृष्टि से यदि हम काम कर पाए तो जो लोगों की हम से अपेक्षाएं हैं उन को हम पूरा कर सकते हैं।

जहां तक अन्य बातों का सम्बन्ध है, रेलवे बोर्ड के सम्बन्ध में या रेलवे सर्विस कमीशन के सम्बन्ध में या रेलवे की वर्किंग और कार्य के सम्बन्ध में माननीय मंत्री जी द्वारा यह बात कही गई कि रेलवे बोर्ड की जो मद्दत्य संबंध है वह घटायी जायेगी। लेकिन केवल घटाने से काम नहीं चलेगा। पुनर्गठन की जो प्रक्रिया आरम्भ हुई है केवल वहीं पर उसका अन्त न हो। अगर इस पुनर्गठन के द्वारा हम इसको एक अच्छा स्वरूप नहीं दे सकें और यह बात सिद्ध न कर सकें कि रेलवे बोर्ड नहीं बल्कि रेल मंत्री सर्वोपरि हैं तो इससे जो लाभ होना चाहिए वह नहीं हो सकेगा। यदि यह बात जनता के सामने रेल मंत्री सर्वोपरि हैं इस रूप में आती है तभी हम समझ पाएंगे कि रेलवे बोर्ड के पुनर्गठन से और उसकी सदस्य संबंध कम करने से कोई बात हो पायी है। अन्यथा अगर रेल मंत्री रेलवे बोर्ड के नीने काम करें और रेल मंत्रालय की रेलवे बोर्ड के ऊपर वरीयता न हो तो इस पुनर्गठन से कोई काम नहीं हो सकेगा। इस दृष्टि से माननीय मंत्री जी कदम उठाने का प्रयत्न करेंगे।

[३० लक्ष्मी नारायण पांडेय]

जहां तक अन्याय मुख्यालयों के संबंध में प्रश्न है, यों तो अनेक मुख्यालयों से संबंधित बहुत सी बातें हैं लेकिन त्रै विशेष तौर पर पश्चिम रेलवे के मुख्यालय की तरफ आपका ध्यान आकृष्ट करना चाहता है। पश्चिम रेलवे का मुख्यालय बम्बई में है। लेकिन उसका सारा कार्य क्षेत्र बम्बई से दूर हट कर अजमेर तक, इधर नागदा से आगे तक, बड़ोदा और अहमदाबाद तक बहुत विस्तार में फैला हुआ है। बम्बई एकाल्त स्थान में पड़ता है। अच्छा हो यदि उसका मुख्यालय रत्नाम में केन्द्रित किया जाय या बड़ोदा में स्थापित किया जाये। यह आवश्यक है कि बम्बई से उसको बदला जाये। जब तक उसको बदलने की बात नहीं होती तब तक इस मुख्यालय से सम्बन्धित जहां पर हमारे मंडल अधीक्षक हैं उनको अधिक अधिकार दिए जाने चाहिए जिससे वे निर्णय शीघ्रता से ले सकें। कई बार वे निर्णय लेने के लिए मुख्यालय के अधिकारियों पर निर्भर करते हैं जिससे निर्णय लेने में देर होती है और काम ठीक नहीं हो पाता है। इसलिए जो मंडल अधीक्षक हैं उनको अधिक अधिकार दिए जायें।

मैंने सारा बजट और उस की मांगों का विवरण देखा। मुझे बड़ा आश्चर्य होता है कि अनेक भागों के अन्दर रेलवे की नई लाइनें खोलने के बारे में चर्चा की गई है और उस के लिए प्रस्ताव रखे गए हैं। लेकिन पश्चिम रेलवे का क्षेत्र ही एक ऐसा क्षेत्र है जहां पर कोई नई रेलवे लाइन प्रस्तावित नहीं की गई है। पश्चिम रेलवे उस से सर्वथा अछूता है जब कि पश्चिम रेलवे में उसकी बहुत बड़ी आवश्यकता है। कई माननीय सदस्यों ने अनेक बार उस के लिए मांग की है और अनेक स्थानों का सर्वे भी हो चुका है। उदाहरण के तौर पर मैं बताना चाहता हूं कि इन्दौर

से दोहद रेलवे लाइन का सर्वे हुआ है उस के बारे में पिछले दिनों जब चर्चा उठाई गई थी तो यह कहा गया कि यह रेलवे लाइन वित्तीय दृष्टि से उपयोगी नहीं होगी। लेकिन मैं रेल मंत्री महोदय का ध्यान उन के बम्बई से दिए गए प्रश्ने वक्तव्य की ओर तथा सभा भवन में दिए गए वक्तव्य की ओर आकृष्ट कराया चाहता हूं जिस में उन्होंने कहा है कि चाहे आदिवासी लोदों में कोई रेलवे लाइन वित्तीय दृष्टि से ठीक व उपयोगी न रहती हो या बहुत पर विनीय कठिनाई भी हो, लेकिन अगर उस में आदिवासी लोदों का विकास होना है तो हम उस बात को देखेंगे और उस क्षेत्र के अन्दर रेलवे लाइन ले जाने के लिए काम करेंगे। इस मंदर्भ में मैं उन से निवेदन करूँगा कि इन्दौर से दोहद लाइन और नीमच से कोटा की लाइन जिनके बारे में सर्वे हुए था, इनके बारे में वे विचार करेंगे।

इसी तरह से रत्नाम बांसवाड़ा लाइन आदिवासी लोदों से हो कर गुजरती है। उस का सर्वे भी हुआ था। लेकिन वर्तमान में उस की स्थिति क्या है कुछ पता नहीं, क्योंकि जो नई लाइनें प्रस्तावित की गई हैं उनमें उम्मका कहीं उल्लेख नहीं है। मैं मंत्री महोदय का ध्यान इस की तरफ आकृष्ट करूँगा।

नैरो गेज की 34 लाइनें हमारे यहां चाटे की बताई गई हैं। उनमें बाकी तो सारी चल रही हैं लेकिन मध्य प्रदेश की केवल दो लाइनें उज्जैन से आगरा और शिवपुरी से गुना तक बन्द कर दी गई हैं। बाकी सारी चल रही हैं। उनके लिए कोई बैंकलिंक व्यवस्था हुई हो ऐसी बात भी नहीं है। यह भी नहीं हुआ है कि वहां ब्राह्मोग लाइन ढाल दी जाये जिस से वहां के यात्रियों को सुविधा पहुँच

सके। नई सुविधा कोई नहीं पहुंचाई गई, और यह जो एक सुविधा थी वह भी हटा दी गई जब कि 32 लाइनें इस प्रकार की चल रहीं हैं। तो यह मेरी समझ में नहीं आता कि इन्हीं को हटाने की क्या आवश्यकता पड़ी थी।

जहां तक याकी सुविधा का प्रश्न है, मैं आपका ध्यान मोटर गेज की याकी सुविधाओं की तरफ दिलाना चाहता हूँ क्योंकि ब्राडगेज के अन्दर तो कुछ याकी सुविधाएं प्रस्तावित की जा रही हैं और बढ़ाई भी जा रही हैं, कुछ भी है, लेकिन मोटर गेज में याकी सुविधाओं का आज भी अभाव है। ब्राडगेज लाइनों पर काफी ऐसी ट्रेन्स हैं जहां वह राजधानी एक्सप्रेस हो या जयन्ती जनता या ऐसी दूसरी गाड़ियां हों लेकिन मोटर गेज पर ऐसी कोई व्यवस्था नहीं है जिससे लम्बी दूरी कम समय में पार की जा सके। इसके अभाव में मोटर गेज के यात्रियों को काफी असुविधा का सामना करना पड़ता है। इस लाइन पर कालीगुड़ा से दिल्ली को सीधा जोड़ने का सवाल है। इसके सम्बन्ध में कई माननीय सदस्यों ने रेल मंत्री के सामने प्रस्ताव रखा कि इस पर मेल ट्रेन चलाई जाए और सुविधाएं बढ़ाई जायें। यह काफी उपयोगी होगी। जो अजमेर से रतलाम, खण्डवा होकर कालीगुड़ा पहुंचेगी। इससे उत्तर भारत और दक्षिण भारत के बीच में सीधी मोटर गेज त्री लाइन बड़ी उपयोगी हो सकती है। अतः इस हेतु तुरन्त निर्णय लिया जाए। तथा अजमेर खण्डवा लाइन को ब्राडगेज में बदला जाए।

जहां तक मोटर गेज में दूसरी सुविधाओं का प्रश्न हैं, मुझे कई बार यादा करनी पड़ी है और मैं देखता हूँ कि जितना ध्यान उसके डिब्बों, प्लेटफार्म और दूसरी सुविधाओं की तरफ देना चाहिए वह नहीं दिया जा रहा है। अभी भी उसमें पुरानी स्लीपर कोचेज चल रही हैं जिसमें कोई सवा पांच फीट का व्यक्ति अपने पैर भी

सीधे करना चाहे तो नहीं कर सकता है। यदि उन पुराने स्लीपर्स को बदल दिया जाए तो यात्रियों को बड़ी सुविधा होगी। इसी प्रकार से वहां सेकेन्ड क्लास में पंच नहीं होते हैं और पानी की सुविधा नहीं होती है। मोटर गेज लाइन की तरफ रेलवे के अधिकारियों का ध्यान जाता भी है या नहीं, मैं नहीं कह सकता। मैं तो पाना हूँ कि रेल अधिकारियों का ध्यान उस तरफ जाता ही नहीं है। मोटर गेज के फर्स्ट क्लास में भी पंच और पानी की सुविधा नहीं होती है। इसे ठीक किया जाना आवश्यक है।

इसके साथ ही मैं एक बात की ओर मंत्री जी का ध्यान दिलाना चाहता हूँ। जहां तक मोटर गेज को माल-गाड़ियों का सम्बन्ध है, व्यापारिक कठिनाइयां भी काफी बड़ी हैं। ब्राडगेज में भी कुछ कठिनाइयां हैं। मोटर गेज और ब्राडगेज में कई बार माल गाड़ी के डिब्बे उपलब्ध नहीं होते और कई बार स्टेशनों पर माल की इतनी भीड़ भाड़ हो जाती है कि एक समय पर माल रखाना नहीं हो पाता और माल को एक स्थान से दूसरे गतव्य स्थान तक पहुंचने में डेढ़ दो महीने का समय लग जाता है। हाल ही का उदाहरण है। कमोर से एक सीमेंट बैगन लोड साबर-मती होकर आया, मंदसीर-नीमच की ओर आया क्योंकि ट्रांशिपमेंट के लिए रतलाम में कोई स्थान नहीं था इसलिए रतलाम से आगे गया और इस प्रकार सैकड़ों किलोमीटर की अधिक दूरी पार करनी पड़ी। कई स्टेशन पर 15-20 दिनों तक माल गाड़ी के डिब्बे नरे पड़े रहते हैं क्योंकि आगे जाने के लिए स्थान नहीं होता है, सुविधा नहीं होती है। बड़े स्टेशनों पर ट्रांशिपमेंट की व्यवस्था नहीं है। इसके कारण आज लोगों में यह भावना पैदा हो रही है कि रेल के जरिए माल भेजने के बजाय दूसरे साधनों से उसको भेजा जाय।

[डा० लक्ष्मी नारायण पांडे य]

इस तरह से रेल को होने वाली आय में कमी हो सकती है। इसलिए आवश्यक है कि रेल से माल ठीक समय पर पहुँचे और ठीक ठंग से पहुँचे तथा सुविधा से पहुँचे। यदि माल एक स्थान से गंतव्य स्थान तक दो महीने में पहुँचेगा तो रेलों को बड़ा नुकसान होगा। इस से माल के डिव्हें भी एंगेज रहते हैं और व्यापारियों को भी कठिनाई होती है। काफी समय से यह बात कहीं जा रही है। कई स्टेशन्स पर मैंने देखा है कि पूरे के पूरे बैगन लोड खड़े रहते हैं, आगे जाने के लिए क्योंकि जंकशन पर ट्रांशिपमेंट नहीं हो पाता। रत्नाम में, खण्डवा में और अजमेर में आज ट्रांशिपमेंट की अच्छी कोई व्यवस्था नहीं है जिसके कारण काफी कठिनाई हो रही है। व्यापारियों को और उपभोक्ताओं को भी कठिनाई होती है। इसे शोध ठीक किया जाना आवश्यक है।

एक बात की ओर मैं मंत्री जी का ध्यान और आकर्षित करना चाहता हूँ कि कुछ स्थानों पर व्यापारिक सुविधा की दृष्टि में रेलवे की आउट एजेन्सीज दी जाती है उनमें काफी भ्रष्टाचार के नमूने पाए गए हैं। इस सम्बन्ध में काफी सतंकता बरतने की आवश्यकता है। कुछ स्थानों पर रेलवे आउट एजेन्सीज खोलने की भी आवश्यकता है। भीटर गेज में अजमेर खण्डवा भेक्षण पर मंदसीर सीनामऊ फालावाड़ रोड मानपुरा, नीमच-मनामा—इन स्थानों पर आउट एजेन्सीज की आवश्यकता है। मैंने पहले भी निवेदन किया है कि इन स्थानों पर आउट एजेन्सीज की व्यवस्था की जाए। जहां तक उसमें होने वाले भ्रष्टाचार का सम्बन्ध है उसको दूर करने के लिए प्रभावी कदम उठाये जायें ताकि वहां पर भ्रष्टाचार न हो सके और लोगों को लाभ पहुँच सके। रेलवे को भी इससे लाभ पहुँचेगा।

जहां तक कैजुग्ल लेबर का सम्बन्ध है, कई बार यह प्रश्न उठाया जा चुका है कि जो अस्थायी लेबर है उनको स्थायी किया जाये। कैजुग्ल लेबर को लम्बे समय से परमानेंट करने की चर्चा चल रही है। किन्तु आज भी कोई निर्णय नहीं है। जब हम विपक्ष में थे तब भी इसका उठाने थे। आज इस बात की तुरन्त आवश्यकता है कि उनको स्थायी करने के लिए कार्यवाही की जाये।

रेलवे कर्मचारियों की जो अन्य डिमाण्ड हैं, उन्होंने अपना चार्टर आफ डिमाण्ड्स आपको दिया है, उसके बारे में जर्दी फैलाना किया जाना चाहिये। मैं मंत्री महोदय का ध्यान बोनम की ओर भी दिलाना चाहता हूँ—कर्मचारियों में इसके किंय बहुत उकंटा और उमुकता बनी है इसके बारे में आप कोई निश्चित बात कहिए।

अब मैं अपने क्षेत्र की दो-तीन समस्याओं की ओर आपका ध्यान आकर्षित करना चाहता हूँ। रत्नाम में डीजल गेड़ के विस्तार का प्रश्न था, वह काम बहुत दीला चल रहा है, उसके विस्तार का कार्य शोध पूरा किया जाना चाहिए तथा वहां की कठिनाइयों को भी हल किया जाना चाहिए।

इसी नरह में नीमच में भी लोको गेड़ के विस्तार का प्रश्न है। उसका विस्तार भी शोधता से किया जाये ताकि वहां के लोगों को ज्यादा लाभ पिल सके।

दो गाड़ियों के सम्बन्ध में मैंने माननीय मंत्री जी का ध्यान आकर्षित किया था, शामगढ़ में 25 डाउन और 26 अप गाड़ियों को रोका जाय। वहां के लोगों ने भी इस सम्बन्ध में आपको लिखकर दिया है, और भी माननीय मंत्रियों से निवेदन कर चुके हैं पहले इन गाड़ियों को रोका जाता था,

बाद में बन्द कर दिया गया, इसलिए इन गाड़ियों को वहां रोकने की व्यवस्था करें।

जनता गाड़ी पश्चिम रेलवे के मुवासरा (जिंद मंदसौर) स्टेशन पर रोकी जानी चाहिये ताकि वहां के लोकों को उसका लाभ मिल सके।

रेल हड्डताल के दोरान और पिछले आपातकालीन समय में जो रेल कर्मचारी निकाले गये थे उनमें से बहुतों को अभी भी नहीं रखा गया है। आज भी ऐसे बहुत से लोग हैं जिनकी ओर मैं आपका ध्यान आकर्षित कर चुका हूँ। मैं चाहता हूँ कि उनको तुरन्त नौकरी में रखा जाय। यदि हम इस बात की ओर ध्यान देंगे तो इससे रेलवे कर्मचारी मन्तुष्ट होंगे और उनकी कठिनाइयां भी दूर होंगी। रेल कर्मचारी का मन्तोष रेलों की प्रगति में सहायक होगा।

रेलवे में हाउसर्सीयुन्स बहुत से रखे हुए हैं जो अधिकारियों के घरों पर काम करते हैं। अगर उनको स्टेशनों पर लगा दिया जाए या अन्यत्र काम पर लगा दिया जायें। तो उन पर खबं होने वाला लगभग 4 करोड़ रुपया बच सकता है और रेलवे को उनकी सेवाओं का लाभ अन्यत्र हो सकता है।

अन्त में मैं इस बजट का समर्थन करते हुए मंत्री जी का ध्यान अपनी मांगों की ओर पुनः दिलाना चाहता हूँ और उम्मीद करता हूँ कि वे एक नए दृष्टिकोण से काम करेंगे जिससे रेलों का अधिक से अधिक विस्तार हो। आने रत्ताम और बड़ीदा के बीच में इलैक्ट्रिफिकेशन प्रस्तावित किया है, यदि इसको कोटा तक बढ़ा दिया जाय तो इससे काफी लाभ होगा।

SHRI VAYALAR RAVI (Chirayinkil): Mr. Deputy-Speaker, Sir, the hon. Railway Minister, while replying to the debate on the budget yesterday made a claim that the surplus is Rs. 32.50 crores after providing for the dividend. He tried to create an impression that it was for the first time that the Railways are paying the dividend. I am afraid this statement is not substantiated by facts. When you look at the documents supplied to us, it is very clear that till last year, the dividend had been paid to the tune of Rs. 200 crores. After paying the dividend, we could make a surplus budget of Rs. 65 crores last year.

Rome was not built in a day. I am not saying that whatever has been done in the past thirty years was right or wrong. The present budget or the present railway functioning as also good and bad things in the railways are the contributions of the previous Government. Unfortunately, the hon. Railway Minister, in his budget speech as well as his reply to the budget debate made some insinuations. Nobody was claiming that the whole performance in the past was good, but at the same time, I am not prepared to accept that the performance was bad also. It was improving, that is a fact. The budget that has been presented by the hon. Railway Minister is only a projection of the past. He could not make his own. It is the same people and the same officers and it is done in the same way as it was done in the previous years. So whatever good and bad he has inherited, he has inherited it from the previous government and the previous administration. In this connection, here in this book of 1975-76 supplied to us it is clearly stated that the dividend paid is Rs. 180 crores in 1975-76. So, it is not a new thing. Of course, it might have been a deficit budget at that time. I hope the Minister will clarify this point.

The other point he made is about increase in the passenger and goods traffic. Even with the increase in the passenger and goods traffic, he can

[Shri Vayalar Ravi]

make only a surplus of Rs. 32.5 crores. I hope he will explain this.

Here in the budget speech he made certain important points about the Railway Board. I was also one who criticised the Railway Board on many an occasion. Once I thought that the Board should be abolished but I am not of that view at present. I think the railways have to function and at the same time, I believe the functions of the Railway Board must be more decentralised. Unfortunately, there is a trend in the Railway Board to take away more and more powers from the General Managers and concentrate them in the Railway Board. Even for introducing a diesel engine in a particular section, they have to come to the Railway Board. It was criticised in this House. Then, if my memory is correct, I received a letter from the then Railway Minister that no such power was taken. But many a time I heard from General Managers that they have to get the permission of the Board. I would ask the Minister that decentralisation of power should not only be at the Zonal level but it should penetrate deep down even to the Divisional Superintendents. The more the decentralisation the more the powers they will get. This is one of the basic things he should keep in mind while he takes up restructuring the Railway Board.

He mentioned about some of the problems. Take the simplification of the procedure for settlement of claims. Here in this report for 1975-76 they say that they received more than 64 lakhs claims in 1975-76 and they were settled on an average in 60 days. Now the Minister has promised to settle them in 6 weeks that is, in 42 days. It does not make much of a difference. We know in practice and I personally know the claims drag on for years together and people who have borrowed money from banks have to pay interest to the banks because of delay in settlement of claims. They are put

to a heavy loss. So this proposal will not be of much help. The officers who are responsible for settlement of claims can always get away and I wish more concrete proposals should be there and it should be made a point that they settle it within the time.

Then, about new railway lines I do not want to repeat what my hon. friends have said. They have demanded Alleppey-Ernakulam railway line. I do not want to explain the need for it but I would only emphasize and argue with the Minister that when he is going to lay down norms for more railway lines, he should also lay down for new lines. What should be the criteria for new lines and whether they are economical or not. In that regard I may assure the hon. Minister that the construction of that railway line from Alleppey to Ernakulam via Kayankulam will be the most economical line in the country.

The Railway Minister may be a little shy because in so many of his speeches he has made on the floor of this House as a member he has pleaded for the Konkan railway and now he may be accused that because he comes from the Konkan area, he is introducing that line. No, Sir. We fully support him in regard to Konkan line. Konkan Railway is the need of the people.

If you go from Salem to Bangalore, there is an un-used Railway line. It is a metre-gauge line. If it is converted into a broad-gauge line the Railway will save a large amount.

Trains are running from Jalarpet to Bangalore. These could be routed to Guntakal and then Guntakal to Hyderabad and to Delhi. This route will be through Deccan Plateau. I hope the hon. Minister will consider it.

I will make an appeal for dieselisation of Trivandrum Mangalore Train. While coming to Cochin people are standing. There is a terrible rush.

People have to stand for the whole night in the train. Earlier, when I was travelling in Second Class, I had also to stand. Now, of course, I travel in First Class. The relief can be given by adding more bogies and by dieselsing it.

Some stations have been constructed between Quilon and Trivandrum in my Constituency. There is a station named Peruguzhi. Southern Railway has not yet opened this Station.

Shri Suryanarayana was speaking about catering. On page 15 of the Annual Report & Accounts 1975-76, it has been said:

"A major achievement in the field of improvement in catering service was the introduction of 'ready-to-serve' meals from base kitchens set up on important routes under this system. Food is prepared under hygienic conditions in these base kitchens, picked up in insulated trolleys and delivered to the pantry car on the train where it is stored in hot cases and served to the passengers on the run."

The Railways people may be punished and prosecuted for spreading contagious diseases. I had said so in the House when Congress was in power. I repeat it again. In Tamilnadu Express too I found that the food was bad. The food is collected from different stations. The quality of food is worst.

MR. DEPUTY-SPEAKER: I also felt like that.

SHRI VAYALAR RAVI: After reaching Delhi, all the members of my family got stomach disease. The Railway Board claimed that a big thing had been done, but it is not so. I wish that the Government should look into all this.

I repeat my charge which I had made earlier too. Shri Raj Narain should prosecute the demagoguery for

spreading this kind of disease and bad food being served.

The statement given in the Annual Reports and Accounts 1975-76 is wrong.

I want to know the criteria for introducing special trains. In Kerala, recently, two special trains have been run within 48 hours. I am not alleging that there has been any intervention from the Minister. But there was political pressure. According to the statement of the organisers of the Conference, they took tickets from different stations and the trains have been run.

I don't know whether it is the system of the railways to run these special trains and sell tickets at different stations. R.S.S. is a predominant force of the Janta party and they get all the privileges. The R.S.S. leader came to Cochin. The Olavakot division had to run a special train. I want to know what are the rules on the matter. You should look into the matter and you should see whether something was done without the rules.

Then I wish to make certain suggestions regarding job-oriented projects in Kerala. There is no depot, there is no marshalling yard in Kerala. This has been represented several times and Government has not done anything. This should be immediately attended to.

Regarding inventories, Rs. 50 crores of stocks are lying in stores.

This is given in their report. I would request the Minister to look into it. He should look into the inventories of stocks lying at the various depots and stores. Nothing should be purchased if it is already in the stock. There is no point in purchasing the same thing once again and piling up the stocks. There must be some modern technique which should be introduced in the management in res-

[Shri Vayalar Ravi]

pect of utilisation of materials and machinery. Better utilisation of materials and machinery should be ensured.

About labour relations, I am happy that the Minister has introduced good labour relations through cooperation of the workers. I think Mr. George Fernandes, the former labour leader, may think that the previous government had confrontation with labour. It is not so.

THE MINISTER OF COMMUNICATIONS (SHRI GEORGE FERNANDES): Confrontation through conspiracy.

SHRI VAYALAR RAVI: No. We always sought the cooperation of the workers and not confrontation. Now you are a Minister and you may kindly go through the files in the Railways and you will be convinced about what I am saying. I certainly congratulate the Minister in that he has brought about good labour relations through the cooperation of the workers. I can assure him that he will get all our support in this regard. We will be one with you. Personally I feel that labour relations cannot be improved through forced discipline. I wish to say that if not all the demands, the genuine demands of the workers should be acceded to. To that extent, our cooperation will always be with you. In this connection, I appeal to you that in dealing with trade unions you should not make any political discrimination against trade unions and you should give equal protection to everybody.

With these words I conclude my speech.

श्री लक्ष्मी नारायण नायक (खजुराहो) : उपर्युक्त महोदय, रेल मंत्री महोदय ने जो अनुदान मन्त्रवन्धी मार्गे इस रेल बजट के मन्त्रवन्ध में प्रस्तुत की हैं उनका मैं स्वागत करता हूँ।

रेल मंत्री जी ने अपने भाषण में गांधीवादी और समाजवादी दृष्टिकोण रखने का जो संकल्प किया है उसका भी मैं स्वागत करता हूँ और इसके लिए उन्हें धन्यवाद देता हूँ। हम लोग बराबर यह मांग करते रहे हैं कि देश में जो भी बड़े उद्योग हैं उनका राष्ट्रीयकरण होना चाहिए। रेलों का भी एक तरह से हमने राष्ट्रीय रण धार रखा है। लेकिन मैं चाहता हूँ कि रेलों का राष्ट्रीयकरण इस तरह से हो ताकि मजदूरों का हित हो। अभी तक जो हमने अधिकारियों का व्यवहार देखा है वह जनता का हित और सेवा भाव का नहीं रहा है। मैं चाहता हूँ कि जहाँ रेलवे से फायदा हो वहाँ जनता का भी ज्यादा से ज्यादा हित हो, जनता की सेवा का भाव हो। केवल अधिक मुनाफा कमाना ही दृष्टिकोण न हो, बल्कि सेवा भाव अधिक हो।

जो बड़े बड़े अधिकारी हैं और जो लोटे कमचारी हैं उनके बेतन और मुविधाओं में जो अन्तर है उसको मिटाना चाहिये नभी हम दूसरे उद्योगों के लिए एक मिसाल कायम कर सकेंगे। देश के अन्य उद्योगों में जो प्रीवापति मजदूरों का जोषण कर रहे हैं उनके लिये रेलवे एः आदर्श पेश कर सकता है यदि हम रेलवे में कमचारियों तथा जनता की भलाई के क्षेत्रिकोण से काम करें।

माननीय मदस्यों द्वारा रेलवे दुर्घटनाओं की तरफ ध्यान आकर्षित किया गया जब दुर्घटना हीं जाती हैं तो उसकी जांच हो जाती है, लेकिन मैं चाहता हूँ कि दुर्घटनायें न हों इसके लिए शासन क्या उपाय करेगा इस ओर भी ध्यान देना चाहिए। मंत्री जी जब गांधीजी का नाम लेते हैं और उनके आदर्शों पर चलते हैं तो कमचारियों को ऐसे आदेश होने चाहिये कि वे जितने भी रेलवे कमचारी इयूटी पर हैं, चाहे गाढ़ हो, ड्राइवर हो, स्टेजन

मास्टर या पथ निरीक्षक हों, कोई भी ड्यूटी पर शराब का इस्तेमाल न करे । और इसकी कभी कभी जाच भी होनी चाहिए । योंकि अधिकांश देखा जाता है कि नशे में आकर कर्मचारी यही तीर पर अपनी ड्यूटी अंजाम नहीं देते हैं जिसकी वजह से दुर्घटनायें हो जाती हैं । कोई भी काम करने वाला ड्यूटी पर नशा न करे ।

प्रबन्ध व्यवस्था में जो मजदूरों के महयोग लेने की बात कही गई है वह केवल कार्य संचालन आंग व्यवस्था में ही न हो, बल्कि रेलवे में जो मुनाफा होता है और जो उनके हित की बातें हैं, उनमें से भी उनका सम्बन्ध रहना चाहिए तभी कर्मचारियों में उत्साह रहेगा । अभी तो बैनन लेने की डिटि में ही काम किया जाना है लेकिन जब लोगों को मान्यम होगा कि मुनाफे में भी वह हिम्मेदार हैं तो वह अधिक मेहनत और ईमानदारी में काम करेंगे ।

प्रथम श्रेणी के यात्रियों को अनेक मुविधायें मिलती हैं, लेकिन दूसरी श्रेणीके यात्रियों को बड़ी कठिनाई होती है (तभी भी डॉरी ; कि लोग डिव्वे में चढ़ नहीं सकते । महिलाओं आंग बच्चों को बड़ी मुसीबत हो जानी है ।

पहला यह है कि जो प्रथम श्रेणी के यात्री हैं, उनको बैठाने के लिए कंडक्टर और दूसरे अधिकारी तैयार रहते हैं, मुविधायें देते हैं लेकिन जो द्वितीय श्रेणी के यात्री हैं, उनके लिये किसी कर्मचारी की ड्यूटी नहीं होती है । कई डिव्वों में जगह होती है, कई लोग नीचे और ऊपर बर्थ पर अपना विस्तर बिछाए रहते हैं, लेकिन खिड़की को नहीं खोलते हैं । किसी कर्मचारी की ड्यूटी नहीं होती है कि ऐसी जगहों पर दरवाजा खुलवाकर यात्रियों को सवार कराये । इसकी जाच होनी चाहिए ।

मैंने कई बार देखा है कि दरवाजा बन्द रहता है, अन्दर जगह होती है । इसलिए मैं चाहता हूं कि हर स्टेशन पर एक कर्मचारी की ड्यूटी इस तरह के काम के लिए होनी चाहिए जो यह देखे कि जब गाड़ी आती है, और मुसाफिर की अगर कोई दिक्कत है तो वह उसे दूर करे । ऐसे कर्मचारी की ड्यूटी होनी चाहिए जो मशक्त हो, जो दरवाजा खुलवाकर सवारियों को अन्दर बिठवा सके ।

मैं देखता हूं कि ई लोग जो अपनी ग्राहित रखते हैं, नीचे और ऊपर डिव्वे में विस्तर बिछा लेते हैं, गरीब आदमी अन्दर नहीं जा सकता है, बैठ नहीं सकता है, उसे खड़े-खड़े ही सफर करना पड़ता है ।

कई जगह स्टेशन मास्टरों को पहले में ही जात हो जाता है कि जो गाड़ी आ रही है उसमें बड़ी भीड़ है । मैं चाहता हूं कि उनको यह अधिकार रहना चाहिए कि अभर गाड़ी में ज्यादा भीड़ पिछले स्टेशन से आ रही है और उसके स्टेशन पर ज्यादा मुसाफिर चढ़ने वाले हैं तो वह उस गाड़ी में एक बोगी भी लगा सके, ताकि लोगों की कठिनाई दूर हो सके । बड़े-बड़े स्टेशनों पर बोगी रहती है, इसलिए वहां एक सक्षम अधिकारी होना चाहिए जो जहरत समझे तो बोगी लगा दे, जिससे यात्रियों को सुविधा हो । ऐसा न होने से कई यात्री चढ़ने से रह जाते हैं और समय पर नहीं पहुंच पाते हैं ।

रेलवे का काम केवल मुनाफे के लिये ही नहीं है, देश की जनता के हित के लिए और मुविधाओं के लिए है ।

नई रेलवे लाइन निकालने के लिए तमाम माननीय सदस्यों ने अपनी बातें कहीं, लेकिन मैं कहना चाहता हूं कि जब अंग्रेजी राज्य था, उस समय देशी रियासतें थीं । उनमें कोई भी काम नहीं

[श्री लक्ष्मी अरवण नायक]

हुआ, चाहे उद्योग का हो या रेलवे लाइन का हो । पीछे जो कांग्रेसी सरकार रही, उसने भी इस और ध्यान नहीं दिया । कई बार उस क्षेत्र के मानोनीय सदस्यों ने मांग की कि यहां पर रेलवे लाइन निकालनी चाहियं क्योंकि रेलवे लाइन निकालने से जो अविकसित क्षेत्र है, उनका विकास किया जा सकता है ।

मध्य प्रदेश में दो रेलवे परिधि : दो ग्रे में आप देखेंगे कि क्षांसी से मिर्जापुर, जबलपुर के बीच के लम्बे क्षेत्र तक पूरे क्षेत्र में कोई रेलवे लाइन नहीं है । इस क्षेत्र में रेलवे लाइन के लिए बड़ी मांग की गई ।

सतना में रीवा होते हुए मिगरीनी और मिर्जापुर के लिए रेलवे लाइन का सबै हो चुका है, लेकिन इस लाइन को डालने के लिए कोई कार्यवाही नहीं की गई । जबलपुर से ललितपुर वाया पाटन, दमोह, टीकमगढ़, एक नई रेलवे लाइन डालने की मांग होती रही है, अंग्रेजी राज्य के सदृश इसका सबै भी हो चुका है, लेकिन अब तक कोई ध्यान नहीं दिया गया है । मध्य प्रदेश शासन द्वारा भी रेलवे लाइन के लिए केन्द्रीय सरकार को प्रस्ताव भेजा गया है, लेकिन कोई सुनवाई नहीं हुई । जो क्षेत्र ऐसे हैं, जहां ज्वा माल है और वह माल दूसरे क्षेत्रों में इसलिए चला जाता है क्योंकि वहां कोई उद्योग नहीं खुल सकते हैं, रेलवे वाले कहते हैं कि हमको कोई मुनाफा नहीं है, तो मुनाफा तो तभी होगा जब रेलवे लाइन वहां डालेंगे । ऐसा ही से उद्योग भी खुलेंगे, माल का आना जाना भी होगा और उससे रेलवे को भी फायदा होगा ।

मैं चाहता हूं कि केवल ऐसे क्षेत्र जहां पर रेलवे लाइन का जाल बिछा दुआ है वहां का काम रोककर, जहां बिल्कुल

रेलवे लाइन नहीं है, विकास पड़ती है, वहां रेलवे लाइन खोलनी चाहिये ।

जबलपुर से ललितपुर, पाटन, दमोह, टीकमगढ़ होकर रेलवे लाइन होनी चाहिए, इसका प्रस्ताव भी केन्द्रीय सरकार को भेजा गया था ।

खजुराहो स्थान पर दुनियां के दर्शक लोग आते हैं, बहुत ही दर्शनीय स्थान है, उसको भी जोड़ना चाहिए ।

इसी प्रकार हरपालपुर ने खजुराहो, खजुराहो से सतना, सतना से रीवा और गोवा से मिर्जापुर को जोड़ा जा सकता है । जो गर्यटक हवाई जहाज के द्वारा दिल्ली से खजुराहो जाते हैं, इस से उनको भी मुविधा होगी । मंदी महादय को इस और ध्यान देना चाहिए । इस काम को तत्काल करने की आवश्यकता है ।

शांसी-मानकपुर लाइन पर हरपालपुर स्टेशन और धसान नदी के गुल के बीच में एक चपरान गांव है । वहां के लोग और मवेशी हमेशा दूसरी तरफ जाते हैं, लेकिन कोई रेलवे फाटक न होने के कारण उन्हें बड़ी कठिनाई का मानना करा पड़ता है । वहां रेलवे फाटक के लिए बरावर निवेदन किया जाता रहा है, लेकिन शासन ने उधर ध्यान नहीं दिया है । उस गांव के पास रेलवे फाटक का होना बहुत जरूरी है, ताकि उन लोगों की दिक्कत दूर हो ।

पिछड़े हुए इलाकों में रेलवे लाइन बिछाने को प्रायमिकता देनी चाहियं, ताकि हम कह सकें कि हम केवल एक ही क्षेत्र को विकासित नहीं कर रहे हैं, बल्कि सारे देश पर हमारी निगाह है ।

इन क्षेत्रों के साथ मैं इन मांगों का समर्वेन करता हूं ।

SHRI P. K. KODIYAN (Adoor): Mr. Deputy Speaker, Sir, I want to speak only on a few cut motions which I have moved. I am very glad that the Hon'ble Minister for Railways is showing keen interest on providing more amenities for the Second Class passengers, especially in the long distance trains. He has proposed to introduce, in future, some classless trains also. But here I want to point out certain things which are necessary for the passengers travelling in the Second Class. Sir, you are concentrating on the facilities to be provided for the Second Class passengers in the long distance trains. But you are neglecting the requirements of the second class passengers at the railway station itself. If you visit the Railway stations, barring a few major stations, in the country, you will find that the arrangements for the second class passengers with regard to waiting-room facilities, lavatory facilities, even sitting arrangements in the trains, etc. are totally unsatisfactory. The lavatories and the bath-rooms are kept in such a way that no human being will be able to go near them. It is kept in such unclean and unhygienic conditions. Therefore, while paying attention to the requirements of the second class passengers in the trains, the Hon'ble Minister should also pay his attention to the requirements of passengers at the various railway stations in regard to the provision of comforts, etc.

14.43 hrs.

[Miss ABHA MAITI in the Chair]

Now, in this connection, I would also point out another anomaly. You say that you are trying to reduce the distinction between the various Classes in the trains and introduce only one single Class. Here I would like to make my observations in regard to First Class air-conditioned compartments. Whenever I have travelled in the long-distance trains, I have found most of these air-conditioned First Class compartments almost empty and only the attendant is sit-

ting in these empty compartments to look after them. That is the position.

Take for instance the Tamilnadu Express. I am told that the fare for first class air conditioned berth from Madras to Delhi is almost equal to the air fare, Rs. 600 or so. It is a sheer waste. Instead of that it would be better to provide more air conditioned sleeper berths so that people can travel comfortably. Those who are not, physically, in a position to travel in the ordinary compartments or those who get bronchial or asthmatic trouble if they do so, can avail of that facility, especially during the summer time. In the northern parts the provision of air conditioned sleeper is very essential.

Many of my friends from Kerala have spoken. The hon. Minister may wonder why every Member who has spoken from Kerala is repeating the Alleppey-Ernakulam line. Not that we want to mention it for the sake of mentioning it. For us it is a very vital line; for the railways too it is economical and gives a reasonable return. The Ernakulam-Travandrum section which was metre-gauge was converted into broadgauge. After the conversion, within six months, according to my information it yielded an additional revenue of Rs. 50 lakhs. Similarly the Ernakulam-Alleppey line will serve the industrial belt and also connect the industrial belt of Cochin-Alwaye to the Alleppey industrial belt. The whole industrial belt of Kerala will be served by this facility. I am glad that the Railway Minister has approved the proposal and forwarded it to the Planning Commission. Merely waiting for the Planning Commission's approval may not help. Since this is going to be an economic line, a very vital line for Kerala I earnestly appeal to him, in the context of the largescale industrialisation scheme which the state government has taken up with the help and cooperation of the central government, to exert his influence with the Planning Commission and get it sanctioned as early as possible.

[Shri P. K. Kodiyan]

There are one or two minor points. On the metregauge section from Quilon upto to the border of Kerala, there is a station near Shenkottah. In that Quilon to Shenkottah line there is a problem. There is a very important railway station viz., Punalur and there is a problem. It has been there in existence for the last 15 to 20 years. That is why though it appears to be a small problem, I am trying to bring it to the notice of the House and also to the hon. Minister. That is, the topography of this area where this Punalur is situated is such that the people on the other side of the railway station have no access except walking across the railway line to reach their destination. So they have been demanding that the railways should construct a small road on their own land. It may not go even to half-a-mile. Then people can go to the other side quite easily. But due to lack of such a road, what happens is people are forced to walk across the railway track. Many times people are fined. Naturally it is a wrong practice. It is dangerous for their own safety. But since they have no other way they have been walking across the tracks and many of them are fined. Some people in this area always carry a sum of Rs. 10/- with them as a measure of safety. Sometimes they are fined 20, 30, even upto Rs. 100/- Even the small kids going to the schools are also using the same track for the purpose. Therefore I would request the hon. Minister to give a direction to the Southern Railway to examine this problem and construct a small road along the railway track so that the problem of the Punalur people, which had been there in existence for the last 15 to 20 years, can be solved.

Then there is another problem. On the same railway line from Punalur to Shenkottah there is considerable railway land on either side of the railway track, which have been under cultivation by the peasants. The Rail-

ways had given these lands to the peasants to cultivate on lease basis. It was originally given for a few years. Now the peasants have been cultivating these lands for the last 15 years or more. But since these lands have not been regularised, there is a lot of harassment by the railway officials. Sometimes even the standing crops are destroyed. So there is no security so far as these peasants are concerned. These are lines which are not used by the railways, which are not very essential for the railways. The Railways have marked these lands as category 'B' and 'C' according to the importance and nature of the land. What I want to impress upon the hon. Minister is to examine this problem of peasants who are cultivating the railway land. I think this problem is there not only in Kerala but in several other parts of the country also. If there is railway land which is not essential for the railways, such lands can be given to the tenant on specific terms and once such lands are surveyed and given to the peasants and regularised and terms are specified, then there is no question of the frequent harassment by the railway officials.

Therefore, this problem has been agitating the peasants in this area on the Quilon-Shencottai line in two panchayats—Tenmala and Areancau. When we, the people's representatives go there, we have to face these poor peasants. For the last 15 years we have been pleading with the ministers and railway officials. Still the harassment continues. When I went there last time, several peasants complained that their standing crops have been destroyed and they have nothing to fall back upon. I request the minister to pay attention to these problems.

SHRI KRISHNA CHANDRA HALDER (Durgapur): Madam Chairman, I rise to support the Railway Demands for 1977-78. The hon. minister has announced that he will take special interest in the construction of new lines

in backward areas. You are aware that both Bankura and Purulia are backward districts in West Bengal. In Bankura district, large deposits of coal have been discovered at Mejia Thana. Government has already announced that Haldia port will be developed as the main coal-handling port. So, I request the minister to construct a new line from Raniganj to Mejia and also construct one road-cum rail bridge over Damodar river. I also request him to construct a new line from Raniganj to Haldia via Bankura so that coal from Dhanbad, Raniganj and Mejia areas may be carried to Haldia in the shortest possible time and at lesser cost. If this line is constructed, new small and medium scale industries will come up in both Bankura and Purulia districts and thousands of people will get employment.

Durgapur and Asansol are important industrial belts. For want of sufficient accommodation at Durgapur, thousands of workers have to come from both sides—Burdwan and Asansol—to Durgapur every day to attend to their shift duties. So, the number of trains from Burdwan to Asansol and vice versa should be increased so that the workers may reach Durgapur in time. Both the employees and the different chambers of commerce and the management of industries in Durgapur are pressing that the Burdwan-Assansol section should be declared as a suburban section of the Eastern Railway. This demand should be conceded at the earliest.

15.00 hrs.

Madam, another point I want to mention is that Howrah station is one of the busiest stations of our country and terminal facilities should be improved so that connection to the Howrah city from different parts of our country will be improved. So, the terminal facilities at Howrah station should be improved and remodelling of Howrah station is urgently necessary.

I also want to mention that though the Minister announced that the

maintenance of the trains will be improved, the maintenance, specially of suburban coaches and other local trains is very poor and the facilities are not up to the mark. So attention should be paid to the improvement of amenities specially to the local and suburban trains.

With these words, I support the Demands for grants for railways.

श्री शम्भूनाथ चतुर्वेदी (आगरा) : सभ नेत्री महोदया, रेलवे हमारी सब से बड़ी पब्लिक अन्डरटेकिंग है और इस का सुचारू रूप से संचालन और व्यवस्था में सुधार हमारी अन्य पब्लिक अन्डरटेकिंग्स पर भी प्रभाव डालेंगे। माननीय रेलवे मंत्री जी ने जो नए विचार अपने बजट में रखे हैं, जो नई योजनायें बनाई हैं और जिस प्रकार से उन्होंने रेलवे कर्मचारियों का सहयोग प्राप्त करने की चेष्टा की है, उस के परिणाम अभी दो, तीन महीनों में ही आने शुरू हो गए हैं और उन से एक नया अध्याय संघर्ष की, बजाय सहयोग का खुलेगा।

इसी प्रकार से दूसरे दर्जे के यात्रियों को सुविधायें देने के लिए जिस तरह से वे प्रयत्नशील हैं, उस से भी लोगों को काफी राहत मिलेगी। सब से बड़ी समस्या रेलों में भाड़े की है। जब तक इस को सुलझाने का पर्याप्त प्रधास नहीं होता, चाहे वह दुमंजिले रेलवे डिब्बों के जरिए से हो या रेलों में और अधिक डिब्बे जोड़ कर हो, जब तक इस समस्या का समाधान नहीं होता तब तक मैं समझता हूँ और जितने प्रयास हैं, वे लोगों को राहत देने में असमर्थ रहेंगे। भीड़ की समस्या सबसे जबर्दस्त समस्या है। उसी के कारण सफाई भी ठीक से नहीं होती। लोग मवेशियों की तरह से डिब्बों में भर कर जाते हैं और जैसांकि और भी माननीय सदस्यों ने कहा कि स्किर्यों, बच्चों और बृद्ध

[श्री शम्भूनाथ द्वारा]

पुरुषों के लिए रेलों में सफर करना एक आँड़ियल हो जाता है। किस तरह से वे उस में चल पाते हैं और कैसे उन का प्रवेश होता है, ये सब समस्याएँ आज हमारे सामने हैं।

मुधारों की दृष्टि से जो और बातें रेलवे बजट में कही गई हैं, उनमें कुछ न कुछ अच्छे परिणाम निकलेंगे लेकिन जब तक यह भीड़ की समस्या हल नहीं होनी, तब तक मैं समझना है कि और जो मुधार हैं वे अपर्याप्त साबित होंगे। अक्सर लोग रेलवे में दुरादरण या विभागीय शिकायतों के बारे में जन-प्रतिनिधियों के पास आने रहते हैं। मुझे बड़ी प्रमाणना है कि माननीय मंत्री जी ने एक ग्रिवांसिज सेल की स्थापना की है। यह बहुत अच्छा काम किया गया है। लेकिन मुझे मालूम नहीं कि रेलवे के उत्पीड़िन कर्मचारी क्या अपनी शिकायतों को विभागीय अध्यक्ष को बाई पास करके सीधे इस ग्रिवांसिज सेल को भेज सकते हैं? अगर वे अपनी शिकायतें सीधे इस सेल को नहीं भेज सकते हैं तो मेरी समझ में उनके लिए इस सेल का होना या न होना बराबर है।

इस ग्रिवांसिज सेल के बारे में हमें यह भी देखना पड़ेगा कि यह किनना कारगर हो रहा है या किस तरह से काम कर रहा है। अगर किसी शिकायत पर पन्द्रह दिन में, महीने में या दो महीनों में भी जांच हो कर परिणाम सामने नहीं आता है तो शिकायत करने वाला निराश हो जाता है। इसलिए मैं चाहूँगा कि मंत्री महोदय इस सेल को सनकं करें और इसे और अधिक कारगर बनाएं ताकि जो लोग अपनी शिकायतों के लिए उबर-उधर आगते-फिरते हैं या

जन-प्रतिनिधियों के पास आते हैं, वह उन्हें न करना पड़े। जहां तक रेलवे कर्मचारियों का सबाल है, वे अगर अपनी शिकायतें ग्रिवांसिज सेल को सीधे भेजते हैं तो उनके खिलाफ डिस्पनिनरी एक्शन नहीं होना चाहिए और उनकी शिकायतों पर कायंवाही होनी चाहिए। नभी रेलवे कर्मचारियों को संतोष होगा।

कुछ ऐसी बातें भी हैं जिनके बारे में कर्मचारी अनेक मुझाव दे सकते हैं। जैसे भीड़ कम करने के लिए रेलवे के एक मज्जन ने बताया कि यह जो थी टायर कम्पार्टमेंटेस होते हैं उनमें नीचे की भीटों पर चार आदमी दिन में आमानी में बैठ सकते हैं और इस तरह में एक गाड़ी में दो-त्राई सौ आदमियों के निए अधिक स्थान निकल आता है। लेकिन इस पर कोई ध्यान नहीं दिया गया। ये जगहें आमानी से यात्रियों को मुहेया की जा सकती हैं। इसलिए कर्मचारियों के पास जो भी मुझाव है उनका हमें स्वागत करना चाहिए और उन पर अमल करना चाहिए।

जहां नक गाड़ियों का सबाल है, हमारे यहां से आगगा में दिल्ली तक लोग पहले जी० टी० में मफर करते थे लेकिन उम्में सरकार न लगता था। अब उम्मकी जगह अवध एक्सप्रेस निकाली गई है लेकिन दुर्भाग्य से वह हजरत निजामुद्दीन पर ही खल्म हो जाती है। उम्मका ननीजा यह होता है कि जितना पैसा हम मफर के लिए आगगा में दिल्ली का खचं करने हैं उनना ही पैसा हमें हजरत निजामुद्दीन में नई दिल्ली या ओल्ड दिल्ली जाने के लिए खचं करना पड़ता है। इसलिए यह देन उन्हीं उपयोगी मिल नहीं हो रही है जितना कि उम्मको होना चाहिए। इसके बारे में मैंने माननीय मंत्री जी से कहा भी था और

सुझाव भी दिया था । मैं चाहता हूँ कि इस ट्रेन की उपयोगिता कायम करने के लिए इस नई दिल्ली स्टेशन पर खत्म किया जाए । जिस तरह पूना से बम्बई आने-जाने का लोगों का । सिलसिला रहता है उसी तरह से हजारों की भंडिया में लोग मथुरा और आगरा से दिल्ली आने-जाने रहते हैं । इसलिए मैं समझता हूँ कि इस ट्रेन का नई दिल्ली रेलवे स्टेशन तक आना लाजमी है । इस ट्रेन को नई दिल्ली स्टेशन से चलना चाहिए और नई दिल्ली पर ही खत्म होना चाहिए । तभी इसकी उपयोगिता कायम हो सकेंगी । जिस तरह की व्यवस्था ट्रेनों के बारे में पूना और बम्बई के बीच है उसी तरह की व्यवस्था आगरा और नई दिल्ली के बीच भी होनी चाहिए ।

एक दूसरी रेलवे लाइन के बारे में मैं कहना चाहता हूँ । एक दफा यह आगरा से बाह तक चालू की गई थी लेकिन इसको बाद में उठा लिया गया । वह एक बहुत ही बैकवड़ एरिया है आगरे से इटावा तक का, चम्बल-यमुना के बीच का । उस बहुत यह आगरा से बाह तक के लिए थी । इस बजह से भी और कई अन्य कारणों से, मिसमैनेजमेंट उस में सब से ज्यादा था, टिकटें गाड़ी में बैची जाती थीं, इतना गर्दा उसमें आता था कि आदमी का दम घुटने लगता था, 40-50 मील तय करने के लिए वह चार-चार घंटे लिया करती थी, सिगनै-लिंग कांप्रेंजमेंट नहीं था इसलिये यह कह कर उसको उठा लिया गया कि वह अलाभकर है, उसके लिए वहां पर गुंबाइश नहीं है । लेकिन आप देखें कि बदइतजामी की बजह से ही ऐसा हुआ । टिकट का पैसा जितना आता था वह अधिकांश कर्मचारियों की जेबों में जाता था । उस लाइन की बड़ी आवश्यकता है । लेकिन इसे आगरा से औरेया या इटावा तक बढ़ाना होगा । यह

क्षेत्र काफी पिछड़ा हुआ है । उस में दन्यु समस्या है, किडनैपिंग और रैसम बहुत होता है । इस लाइन के बन जाने से न केवल शांन्ति और व्यवस्था की समस्या हल होंगी, वहां पर रोजगार के साधन भी उपलब्ध होंगे, वहां का जो व्यापार है उस में भी बढ़ि होगी नए उद्योग धंधे भी खुलेंगे और इसके साथ साथ आगरे से कलकत्ता का जो डिस्ट्रीब्यूटर है उस में कम्सूसे कम सौ मील का अन्तर पड़ जाएगा । इस वास्ते इस रेल लाइन का बनना बहुत ज़रूरी है । मैं यहां पर इसलिए कह रहा हूँ कि पुरानी फाइदे बात इसलिए न समझ लिया जाए कि इस क्षेत्र में यह लाइन अलाभकर रहेगी । इस वास्ते उसको दुबारा चालू न किया जाए । बल्कि वह ऐसा क्षेत्र है जिस में इसकी बड़ी ज़रूरत है । कुरबन्ध और जो कमियां मैंने बताई हैं, जैसे गिरिधार नहीं डाली गई थीं इस बजह से धूल भर जाती थीं, यह लाइन सफल नहीं हो सकी । इसका नतीजा यह हुआ कि सन् 1938 में इसको उठा लिया गया । मैं चाहता हूँ कि इन कमियों को भी दूर किया जाए और इस लाइन को आगरा से इटावा या औरेया तक चालू किया जाए तब यह अवश्य लाभकर सिद्ध होगी ।

आगरे में रुई की मंडी पर जो क्रांसिंग है उस पर बहुत भीड़ होती है । वहां पर एक ओवर ब्रिज ज़रूर होना चाहिये । ताकि फाटक को चार-चार बन्द न करना पड़े और लोगों को असुविधा न हो । इसके बारे में सुझाव दिया जा चुका है लेकिन अभी तक वह नहीं बन पाया है ।

अन्त में मैं यही कहना चाहता हूँ कि आगरा बाह लाइन की ओर व्यापार दिया जाए और ओवर ब्रिज बनाया जाए ।

[श्री शश्मि नाय चतुर्वदं]

साथ ही कुतुब एक्सप्रेस समय से चले और नई दिल्ली तक जाय और दस बजे पहुंच जाय। इससे बड़ी सुविधा होगी और आगरा मथुरा के ट्रैफिक को काफी राहत मिलेगी। मैं समझता हूं कि इस में कोई विशेष खाच की बात नहीं है और न ही कोई कठिनाई की बात है। इस बास्ते मैं इस पर काफी जोर दूँगा। मैं आशा करता हूं कि मत्ती महोदय मेरे इस अनुरोध को स्वीकार करेंगे।

इन जब्दों के साथ मैं इन अनुदान की मांगों का समर्थन करता हूं।

SHRI T. BALAKRISHNIAH (Tirupathi): The task of the new Railway Minister in framing the budget estimates for 1977-78 this national undertaking, the railways, has been rendered very easy because the revenue from passenger traffic is bound to increase and is increasing, since there are more passengers travelling nowadays. Even the additional trains that were introduced are not proving to be sufficient.

The railways, however, are getting their revenue mostly from the second class passengers. But the amenities provided to the second class passengers are far from satisfactory. Many of my friends in this House have stressed the need for providing more amenities such as lavatory facilities, waiting rooms, water tap facilities and water to the second class passengers.

Another important and essential thing in the Railway is the high level of efficiency that was attained in the past 15 months. In order to preserve this healthy tradition it is necessary that the Railways must take all the precautions to save the Railways from disaster. The efficiency that had been attained in the past 15 months is now deteriorating. There is now anxiety in the minds of the travelling public whether they will reach the destina-

tion safely or not, due to the following accidents:

1. West Coast Express at Kattedi when nearly 10 persons died.
2. Trivandrum Mail accident killing three persons.
3. Tezpur Express fell into river and 22 persons were dead.
4. GT Express derailed near Wartha in which 2 persons were killed and 15 were injured.
5. Ganga-Kaveri accident at Alur Road where four bogies derailed.
6. Howrah suburban Section derailed.

The Railway Minister made a sweet speech but he has not uttered a word of regret for all these colossal accidents that have taken place, during these two months. I want to know from him whether it is due to some mechanical fault or due to negligence of the staff. This should be enquired into because many important people travel by the Railways after the introduction of express trains and their lives are precious. Will the Minister give a guarantee that the trains will reach safely? The Minister must see that these accidents are prevented in future.

Coming to my constituency, I represent Tirupati constituency in Andhra Pradesh. Most of the Members and also the Railway staff know about Tirupati and its importance. Tirupati is an important all India pilgrim centre. A number of pilgrims from all over the country visit this holy place but they are not provided with proper railway amenities. When Mr. Hanumanthaiya was the Railway Minister, I had pressed for construction of a platform for all broadguage trains. The work was taken up but it was not completed. The whole South India was ignored in regard to the provision for proper express trains. I say that the people of South India feel that they are neglected because it takes 48 hours to

reach the capital city of Delhi from Madras. The previous Railway Minister had introduced Tamil Nadu Express. I congratulate the former Minister, Shri Tripathi for introducing a number of express trains from South India to North India. During his regime, there was also no accident. It shows that his 'rasi' is good for Railway Portfolio.

Tirupathi is an important town. All pilgrims go there and they want to catch the plane or the train at Renigunta. There is a railway crossing which is always closed. There is always a traffic jam. How to overcome it? There should be an over-bridge over the road connecting Tirupathi town to the rest of the place. The Railway Department sanctioned Rs. 21 lakhs for the construction of an overbridge. But so far it has not been implemented. I want to know the reason why this is still pending. Is it due to the delay on the part of the State Government in giving their share or is it due to the delay on the part of the Railway Department. The Railway Department is spending money on the construction of over-bridges and underbridges in places where these are not necessary. But where it is absolutely necessary, they are not taking up the project. I want that the Railway Department should examine this matter and take up the construction of the over-bridge over the road connecting Tirupathi town to Renigunta and Tiruchanur.

Another thing that I want to submit is that during the recent floods, a number of rivers over-flowed and breached the railway track near Sulurpet and Naidupet and all these places. Not only they damaged the railway track but that has caused damage to the crop and the vast area of cultivable land. The people complained that it was because there were no proper bridges. Because the bridges are not thereon the railway track, the bunds were formed which stored water causing damage

to the cultivable lands. I do not know whether the Southern Railway has taken note of it and given proper relief to the people of that area.

In the Budget speech, there are so many proposals for converting metre-gauge line into broad-gauge line. They are also introducing new lines in certain places. I do not know what are the criteria to be taken into account for introducing new lines. I have not seen any such proposal with regard to the backward areas of the country. Rayalaseema is a very backward area in Andhra Pradesh. There are some important lines from Renigunta to Guntakal, from Guntakul to Secunderabad and from Secunderabad to Bangalore. But this line has not been taken up for conversion from metre-gauge into broad-gauge. Since Tirupathi is an important pilgrimage centre which is visited by a large number of pilgrims all over the country, it should be connected by an electric train from Madras to Tirupathi and from Gudur to Tirupathi. Already, there is a proposal to extend the electric train from Madras to Vijayawada and from Madras to Arkonam. If it is extended further up by a few kilometres connecting Tirupathi to Gudur, it will go a long way to serve the people of Tirupathi and also the pilgrims who visit Tirupathi which is a holy place.

Another submission is that there is one Balaji Express from Madras to Tirupathi. This is a local train. The distance is about 90 km. from Madras to Tirupathi. But this train stops only in Arkonam and then Tirupathi. It does not stop at other place which is the taluk headquarters and a commercial centre. And then it stops at Tirupathi. What is the purpose that it is going to serve? There is no justification to stop it at Tiruttani. It is going to serve a large number of students who go to Tirupathi for a study. I want that this aspect should also be examined and necessary instructions should be given to the Ge-

[Shri T. Balakrishniah]

General Manager, Southern Railway to examine this matter. It is a very convenient train. It leaves Tirupathi at 8-30 A.M. and reaches Puttur at 6 O'clock. The student community is particularly agitated about it. They want that this facility should be given to them and that they should go by train in the morning and also return by train in the evening.

I represented this matter several times to the General Manager. I also personally met and told him about this thing. But, in spite of all that, no action has been taken. It is very regrettable to note that so far nothing has been done about it.

Then there is a proposal for introduction of class-less trains. It is a good feature. But I want to suggest that there should be only two classes: one is second-class AC in long running trains and the second one is the second-class. It will help the staff who is issuing the tickets and it will save a lot of time. Now in one train, there are different classes: (1) First-Class, (2) First-Class AC, (3) Second-Class AC, (4) Second-Class sleeper, (5) ordinary sleeper and (6) an ordinary class. Whenever we go and purchase tickets, they take a lot of time to verify time table and then issue the tickets. Instead of all these classes, it is better if you introduce only two classes—Second-Class AC sleeper and Second-Class Ordinary sleeper. It will be very convenient for the travelling public. Then it should not be very congested as it is now.

As far as the personal luggage is concerned, it should also be restricted. Now I find that so many passengers are carrying lorry-load luggage with them, particularly those who are travelling by First-Class and the Second-Class AC and it goes uncheck-ed. It causes a lot of inconvenience to the fellow-passengers.

Another submission is that the bureaucracy is there to act provided they are given certain framework. Even the policy and the pattern should not be changed frequently, because some committees meet now and then and they say that if you want that this thing should be followed, then the order should be issued accordingly. The policy should be fixed once for all and it should not be changed frequently. It should be given to the bureaucrats and they must be asked to act within the framework of that policy.

Last time, when I was travelling by Tamil Nadu Express, the running staff was complaining about the retiring rooms. They were coming to Delhi in this Express Train. As far as the running staff in the Kerala Express, Andhra Express and Tamil Nadu Express is concerned, they do not have retiring rooms in Delhi. Other running staff is provided with retiring rooms in Delhi. But, unfortunately, the running staff in the Southern Railway do not have retiring rooms. They are supposed to sleep in the First-Class Compartment or in the Second Class compartment. Why can't you take note of this thing and see that they are also provided these retiring rooms. After all, they have to travel about 1-1/2 days and then they come here. After coming here, they must have some rest. You must see that they should be provided retiring rooms to take rest.

श्री रामजी सिंह (भागलपुर) : प्रध्याय महोदया, रेल मंत्री ने अपने बजट के संबंध में जो विचार व्यक्त किए हैं उस के संबंध में कई प्रकार की टीका-टिप्पणी हुई है। उन्होंने जो अच्छे काम भी प्रदर्शित किए हैं उन के संबंध में भी टीकाएं हुई हैं। उदाहरण के रूप में, उन्होंने जब रेलवे के भाड़े में बढ़ि न करने की, पिछले कई बर्षों के बाद एक स्वागतमय घोषणा की तो उस की भी आलोचना हुई। जब उन्होंने प्लेट-

फार्म टिकट की दर पचास पैसे से 30 पैसे कर दी तो इसकी भी आलोचना की गई कि इस से तो केवल मन्द वर्गों के लोगों को लाभ होगा। जब उन्होंने डीजल लाइन के विस्तार की चर्चा की तो उन की भी आलोचना हुई कि उस से कोई लाभ नहीं है। लगता है कि सरकार पक्ष के लोगों के अच्छे कामों के लिए भी प्रतिरक्षा मित्रों के हृदय में आदर का पाव नहीं है। इस प्रकार से संसदीय जनतंत्र का कोई लाभ हो नहीं सकता। मैं इन्हांना ही कहूंगा कि जो अच्छी बातें हैं उन का आदर हीना चाहिए। यह बात ठीक है कि मनूष्य पूर्ण नहीं हो सकता है और रेलवे के सामने बहुत सारी समस्याएं हैं।

रेल मंत्री ने कहा है कि गांधीवाद और समाजवाद के प्रति गहरी निष्ठा रखते हैं। अभी रेल मंत्री जी तो ही नहीं, लेकिन मैं आप के माध्यम से उन से विनम्र निवेदन करना चाहूंगा कि केवल कुछ और जनता गाड़ियों का विस्तार कर देने से न तो गांधीवाद शुरू होता है और अन्त होने का तो प्रश्न हो नहीं है। अगर वे सचमुच में इस मामले में गम्भीरतापूर्वक विचार करते हैं तो गांधी जी जिस श्रेणी में यात्रा करते थे अपनी महानता के बावजूद भी, सारी गाड़ियों को वे उसी श्रेणी में परिणित कर दें और उस के लिए वे उन्हांना ही समय लें जिनने समय के लिए हिन्दुस्तान की जनता ने उन को चुना है। मेरे कहने का अर्थ है कि पांच बजे की अवधि में वे एक योजनाबद्ध छंग से यह काम करें कि कम से कम भारतवर्ष में रेलवे में तो श्रेणियों का उन्मूलन हो जाय। इस से कई लाभ हो सकते हैं। एक तो जो आज देश का विभाजन वर्गों में है, शिक्षा में भी आज वर्गों का विभाजन है, समृद्धि में भी वर्गों का विभाजन है तो रेलों में तो कम से कम यह चीज शुरू हो और यहां कम से कम गांधीवाद और समाजवाद का दर्शन तो हो। मुझे पूरा विश्वास है कि अगर वे श्रेणियों का विभाजन रेलवे में समाप्त कर देंगे तो द्वितीय श्रेणी

जिस को आप कहते हैं, उस द्वितीय श्रेणी में भी काफी सुधार होंगे क्यों कि उसमें अच्छे अच्छे लोग चलेंगे, घरेंगे। महात्मा गांधी जी ने कहा था कि जो बड़े लोग हैं उन को भी तृतीय श्रेणी में यात्रा करनी चाहिए और उन की शिकायतों को रेलवे अधिकारियों के पास लाना चाहिए। आज जो फस्ट क्लास और एयर कंडीशन्ड में चलते हैं वे तृतीय श्रेणी की तकलीफों को समझ नहीं पाते।

इसलिए मैं रेल मंत्री जी से यह प्रार्थना करता हूं कि अगर वे सचमुच गांधीवाद और समाजवाद का हृदय से नाम लेते हैं तो यह घोषणा करें अपने अन्तिम भाषण में कि पांच बजे के दरम्यान रेलों में श्रेणियों को वे समाप्त कर देंगे। तब कुछ बात गांधीवाद की और समाजवाद की समझ में आ सकती है।

दूसरी बात रेलवे के संबंध में यह है कि अभी मैं यात्रा करता हुआ आ रहा था तो एक गरीब रेलवे कर्मचारी जो ड्राइवर है उसने कहा था कि अगर रेलवे को सुधारना चाहते हैं तो उस में जो भ्रष्टाचार है और जो अनुशासनहीनता आ रही है इन दोनों को दूर करना होगा।

ऐसा लगता है कि भ्रष्टाचार रेलवे का शिष्टाचार बन गया है। कौन सी ऐसी जगह है जहां पर रेलवे में भ्रष्टाचार नहीं है? यदि रेलवे से भ्रष्टाचार का उन्मूलन कर दिया जाये तो रेलवे की आय में भी बढ़ि हो सकती है। हम देखते हैं कि रेलवे में जो क्लेम्स होते हैं उसके भी दलाल होते हैं। रेल मंत्री ने बड़ी अच्छी बात कही है कि अब क्लेम्स स्टिल करने के लिए 6 सप्ताह का समय दिया जायेगा। अभी तक तीन चार वर्ष तक रेलवे के क्लेम्स स्टिल नहीं हो पाते थे। रेलवे की तरफ से ददाल घूमते रहते हैं कि 50 परसेन्ट में हम स्टिल कर देंगे।

[डा० रामजी सिंह]

इस प्रकार हम देखते हैं रेलवे में कोई ऐसा स्वान नहीं है जहां पर भ्रष्टाचार न हो। जहां पर भी हम अपनी उंगली रखेंगे वहां पर हमें भ्रष्टाचार की बदबू मिलेगी। इसमें कोयले की ओरी आती है, रेलवे के सामान की ओरी आती है और बिना टिकट रेलवे स्टीपर में यात्रियों को ले जाने की बात भी आती है। यह सब ऐसी बातें हैं जो खुली सत्य हैं। जब तक इनके सम्बन्ध में कारगर कदम नहीं उठाये जायेंगे तब तक कुछ नहीं हो सकता है। मैं केवल आलोचना ही नहीं करना चाहता, मैं कुछ रचनात्मक मुझाव भी देना चाहता हूँ।

रेल मंत्री ने श्रमिकों की सार्वादानी की बात कही है। रेल मंत्री का रेलवे के मजदूर संघों से निकट का और आत्मीय सम्बन्ध है। मैं चाहूँगा रेलवे से भ्रष्टाचार के उन्मूलन की दिशा में रेलवे की यूनियनों का भी सहयोग लिया जाना चाहिए। बड़े बड़े अधिकारी कितना योगदान कर सकेंगे यह तो वे ही समझ सकते हैं, मैं उ के सम्बन्ध में कुछ नहीं कहना चाहता। लेकिन मैं रेल मंत्री को आपके माध्यम से एक सुझाव देना चाहता हूँ कि जिस तरह से कई जगह गुप्तचर विभाग हैं उसी तरह से रेलवे में भी इंटेलिजेंस डिपार्टमेंट होना चाहिए ताकि बड़े से बड़े अधिकारी और छोटे से छोटे कर्मचारी, जहां पर भी भ्रष्टाचार की गुजायश हो वहां पर वे जांच पड़ताल कर सकें।

तीमरी बात भ्रष्टाचार उन्मूलन के सम्बन्ध में मैं यह कहना चाहूँगा कि भ्रष्टाचार की गंभोजी ऊपर से बलती है। बड़े बड़े लोग किस तरह से भ्रष्टाचार करते हैं उसके सम्बन्ध में हमें जांच करनी चाहिए। रेलवे को अपनी बपीती की सम्पत्ति समझकर वे जो चाहें कर सकते हैं—इस प्रकार की भावना बनी हुई है। इसलिए चाहे वे संसद सदस्य हों, रेल मंत्री हों या रेल के अधि-

कारी हों उन पर निगाह होनी चाहिए और तभी नीचे का भ्रष्टाचार समाप्त हो सकता है।

इसके अतिरिक्त एक बात और कहना चाहूँगा। रेलवे बोर्ड की पुनर्जनना, पुनर्गठन के सम्बन्ध में चर्चा चल रही है और एडमिनिस्ट्रेटिव रिफार्म्स कमीशन की संस्तुतियों की दुहरी दी जा रही है। मैं समझता हूँ इस संबंध में रेल मंत्री कुछ प्रधिक साहम से काम करें। जब भारत सरकार के हर विभाग के लिए अपना मंत्रालय है तो फिर रेलवे बोर्ड के नाम से एक व्हाइट एलिफेंट, रिंडेंट संगठन की आवश्यकता नहीं है। मैं रेलवे बोर्ड के अधिकारियों की कुशलता के बारे में कोई सन्देह नहीं करना चाहता लेकिन जब कम्युनिकेशन डिपार्टमेंट और दूसरे डिपार्टमेंट अलग अलग मंत्रालयों द्वारा संचालित हो सकते हैं तो फिर रेलवे भी रेल मंत्रालय द्वारा वयों न संचालित किया जायें। इसलिए मेरी राय में रेल मंत्री जगह साहस करके रेलवे बोर्ड को जड़ मूल से उन्मूलन कर दें और उसकी जगह पर अपने भ्रातालय को सुशृंखित करें। इससे मैं समझता हूँ ज्यादा लाभ होगा। इससे जो रेलवे बोर्ड पर खर्च होता है और रेलवे मिनिस्ट्री और रेलवे बोर्ड में डायर्को है वह भी समाप्त होगी और खर्च भी कम होगा।

15.39 hrs.

[MR. SPEAKER in the Chair]

मैं इस सम्बन्ध में एक चीज कहना चाहूँगा—रेलवे मंत्री महोदय सचिव में उस दर्जे से आते हैं, जिन्होंने रेलवे श्रमिकों के हितचिन्तन का बराबर काम किया है और बलेमान सरकार को भी रेलवे कर्मचारियों के सम्बन्ध में सोचना है। लेकिन मूँझे रेलवे मंत्री महोदय के भावण से थोड़ी निराशा हुई। कम से कम इसमें जांच फरनान्डीज साहब के समय में दिवंगत रेल मंत्री थीं: लित नारायण मिश्र के साथ जो समझौता हुआ

था और उस के बाद उस समझौते के साथ जो गद्दारी की गई उस का उल्लेख अवश्य होना चाहिये था । जितने फैसले उस समय श्री जार्ज फरनान्डीज़ साहब के साथ हुए थे, कम से कम उतनी सुविधायें रेल कर्मचारियों को न देना, मैं समझता हूँ कि यह जनता सरकार के प्रति, जनता पार्टी के प्रति आत्मघात होगा । इसीलिये मैंने निवेदन किया है कि थोड़ा साहस कर के, चाहे जितनी भी कठिनाइयां हों उन्हें, वे सुविधायें देनी चाहिये, ताकि हम रेलवे कर्मचारियों के हृदय को जीत सकें, अपने दिये हुए वचन का पालन कर सकें और उन की आकांक्षा ओं को पूरा कर सकें । कल के कान्तिकारियों को प्राज प्रतिक्रिया तकारी न कहा जाय—इस के प्रति हमें सावधान रहना होगा ।

बव में अपने थेब की कुछ छोटी-छोटी समस्याओं के सम्बन्ध में आप का ध्यान आकर्षित करना चाहता हूँ । मैं भागलपुर थेब से आया हूँ, जहां से पहले श्री भगवत ज्ञा आज्ञाद संसद सदस्य थे । हमारे थेब में गंगा पर पुल बनाने के सम्बन्ध में पिछले दस वर्षों से चर्चायें चल रही हैं । बिहार में मुकामा पर रेलवे पुल बना हुआ है, दूसरी तरफ फरज्बा में रेलवे पुल बना हुआ है—लेकिन बीच में कोई पुल नहीं है । हमारे मुंबेर के पिछले हारे हुए मंत्री श्री डी० पी० यादव ने इस रेलवे पुल की बात को बहुत विवादप्रगत बना दिया था—कि यह पुल भागलपुर में हो या मुंबेर में हो । इसी विवाद के कारण अब तक कोई निर्णय नहीं हुआ है । यहां रेलवे विभाग के जो विभाजन बैठे हुए हैं, उन्हें यह मालूम होना चाहिये कि भागलपुर से बीहुपुर जाने के लिये, अगर स्टीमर से पार न किया जाये तो बरीनी हो कर 175 मील जाना होगा और फरज्बा हो कर 200 मील जाना होगा । आप थोड़ा सोचिये—बहां पर पुल बना देने से केवल 20 मील जाना पड़ेगा—यह कितनी बड़ी बात है । प्रतिरक्षा के दृष्टिकोण से भी यदि आप इस को देखें तो जब चीज़

ने भारत पर आक्रमण किया था, तब से हम ने नेशनल हाई-वेर बनाने शुरू किये और गंगा के पुल की आवश्यकता को महसूस किया । लेकिन जब वह आक्रमण समाप्त हो गया, हम सब कुछ भव गये और इस बाद-विवाद में पड़ गये कि यह पुल मुंबेर में हो या भागलपुर में हो । मैं यह नहीं कहता हूँ कि आप इस को भागलपुर में ही बनायें, मैं क्षेत्रीयता का शिकार नहीं होना चाहता हूँ, लेकिन जहां भी आप के विभाजन कहें वहां बनायें । जहां तक मुझे मालूम है भागलपुर और फरज्बा के बीच में एक स्थान है—कहलगांव, जिस के लिये आप के विभाजनों ने कहा है कि वहां पर गंगा ज्यादा अच्छी है, बांधने की दृष्टि से ज्यादा सरल है—आप वहां पर ही बनाइये, लेकिन इस में जीघ्र निर्णय लीजिये । आप जरा अपने रेलवे मंत्रालय की कठोरता और निर्ममता का एक नमूना देखिये—पुल बनाना तो दूर रहा, वहां पर जो रेलवे स्टीमर और रेलवे लाइन भागलपुर और बीहुपुर को जोड़ता था, न मालूम कैसे इन लोगों ने उस को बन्द कर देने का दुष्कर्म किया है । मुझे बड़ा दुख है, मैं अपनी सरकार के विषय में इन शब्दों का इस्तेमाल कर रहा हूँ । भागलपुर और बीहुपुर के बीच में 20 मील की दूरी में आप का रेलवे स्टीमर और रेलवे लाइन चलती थी, लेकिन वहां की सारी गाड़ियों को हटा दिया गया है । मैं अभी हाल में वहां से जा रहा था तो वहां के लोगों ने मुझे बताया कि वहां की रेलवे लाइन को गंगा की बाढ़ से बचाने के लिये सिर्फ़ एक लाख रुपये की जरूरत थी, लेकिन आप के बोर्ड ने और वहां के जैनरल मैनेजर ने उससी स्वीकृति नहीं दी । इस प्रकार उत्तर और दक्षिण का सम्बन्ध विलकूल विच्छेद कर के वहां के यात्रियों को पोने वो सौ मील और चलने की तकलीफ़ दी जाएगी । इसमें भी बहुत बड़ा रहस्य है । वहां पर एक प्राइवेट

[डा० रामचंद्र सिंह]

स्टीमर चलता है। हो न हो यह शायद उस प्राइवेट स्टीमर को अधिकार देने के लिए प्रयास किया जा रहा है। इसलिए अध्यक्ष महोदय, मैं आप के माध्यम से रेलवे मंत्रालय से विनाश प्राप्तना कहंगा कि 15 दिन के अन्दर उस की मिट्टी भर दी जाए, नहीं तो वहां पर बाढ़ से पानी आ जाएगा और उस से उत्तर और दक्षिण का सम्बन्ध टूट जाएगा।

मैं एक बात और यहां पर कहना चाहता हूँ। दिवंगत रेलवे मंत्री श्री लक्ष्मिनारायण मिश्र ने जब मधु लिमये जी चुनाव लड़ रहे थे, तो बांका में एक चुनाव मभा में आवण दिया था कि मंदार हिल रेलवे लाइन को देव-धर तक कर दें। लेकिन चुनावों के बाद वह आश्वासन स्वप्न बन कर ही रह गया। मैं चाहता हूँ कि उन्होंने चाहे जिस समय वह वायदा किया हो लेकिन एक रेलवे मंत्री के आश्वासन को पूरा होना चाहिए। वर्तमान रेलवे मंत्री महोदय ने यह कहा है कि मंदार हिल रेलवे स्टेशन को बैद्यनाय धाम तक ले जाएंगे। हम यह चाहेंगे कि वे वह भी कहें कि कितने दिनों में वे इसे पूरा करें। इस सम्बंध में मैं एक सुझाव दूँगा कि मंदार हिल से दुमका हांकर जामतारा तक रेलवे लाइन को मिला दिया जाए। इससे यह होगा कि संचाल परगना का जो पिछड़ा हुआ इसका है, वह भी रेल लाइन से जुड़ जाएगा और जो दूरी है वह भी कम होगी। इसलिए जब सर्वेक्षण हो तो मैं रेलवे मंत्री जी से निवेदन कहंगा कि वे इस बात को भी ध्यान में रखें।

एक और बात मैं अपने अंत्र के बारे में कहना चाहता हूँ। हमारे अंत्र की एक बहुत बड़ी समस्या यह है कि क्यूल से बरहड़वा तक सिंगल लाइन है और बीच में जमालपुर रेलवे वर्केशप है और उसका सारा सामान चलता है। उसकी गाड़ियां भी वहां पर सामान को लाती और ले जाती हैं। नतीजा यह होता है कि रास्ता ब्लाक हो जाता है और गाड़ियां काफी लेट हो जाती हैं। बरोनी हावड़ा पक्रीसेस जो गाड़ी चलती है वह

इमजेंसी के बाद एक दिन भी नियत समय पर नहीं आई। ऐसा नहीं है कि मैं इस के लिए इमजेंसी की ताईद करता हूँ। संगीत के साथ मैं अनुशासन कोई अनुशासन नहीं होता, वह तो आतंक होता है लेकिन मैं यह चाहंगा कि जब ऐसी बात है तो उस सिंगल लाइन को डबल लाइन में कन्वर्ट कर दिया जाये क्योंकि जब तक उसको डबल लाइन में नहीं बदला जाता, तब तक गाड़ियों की क्षमता नहीं बढ़ेगी और इसी प्रकार विलम्ब से गाड़ियां आती रहेंगी।

एक बात और, अध्यक्ष महोदय, मैं आपके माध्यम से रेलवे में सब के सम्बन्ध में कहना चाहंगा। वहां पर एक नई रेलगाड़ी विक्रमशिला चलाई गई है। विक्रमशिला भागलपुर का एक पर्यावरण स्थान रहा है। वहां पर विक्रमशिला भागलपुर से दिल्ली को आती है, मैं रेलवे के ट्रैक्टोरों से कह रहा हूँ, वह गाड़ी खाली चल रही है। अभी उसको चले हुए कुछ ही दिन हुए हैं। हम देखते हैं कि वह हार्नि में चल रही है और हो सकता है कि कुछ दिनों बाद आप को उस को बन्द करना पड़े। इसलिए मेरा सुझाव यह है कि भागलपुर से दिल्ली की अपेक्षा अगले उसको दिल्ली से हावड़ा भागलपुर होते हुए कर दिया जाए, तो मूँझे पूरा विश्वास है कि मारी क्षति पूर्ण हो जाएगी और वह गाड़ी लाभ-प्रद होगी। ऐसा करने से एक तरफ हम हावड़ा से जुड़ जायेंगे और दूसरी तरफ दिल्ली राजधानी से जुड़ेंगे। इसके अलावा अभी जो सप्ताह में तीन दिन चलती है उसको सप्ताह में सातों दिन कर दिया जाए, तो बहुत लाभप्रद होगा।

मैं अपने कुछ सुझावों और आलोचनाओं के बाबजूद यह कहना चाहता हूँ कि रेलवे मंत्री जी ने जो बजट पेश किया है और जो आवण दिया है, उस में उन्होंने बहुत कुछ सुधार किये हैं और वे सचमुच में बढ़ते हुये साहस के कदम हैं और भले ही लोग उसे विशेष ब कहें, भले ही उसमें उन-

समाजवाद और गांधीवाद की मिलक न मिले, फिर भी उसमें श्रमिकों के प्रति संबेदना है और जनता की कठिनाईयों के प्रति भी संबेदना है। इसलिए मुझे पूरा विश्वास है कि अगर इसी तरह से हम अपने कदम बढ़ाते जायेंगे तो अगले साल जो हमारा रेलवे बजट होगा, वह पूर्ण जनता का रेलवे बजट होगा और उस समय तक हमारे रेलवे मंत्री जी यह जरूर धोषणा करेंगे कि रेलों में को भी श्रेणी नहीं रहेगी। अभी तो एयर-कंडिशन है, फस्ट क्लास है और सैकंड क्लास है भले ही सैलून अब खत्म हो गये हैं, लेकिन आगे चल कर ये सब श्रेणियां समाप्त हो जायेंगी। भारत की मिट्टी में सब समान पैदा हुए हैं। इसलिए मवको समान रूप से सुविधायें मिलनी चाहिए। यह ठीक है कि सैकेन्ड क्लास की सुविधाओं को बढ़ाया जाएगा लेकिन श्रेणियां समाप्त होनी चाहिए ताकि हम सब अच्छी तरह से एक साथ रह सकें, एक साथ जो सकें और एक साथ मर सकें।

संगच्छवं संबद्धवं संमनासि जानताम ।

SHRI P. A. SANGMA (Tura): Mr. Speaker, Sir, the hon. Railway Minister has rightly observed the role of the railway lines as infra-structure in developing backward areas of the country. He has further expressed his keenness to take up construction of new lines. But it is our misfortune that most of the backward areas of the country—the State like Meghalaya or for that matter the entire North Eastern Region—could not find a place in the Railway Minister's map of backward areas.

The State of Meghalaya, particularly the Garo hills which I represent is perhaps the most backward area in the country. For centuries past, many places are there where there are no road communications. People in that part of the country have been isolated. They have been completely cut off from the rest of the country. Though it is a backward district, yet it is very rich in mineral resources and forest

products. These mineral resources could not be exploited because of lack of communication. Establishment of railway link is the only way to open up the potentialities of exploiting its mineral resources. I suggest that a new Railway line from Bongaigoan to Moheskola in Garo hills via Phulbari Mohendragunj and Baghmara may be laid. This will also cover the south bank of the State of Assam. People are backward there only because they have not been given the opportunity and because there are no facilities. They are backward in all respects, educationally, socially and economically. Unless special attention and special assistance is given by the Central Government, the area cannot be developed. Besides being a backward area the State of Meghalaya and especially the district of Garo hills is very strategic from the point of view of defence. The State is bordering Bangladesh. So from defence point of view also it should have a direct link with the rest of the country.

In our district, many cash and food crops like oranges, pine-apples, ginger and so on are produced and these articles do not get market because of lack of rail link, because they cannot go out of the district. That is why I urge upon the Railway Minister to take up a new railway line from Bongaigaon to Moheskola via Phulbari, Mohendragunj and Baghmara which will cover the south bank of Assam. This line should be taken up in this current year's budget.

कुमारी मणिबेन बल्लभभाई पटेल (मेहसाना) : अध्यक्ष महोदय, मैं मोटी मोटी बातें ही रेलों के बारे में कहना चाहती हूं। अब रेलों काफी लम्बी हो गई हैं, उनमें डिब्बे बहन ज्यादा लगने लगे गए हैं। यह देखा गया है कि उनमें महिलाओं के लिए डब्बे लगाए जाते हैं वे आखिर में गोये जाते हैं। इसका नतीजा यह होल्जाहै कि उनको अपने बच्चों के लिए रात्रजमस्ते में खाने पीने का सामान नहीं कीलता है और अगर बच्चों के लिये दूध नाबुध्यकता होती है तो वह भी नहीं

[कुमारी मणिरेन वस्त्रमधाई पटेल]

मिल सकता है। जब वे उत्तरती हैं तब उनको कुली भी नहीं मिलता है। सुरक्षा की दृष्टि से भी मुझे लगता है कि सैकिड क्लास की महिलाओं की बोगी बीच में रहना चाहिए।

जहां से रेल शुरू होती है जंकशन स्टेशन से चलती है जैसे दिल्ली, अहमदाबाद, बम्बई वहां याद में जब देन छड़ी रहती है तब यह देख लिया जाना चाहिये कि उसका नल ठीक है, बांध बेसिन में पानी जाता है या नहीं जाता है और खिड़कियां बन्द होती हैं या नहीं होती हैं, दरवाजा बन्द होता है या नहीं होता है। बर्षा के दिनों में दरव जा या खिड़कियां ठीक से बन्द न होने के कारण वय, का पानी अन्दर आता है जिसमें बड़ी तकलीफ यात्रियों को होती है। इस वास्ते जंकशन स्टेशन पर याद में ही इन सब बातों को देख लिया जाना चाहिये और वही पर देन की सफाई भी ठीक से होनी चाहिए।

शराब तो किसी भी हालत में देने पीने की इजाजत नहीं होनी चाहिये और न ही देन में शराब पीने दी जाना चाहिए। रेलवे के कंडक्टर को जब इसके बारे में शिकायत दी जाती है तो वह कह देता है कि अगर साथ में चलने वाले यात्रियों को तकलीफ न हो तो पीने देना चाहिये। हमारी नीति मद्य नियेध की है। मैं समझती हूँ कि देन में शराब किसी भी हालत ने पीने की हजाजत नहीं होनी चाहिये। और बराबर बापी और दानू स्टेशनों पर देन इसलिए रोकी जाती है ताकि लोग वहां से शराब ले सकें।

16.00 hrs.

आपने हीलक्स का जैसे निजामुद्दीन में स्टैपेज दिया है उसी तरह से राजधानी देन का भी दें। प्रभी होता यह है कि

राजधानी गाड़ी मिन्टो ट्रिज पर दक जाती है और याक्षी लोग वहीं अपना सामान ले कर उत्तर जाते हैं जब कि वहां कोई प्लेटफार्म नहीं है। तो क्यों न राजधानी एक्सप्रेस का स्टैपेज निजामुद्दीन पर कर दिया जाये? मवुरा और विशेषकर फी-दाबाद के बाद गाड़ी की गति बहुत कम हो जाती है इसलिए अच्छा है यदि निजामुद्दीन पर राजधानी का स्टैपेज कर दिया जाये।

आपने जब तय किया है कि आफिसेज का डिसेन्ट्रलाइजेशन हो तो मेरा राय में बेस्टन रेलवे के आफिसेज का बम्बई से हटाकर अहमदाबाद, गांधीनगर में ले जाने चाहिये। मैं मानती हूँ कि कर्मचारी इसका जहर विरोध करने के लिए उनको बम्बई जैसी शान शोकत अहमदाबाद में नहीं देखने को मिलेगी, मगर जनता के हित की दृष्टि से बेस्टन रेलवे के दफ्तर बम्बई से हटाकर अहमदाबाद में ले जाने चाहिये। क्योंकि लोगों को छोटे साटे कामों के लिए भी बम्बई जाना पड़ता है जो कि बेस्टन रेलवे का आधिकारी स्टेशन है। इसलिए मुविधा के लिये बीच में कार्यालय होना चाहिए। इसके लिए गांधीनगर और अहमदाबाद में मुविधा मिल सकती है।

राजधानी एक्सप्रेस शुरू होने के बाद हीलक्स के बेन्टेनेस का स्वर गिर गया है, एयरकंडीशन द्वारे की बजह से उसमें डबल शीले लगाने पड़ते हैं और अगर एक शीला भी बन्द न हो तो एयर कंडीशन की मुविधा यात्रियों को नहीं मिल पाती है और मिट्टी भी अन्दर आती है। इसलिए उसके शीले ठीक तरह बन्द होने इसका विशेष ध्यान रखा जावे। हीलक्स के अन्दर बड़ा सामान लाने को मना है। मगर कंडक्टर देखने नहीं हैं, वह स्टेशन पर प्लेटफार्म पर उत्तर कर खड़े हो जाते हैं और याक्षी लोग बड़ा बड़ा सामान

ले कर चढ़ जाते हैं जिसको पैसेज में रखते हैं और लोगों को निकलने को दिक्कत होती है। लोग पैसेज में सो तक जाते हैं।

अत में मंत्री जी से निवेदन कर्णगी कि आपको गुजरात में, मेहयाणा और साबरकांठा में इत्मीनान से आना चाहिये जिससे लोगों की जो दिक्कतें हैं या जो उनकी मांगें हैं देन बढ़ाने के लिए, स्टारेज देने के लिये उनको खुद सुनें और लोगों को बतायें कि क्या हो सकता है और क्या नहीं हो सकता है। आपने भावनगर-तारापुर लाइन के गारे में कहा है, इसी तरह से मेहयाणा जिले में कड़ी कलोल की तरफ और साबरकांठा में मोड़ासा तक लाइन बढ़ाने की जो लोगों की मांग है उसके बारे में भी आपको वहां स्वयं आकर बताना। चाहिये कि कितनी दैन बढ़ सकती है। भागे भागे न आयें बल्कि इत्मीनान से वहां के लोगों और कर्मचारियों में बात करके उनकी दिक्कतों को समझिये और उनको दूर करने की कोशिश कीजिए।

ओ महमूद अली खां (हापुड़) : आदरणीय अध्यक्ष महोदय, मैं माननीय रेल मंत्री जी के बजट का समर्थन करने के लिए खड़ा हुआ हूँ। मैंने बजट की स्पीच देखी है। असल में भारतवर्ष की हिस्ट्री में यह पहला बजट है जिसको हम गांधीयन बजट या जनता का बजट कह सकते हैं। मैं कुछ सुझाव देना चाहता हूँ।

एक तो यह है कि रेल की पटरी के दोनों तरफ बहुत सी खाली जमीन पड़ी हुई है जो कि बड़ी उपजाऊ है। मेरा सुझाव है कि जहां जहां से रेलवे लाइन गुजरती है, वहां की क्लाइ-मेटिक कंडीशन को देखते हुए ऐसे पेड़ लगाये जायें जो फलदार हों। मसलन उत्तर प्रवेश में आम के पेड़ लगाये जा-

सकते हैं, फारेस्ट बेल, पत्थर बेर के पेड़ गलाये जा सकते हैं। इससे बहुत फायदा होगा। इससे एयर पोल्यूशन कम होगा, लकड़ी भी मिलेगी और फल भी मिलेगे। बहुत फायदा होगा। मेरे पास ऐसे आंकड़े नहीं हैं, जिससे पता चल सके कि कितनी जमीन रेलवे ट्रैक के पास खाली पड़ी हुई है।

रेलवे में ऐसी घटनायें हो जाती हैं बाहरक्त ऐसे बाक्यात हो जाते हैं जिससे चोट आ जाती है, लूट हो जाती है, डकैती हो जाती है। इस मिलसिले में मेरा सुझाव है कि प्लेन क्लोद्स के पुनिम के कुछ आम्ड परसोनेल रखे जायें ताकि उनके हथियारों का पता न चले और वे ऐसे लोगों को पकड़ सकें जो डिब्बों में जगह जगह उत्तरकर गाड़ी में दूसरी जगह चढ़ जाते हैं। इससे इस प्रकार के लोगों को डिटैक्ट करने में काफी मदद मिलेगी।

रेलवे का सामान चोरी बहुत होता है, खास तौर पर मृगलसराय स्टेशन पर। इस सम्बन्ध में मुझे यह सुझाव देना है कि जो सामान रेलवे का है उस पर स्पेशन तरीके से निशानात डाले जाये और इसमें भी मैं यह सुझाव दूँगा कि कोइ ऐसा डिपार्टमेंट हो जो प्लेन क्लोद्स में हो, जिससे किसी को मालूम न हो सके और आसानी से चोरी का पता लग सके।

एक चीज ऐसी है कि लम्बी कोशिश करने के बावजूद भी, सब प्रीकाशन्स लिये जाने के बावजूद भी एक्सीडैट्स हो जाते हैं। अब तक पब्लिक में यह भावना है कि एक्सीडैट्स को प्लेडाउन किया जाता है। तो ऐसे स्टैप लिए जायें, जिससे कि पब्लिक में विश्वास हो जाये कि प्लेडाउन नहीं होता है।

[श्री महमूद अली खां]

सब को कपसेशन मिले, और सब काम पूरा किया जाये ।

ऐसे भी मामले हैं कि सलेक्शन के सिलसिले में गड़बड़ाना हो जाता है । कुछ ऐसी शिकायतें पहले भी हुई हैं । मैं यह सुझाव देना चाहता हूँ कि जो जोन्स को रेलवे सर्विस कमीशन है उनको तोड़ दिया जाये । एक आन इंडिया रेलवे पब्लिक सर्विस कमीशन बनाया जाये जैसे कि यूनियन पब्लिक सर्विस कमीशन है । और उसको सारे देश की जरूरत को महेनजर रखते हुए काम करना चाहिए । उसमें बोर्डिंग टैक्स हो और एकजामिनेशन हो जिसमें कैटिडेट्स को आमानी हो । सलेक्शन में ऐसे मेम्बर्स जायें और बोई रोटेशन जायें, जिसमें किसी को पता न चल सके कि कौन जा रहा है । फौरन मेम्बर को नियुक्ति हो । ऐसा करने में किसी विष्य का कोई गड़बड़ाना नहीं होगा । जैसे य० पी० एस० सी० काम कर रही है उसी तरह यह रेलवे सर्विस कमीशन काम करेगी ।

हमारे मुत्क में बिना टिकट सफर करने का एक बड़ा सवाल है । यहाँ पर बहुत गरीबी है । भजदूर एक जगह से दूसरी जगह जाते हैं । उन के पास पैसा नहीं होता है, कपड़े फटे-पुराने होते हैं । जब मैं संटुल जेल, बनारस में था, तो वहाँ कुछ लोग इस तरह गिरफ्तार हो कर आये । उन के पास न पैसा था और न ही कोई ढंग के कपड़े थे । किसी को बीम दिन कैद की सजा दी गई थी और किसी को एक महीन को । आखिर इस समस्या को कैसे हल किया जाये ? मुझे बताया गया कि जेल में छूटने पर उन लोगों को वर जाने का किराया नहीं दिया

जाता है । पूछने पर उन्होंने बताया कि यहाँ से गाड़ी में बैठेंगे, फिर दूसरी जगह पकड़े जायेंगे और जेलबाने चले जायेंगे-इसी तरह कभी न कभी घर पहुँच जायेंगे । हम ने समाजवाद की बात कही है, गांधियन फिलासफी को अपनाया है । इसलिए हमें यह देखना पड़ेगा कि जिस के पास पैसा नहीं है, कपड़े नहीं हैं, खाने को नहीं है, क्या उस को इस तरह जेल भेज देने से इस समस्या का हल निकल सकता है ।

अप्रैल यहाँ से काफी दिन पहले जा चुके हैं । आज हम एक ऐसे रास्ते पर चल रहे हैं, जिस को हम समाजवादी रास्ता कहते हैं । इसलिए भेरा यह सुझाव है कि रेलवे एक्ट और सब हल्ज और रेग्युलेशन्ज में "शक्ति" लकड़ को हटा कर "मेवक" कर दिया जाये ।

जहाँ तक मेरे अपने लेव का सवाल है, मेरठ एक कमिशनरी है और बहुत महत्वपूर्ण जगह है । वहाँ में लखनऊ के लिए, जो य० पी० का मेट्रा और ईपी-टल है, एक गाड़ी जबर जानी चाहिए । वहाँ से पूरे बैम्प्टन य० पी० का कारोबार होता है और लोग आने-जाने हैं । इस गाड़ी के चलने से काफी आमानी हो जायेगी ।

मुझे योका दन के लिए मैं आप का आभारी हूँ ।

SHRI K. B. CHOUDHARI (Bijapur): Sir, while speaking on the Demands for Grants for the Railways, I would like to make some observations. At the very outset, I would like to bring to your kind notice that although several kilometres of metre-gauge railway lines are converted into broad-gauge, adequate priorities have not been given for the conversion of metre-gauge railway line between Guntakal and Bangalore. Of course, conversion of rail-

way lines between these two stations is going on. But it is being done very slowly, as a result of which movement of essential commodities and other goods is delayed inordinately. I would therefore request the Railway Minister to complete this conversion work at a very early date.

Now, take the Gadag-Sholapur railway line. It is a very very backward area and this area has been neglected for all these years. There is a metre-gauge railway line between these two stations. There are some slow moving trains running between these two stations. Here I would like to bring to your kind notice that Gadag, Badami, Bijapur and Sholapur are trading centres. Bijapur and Gadag are well known as cotton trading centres. Badami and Bijapur are also well known for oil-seeds trading centres. But transportation of these commodities is done by lorries and trucks. They are not transported by railways. It is because of inadequate transportation facilities available in the railway system in this area. So, I would request the hon. Minister to take immediate action for the conversion of the metre-gauge line into broad-gauge line between Sholapur and Gadag so that quicker movement of essential goods can be ensured.

In addition, Bijapur and Badami are tourist attractions. All of us know that Golkumb is one of the wonders of the world. Badami caves are renowned for their sculptures. Many tourists desire to visit these places but because of the lack of train and other facilities they complain of their inability to go to these places of tourist attraction. Many persons have brought this to the notice of the Central Government; yet no efforts have been made. I earnestly appeal that it is essential to convert the metregauge into broadgauge. I hope that the hon. Railway Minister will take keen interest in this conversion.

The Hyderabad-Bangalore line is also metregauge.

SHRI M. RAM GOPAL REDDY: It goes via Anantapur.

SHRI K. B. CHOUDHARI: If it is converted into broadgauge, Bangalore passengers will be in a position to reach Delhi conveniently within the stipulated time. All the passengers from Karnataka and Hyderabad will be benefited by this conversion and so I request hon. Minister to consider this suggestion.

SHRI AMRIT NAHATA (Pali): I want to draw the attention of the hon. Railway Minister to one very specific problem which is acutely felt by the villagers. He should remember that bullock cart is still the primary and chief means of transport in our country and our railway transport is causing great hardship to the bullock carts in the countryside. I am referring to the unmanned level crossings. Most of these unmanned level crossings have been shut down by the railways to prevent apprehended accidents. I know of a village where the fields are situated on one side of the railway track and the village is situated on the other side of the track. There is a regular road constructed by the state government criss-crossing the railway line. The distance between the village and the fields is hardly a furlong. There was a level crossing and that has been closed and the bullock carts have to make a detour of three miles this side and again three miles on the other side.

So going is now six miles and coming back is six miles. When they start in the morning for sowing and when they reach in the evening they find that the whole thing has been delayed. During sowing season and the harvest season because of this their costs go up, their hardships increase and they find it impossible to reach their fields and come back to their homes in time. In almost all villages, there are such closed crossings over the railway tracks. This is throughout the country. I am drawing the attention of the Minister to this particular pro-

[Shri Amrit Nahata]

blem which is a very live problem all over the country. Now some policy has to be evolved about it. The railways say 'Well, let the State Government appoint some persons and pay their salaries and man these things.' They won't man them. There are certain level crossings which are near the stations and people have to walk long distances to fetch the key to open the gate if there is a gate. Otherwise the gate remains closed. There are certain level crossings, in the heart of cities, Bikaner in Rajasthan for example, where it is so much congested that it is impossible to construct an over-bridge or under-bridge unless the railway track is removed entirely. There are certain level crossings within the signals. They create another problem. The level crossings outside the signals have been closed. Now something has to be done about it. I would only request the hon. Minister to convene a meeting, invite interested Members of Parliament and evolve a policy about it so that these hardships can be avoided.

Now wherever there is a level crossing, there is signal or warning to the road traffic. No signal or warning is there for a railway train or locomotive driver. If he is warned that a level crossing is ahead and if he hoots, then probably many of the accidents could be accidents. I am not aware of any major accidents involving bullock-carts and trains. It is an imaginary fear. But the hardships that are caused to the people because of this imaginary fear is real. I would only request the hon. Minister to invite some of us and the railway authorities, we will sit together evolve some policy so that this hardship is removed and the problem of level crossing is solved and a policy is determined for all times to come.

श्री कंचन साल गुप्त (दिल्ली मंडर) :
अध्ययन महोदय, मूर्सि केबल नीन चार बातें ही कहनी हैं। सबसे पहले मैं बंदी महोदय को बांधाई देना चाहता हूँ कि

पहली बार उन्होंने रेलवे बजट को एक नयी दृष्टि दी है और ऐसी दृष्टि दी है जिसके साथ जनता का सीधा सम्पर्क है। अभी तक हटीन बजट आया करते थे लेकिन यह पहला मौका है कि जनता का बजट देश के साथने आया है।

मैं दो तीन बातों की तरफ मंत्री जी का ध्यान दिलाना चाहता हूँ जो विशेषकर दिल्ली से संबंधित हैं। एक तो दिल्ली में ट्रैफिक की बहुत बड़ी समस्या है। जब तक आप यहां पर अण्डर-प्याउन्ड रेलवे नहीं बनायेंगे जल्दी से जल्दी नब तक यहां ट्रैफिक की समस्या हल होने वाली नहीं है। यहां की जो मड़के हैं उनकी कैंपसिटी पूरी हो चुकी है। जितनी बमंज है अगर उनसे ज्यादा बमेज चलायेंगे तो एक्सीडेंट ज्यादा होंगे। मुझे मालूम है कि आप मर्बे करवा रहे हैं लेकिन उम के बाद आप को जो प्रायर्टी देनी चाहिये, दिल्ली कैपिटल मिटी होने की बजह में, काम्पोर्पालिटन मिटी होने की बजह में, वह प्रायर्टी दुर्भाग्य में दिल्ली को न देकर दूसरी जगहों को दे रहे हैं। ऐसी हालत में दिल्ली की पंडरप्याउन्ड रेलवे को प्रायर्टी देनी चाहिये। इसके लिये काम जल्दी से जल्दी शुरू होना चाहिये। मर्बे हो गया है और यह काम जल्दी शुरू होंगा तो दिल्ली की ट्रैफिक की बहुत बड़ी समय हम हो मकती है।

इसके साथ माथ मैं निवेदन करना चाहता हूँ कि यहां दिल्ली में कुछ रेलवे कामिगज हैं, वहां पर ट्रैफिक वाटिलनेकम है जहां पर एक ढेढ़ बंटे तक ट्रैफिक रुका रहता है। शक्तिनगर औबररिज के बारे में, मुझे याद है; पहले भी जब मैं सोक सभा का सदस्य था तो मैंने भाग की थी 8 साल से लगातार हम भाग कर रहे हैं लेकिन मालूम नहीं रेल विभाग क्या

सो रहा है। आप मेरे साथ किसी दिन चलें और उस सड़क को पार करें तो कम से कम आधे घंटा वहां पर रुकना पड़ेगा। सैकड़ों रोटर गाड़ियां और बैल गाड़ियां खड़ी हो जाती हैं। इसलिये जल्दी है कि जल्दी से जल्दी वहां पर ओवरड्रिज बनाया जाये। वह आप की योजना में भी है, पहले भी मुझे जवाब मिल चुका है लेकिन काम क्यों नहीं शुरू होता यह मालूम नहीं।

तीसरी चीज जिम की ओर मैं मंत्री महोदय का ध्यान दिनाना चाहता हूँ— वह यह है कि रेलवे एम्प्लाइज के लिये मकानों की बहुत कमी है। कुछ आर्फसर्ज नो ऐसे हैं जो रेलवे की पुरानी कोंठियों से, जो 3-3 और 4-4 एकड़ में बनी हुई हैं, रहते हैं। लेकिन जो आप के तीसरे दर्जे और चीये दर्जे के कर्मचारी हैं या छोटे-छोटे आफिसर्ज हैं, उन के लिये जिनने मकान चाहिये, वे उपलब्ध नहीं हैं। मैं मांग करता हूँ कि रेलवे विभाग दिल्ली के अन्दर मकानों के बनाने की और ज्यादा व्यवस्था करे।

मेरी कांस्टीबूएन्सी में रेलवे विभाग के बहुत से क्वाटर्ज हैं, जिन में कलर्क और चपरासी रहते हैं। मैंने वहां जा कर उन की हालत को देखा, जो बड़ी दयनीय थी। न वहां पर बिजली है और न सीवर। हमारी म्यूनिसिपल कारपोरेशन का यह कानून है कि जहां पर सीवर की सुविधा न हो, उन का चालान किया जाना चाहिये क्या आप यह चाहते हैं कि हम अपने म्यूनिसिपल कारपोरेशन से कहे कि वह रेलवे विभाग का चालान करेंकिं यह कुछ अच्छा नहीं मालूम होता है। अच्छी बात तो यही है कि आप उन लोगों को वे सुविधायें शीघ्र से शीघ्र दे दें। वे लोग मुझ से आ कर कहते हैं कि आप एम० पी० बन गये हैं, कम से कम इतना तो करा दीजिये कि अगली बरसात

में उन के क्वार्टर न टपकें, वहां शौचालय का इन्तजाम हो जाये, नलके लग जायें। ये छोटी छोटी चीजें हैं जिन की ओर आप को ध्यान देना चाहिये।

कल रेल मंत्री महोदय ने बहुत जोर से कहा कि वे रेलवे से अप्टाचार को खत्म करने जा रहे हैं। उन्होंने नई दिल्ली रेलवे स्टेशन का उल्लेख किया, दिल्ली के रहने वालों को मालूम है कि वहां बहुत बड़ा रैकेट था, अब वह खत्म हो गया है। लेकिन, अध्यक्ष महोदय, उस से भी एक बड़ा रैकेट मैं बननाना चाहता हूँ। रेलवे के पास बहुत बड़ा स्कैप है जिसमें हजारों टन चीजें हैं। अनेकों सालों स यह स्कैप पड़ा हुआ है, लेकिन इसका कोई हिसाब-किताब नहीं है। मैं मंत्री महोदय से कहूँगा कि वे इस का हिसाब-किताब रखें और देखें कि कितने टन ऐसा स्कैप पड़ा हुआ है। यह स्कैप अलग-अलग स्टेशनों पर पड़ा हुआ है, जिस को आप बेचते नहीं हैं, पड़ा-पड़ा सड़ता रहता है। जब बेचते हैं तो पहले कॉटेक्टर के साथ हिसाब-किताब लगा लेते हैं, उस के बाद जब माल देते हैं तो एक हजार टन माल देते हैं लेकिन लिखते हैं 500 टन। यह बात मैं अपनी पर्सनल नालिज से कह रहा हूँ और अगर मंत्री महोदय चाहें तो मैं उन को उदाहरण दे सकता हूँ। मैं चाहता हूँ कि उस स्कैप को बेचा जाय, उस से आप के पास पैसा आयेगा, जिस पैसे को आप नई रेलवे लाइनों में और दूसरी योजनाओं में लगा सकते हैं।

इन शब्दों के साथ मैं मंत्री महोदय को धन्यवाद देता हूँ।

श्री कल्याण जैन (इन्दौर) : अध्यक्ष महोदय, रेलवे मंत्री महोदय के इस बजट

[श्री कल्यण जैन]

से जनता में थोड़ी आशा तो जहर पैदा हुई है, लेकिन हमें रेलवे मंत्री जी से अपेक्षा कुछ ज्यादा थी। अच्छा होता कि आप प्रथम श्रेणी को इसी बक्त समाप्त कर देते, लेकिन रेलवे मंत्री को इस ओर जितना ध्यान देना चाहिए था, उतना नहीं दिया गया।

16.29 hrs.

[SHRI SATYANARAYANA RAO In the Chair]

श्री एम० राम गोपाल रेड्डी : यह कहिये कि मैकण्ड बलास श्रेणी को ही फस्ट बलास बनाइये।

श्री कल्याण जैन : मैं तो यह कह रहा हूं कि श्रेणी को ही खत्म किया जाना चाहिए।

आप जानते हैं कि रेलवे के अन्दर अक्षरों के लिये सैलून होते हैं, एक-एक सैलून में तीन-सीन और चार-चार डिब्बे होते हैं और हिन्दुस्तान के अन्दर ऐसे सैलूनों की मंज्या हजार-बारह-मी के करीब हैं। अगर उनको खत्म कर दिया जाय तो उनमें 200-300 ट्रेन्ज बन सकती हैं, माथ ही आफिसर्ज को दिया गया यह प्रिविलेज आप समाप्त कर मकने हैं। माथ ही जहां से मैं चुन कर आया हूं, इन्दौर शहर की पांच लाख से ऊपर आवादी है। हिन्दुस्तान में जितने में भी पांच लाख से ऊपर की आवादी के शहर हैं वे सब बड़ी लाइन से जुड़े हुए हैं। लेकिन इन्दौर ही एक ऐसा शहर है जो कि बड़ी लाइन से जुड़ा हुआ शहर नहीं है। मैं मंत्री महोदय में उम्मीद करता हूं कि वे इन्दौर शहर को बड़ी लाइन से मिलायेंगे। जब तक इन्दौर बड़ी लाइन से नहीं मिलाया जाता तब तक वे कम से कम इन्दौर और नागदा के बीच एक सिटल चला कर यात्रियों को सुविधा पहुंचा सकते हैं। नागदा जंकशन दिल्ली और बम्बई के

बीच पड़ता है। इससे इन्दौर से बम्बई और दिल्ली आने वाले यात्रियों को जो कि काफी संख्या में यात्रा करते हैं, सुविधा मिल सकती है। इसलिए मैं मंत्री महोदय से अनुरोध करता हूं कि वे इस सिटल को चलाने की व्यवस्था करें।

मैं मंत्री जी से यह भी अनुरोध करना चाहता हूं कि इन्दौर से मह. का 14 मील का टुकड़ा है। डिफेन्स के हिसाब से भी मह. एक महत्वपूर्ण केन्द्र है। इन्दौर स मह. तक के इस टुकड़े को यदि बाढ़गेज में परिवर्तित कर दिया जाए तो इससे वहां के लोगों को बड़ी सुविधा हो सकती है। इन्दौर और दोहद रेलवे लाइन का सबै भी हो चुका है और बीस बर्डों से लगातार इसकी मांग वहां से की जाती रही है। इसलिए सरकार को इन्दौर-दोहद रेलवे लाइन के लिए भी ध्यान देना चाहिए।

मैं मंत्री जी का ध्यान एक बात की ओर आकर्षित करना चाहता हूं। एमजॉमी से पहले रेलवे में माल के निए रविवार की छुट्टी मानी जानी थी लेकिन एमजॉमी में रविवार की छुट्टी खत्म कर दी गई और रविवार का भी माल पर डेमरेज लिया जाने लगा। इसको सरकार बन्द करे। एमजॉमी से पहले तक पिछ्ले 25-30 साल से बराबर रविवार को छुट्टी मान कर डेमरेज नहीं लिया जाता था। मैं उम्मीद करता हूं कि मंत्री जी इस ओर ध्यान देंगे।

रेलवे के अन्दर सरकार विज्ञापन देकर आमदनी बढ़ा सकती है। उसी प्रकार रेलवे लाइन के आसपास की जमीन का उपयोग करके भी रेलवे की आमदनी बढ़ाई जा सकती है। इस प्रकार का कई सदस्यों ने सुझाव दिया है। मैं भी यह सुझाव देना चाहता हूं कि इससे सरकार को अपनी आमदनी बढ़ानी चाहिए।

इसके माथ ही रेलवे में यात्रियों के खाने-पीने की जो व्यवस्था है वह भी दृष्टि है । मेरी व्यक्तिगत राय है कि छोटे और बड़े स्टेशनों पर रेलवे की कैन्टीनों को दो-दो या तीन-तीन साल के लिए प्राइवेट ठेके पर देना चाहिये ताकि वे उनकी ठीक से व्यवस्था कर सकें । इमसे रेलवे को आमदनी भी बढ़ेगी ।

इंदौर के अन्दर काफी लोग अपने माल की बुकिंग कराना चाहते हैं लेकिन वहां ठाटी लाइन हाँने के कारण रेलवे विभाग को वहां जिनने डिव्हें या बैगन सप्लाई करने चाहिये वह नहीं कर पाता । मैं मांग करता हूँ कि रत्नाम डिवीजन के अन्दर जिस प्रकार से नीमच और मंदसौर को माना है उसी प्रकार से इंदौर को भी माना जाय । इंदौर भी उस डिवीजन का एक बहुत बड़ा शहर है और वहां से काफी माल बुक हो सकता है और रेलवे को उससे काफी आमदनी हो सकती है । इस और ध्यान दिया जाना चाहिये ।

इन शब्दों के साथ मैं रेलवे वजट का स्वागत करता हूँ ।

श्री अब्बूल लतीफ (नलगोंडा): चेयरमैन साहब मैंने रेलवे बजट को जब देखा तो मुझे सब से बड़ी मायूसी इस बात से हुई कि इसमें नलगोंडा और बीबीनगर रेलवे लाइन के लिए फण्ड अलाटमेंट में उसे जितनी अहमियत दी जानी चाहिए थी, उतनी नहीं दी गई । ऐसा मालूम होता है कि पलानिंग कमीशन के सामने या दूसरे डिपार्टमेंट्स के सामने इस मामले की अहमियत नहीं रही । मैं आनरेवल मिनिस्टर से गुजारिश करूँगा कि इस रेलवे लाइन के बन जाने से हैदराबाद जाने वाले लोगों के लिए एक सौ किलोमीटर की कमी हो जाएगी और हैदराबाद से मद्रास जाने वाले रेल मुसाफिरों के लिए 75 किलो-मीटर की कमी हो जाएगी । इसके अलावा नलगोंडा जिले से ट्रैफिक भी बढ़ेगा । नलगोंडा एक बैकवर्ड इलाका है । यह बैकवर्ड जिला

तेलंगाना रीजन का है । वहां नागार्जुन प्रोजेक्ट के बन जाने से एक शहर के रूप में तब्दील हो चुका है । वहां पर सनयाती तरक्की भी हो चुकी है । सालवेट आयल की फक्ट्री भी खुल चुकी है । कई राइस मिलें हैं । वहां ग्रन्थ की पैदावार भी बहुत होती है । लेकिन वहां से सनयाती सामान वर्गेरह लारियों और ट्रॉकों से भेज कर काम चलाया जाता है । इससे माल को लाने ले जाने में देरी होती है अगर यह रेल लाइन मुक्तमिल हो जाए तो वहां की रियासा को इससे फायदा पहुँचेगा । इससे वहां की एप्रीकल्चरल प्रोड्यूस उन इलाकों में आसानी से और जल्दी पहुँचाया जा सकता है जिन इलाकों में इसकी कमी है । ऐसा मालूम होता है कि इन चीजों पर प्लानिंग कमीशन और फाइनेंस मिनिस्ट्री की नजर नहीं पड़ रही है । मैं इस प्रोजेक्ट के बारे में अपने बचपन से सुनता था रहा हूँ । इस नलगोंडा और बीबीनगर लाइन का सर्व 1960 से चलकर 1970 तक जारी रहा और 7 अप्रैल, 1974 को इसकी बुनियाद ढाली गई । उस बक्त वहां रेलवे मिनिस्टर साहब और प्राइम मिनिस्टर साहब भी तज़रीफ लाये थे । उस बक्त हमको यह बताया गया था कि इस लाइन को चार साल के अन्दर कम्प्लीट कर दिया जाएगा । यह लाइन 78 तक कम्प्लीट हो जानी चाहिए थी । लेकिन 77 के मिडिल तक आ जाने के बावजूद भी यह लाइन पूरी होने के आस पास नहीं आई है । अभी तक 20 किलोमीटर की दूरी डनकम्प्लीट हालत में है । अगर हम इस रफ्तार से चलेंगे तो यह रफ्तार कछुए की रफ्तार से भी कम जो रफ्तार होती है, उस रफ्तार से यह लाइन 50 साल में भी पूरी नहीं की जा सकती है । इस तरह से यह स्कीम पूरी होती दिखाई नहीं देती है । जिस बक्त निजाम रेलवे को इंडियन रेलवे में शामिल किया गया था उस बक्त इस काम के लिए एक फण्ड रखा गया था जिससे इस रेलवे लाइन को बिठाने की तज़बीज थी । इस फण्ड से यह तय हुआ कि इस लाइन को

[श्री बबूलती०]

बिलाने में ये रकम खर्च की जाएगी । लेकिन उस रकम का क्या हुआ । अब सोगों के सामने दुश्वारियां आ रही हैं जिनसे न बहां की जनता वाकिफ है और न बहां के लीडर वाकिफ है । मैं रेलवे मिनिस्टर की तबज्जह दिलाऊंगा कि वे इस मसले पर गौर करें और जांच करायें कि यह निजाम रेलवे की रकम जो 6 करोड़ रुपये की थी वह किस तरह से कहां गायब हुई । उस रकम को इस प्रोजेक्ट पर क्यों नहीं खर्च नहीं किया गया । इसके अलावा सब से बड़ी बात यह है कि जब यह प्रोजेक्ट बनाया गया तो इस लाइन को मुकम्मल तौर पर बनाने के लिए 22 करोड़ रुपये का अन्दाज़ा था । लेकिन जैसे जैसे बहत गुजरता गया जा रहा है, जैसे जैसे फ़ाइट्रम के अलामेंट्स में कमो आती जा रही है इसका तबाहीना भी बढ़ता जा रहा है । अब यह प्रोजेक्ट 22 करोड़ से बढ़ कर 42 करोड़ तक पहुंच गया है । मुझे मालूम नहीं कि हमें अपनी ब्रिन्दगी में यह प्रोजेक्ट पूरा हुआ मिलेगा या नहीं । वहां कृष्णा और गोमती रिवर पर जो ब्रिजिंग है, मूसी रिवर जो है वहां पर तो मगे बुनियाद रक्खा गया है और उस पर कुछ काम हुआ है लेकिन कृष्णा इतना बड़ा रिवर है उस पर कुछ भी काम नहीं हुआ है । आपको उस पर काम का आगाज़ करना चाहिये प्रोट्रांस्ट्रांस आपने जूँक किया तो चार पांच माल में भी मुकम्मल नहीं होगा । अमों तक तो वहां काँई काम गुरु नहीं किया गया है । इसमें वहां के लोगों में मायूसों पैदा होना जा रहा है । वे ऐसा महसूस करते हैं कि मिले हलैवगन के बोके पर इन चीजों को लोगों के सामने लाया जाता है और फिर भूता दिया जाता है । उस इलैक्शन के बाद जब हलैवगन होते हैं तब फिर हलैवगन गूँक कर दी जाती है । यह जो हलैवगन पैदा हो रहा है मोजूदा दृक्षय को इसको पैदा होने का बोका नहीं देना चाहिये । वह एक बैकवड़े इलाका है । वहां के लोगों की जो प्रोडक्ट्स

हैं उनको पहुंचाने के लिए इसको देखने की जरूरत है । इसमें रेलवे का कम्यूर नहीं है । प्रोजेक्ट जल्दी पूरा हो तो उससे आपको आमदनी शुरू हो जाएगी, आपकी आमदनी में इजाफा होने के इमकानात बढ़ जाएंगे । ऐसी प्रोजेक्ट के लिए भी प्लानिंग कमीशन या फाइनेंस मिनिस्ट्री की तरफ से फ़ाइल एलाइट नहीं होते हैं, यह यकीन बड़ी मायूसी की बात है । मैं फिर कहना चाहता हूँ कि रेलवे मिनिस्टर हमारे इस मसले पर हमदर्दी से गौर करें और माथ हो साथ प्लानिंग कमीशन हमदर्दाना गौर फरमाए और हमारे लिए इसके बास्ते नफ़ाशेंट फ़ाइल एलाइट किए जाएं ताकि 1980 तक जो प्रोजेक्ट मुकम्मल करने का बादा किया गया था वह कम से कम 1981 तक तो कम्पनीट हो जाए । ऐसा पर्याप्त नहीं किया जाना है ना यह बड़ी मायूसी की बात होगी ।

شجو مهدی الطھف :

صاحب - مہں ۔ دیلوے بحث کو جب دیکھا تو مدد سے سے بڑی ملیوسو اس بات سے ہوئو کہ اس میں نالکلڈہ اور بھوئ نکار دیلوے لازم کی لئے فلاد الائیٹ مہن اسے جتنا لئھت دی جانی چاہئے توہی اندھی نہیں دی کتو ۔ ایسا معلوم ہونا ہے کہ پلانگ کیشہن کے سامنے پا دوسرو تیھا ارتھلائس کے سامنے اسے معاملی کی اعہمیت دی کتو ۔ میں انریچاں منڈر سے گواہی ہو گوئا کہ اس دیلوے لازم کی بھی جائے سے حیدرآباد جانے والے لوگوں کے لئے ایک سو ٹلو مہنگی کی کمی ہو جائزیکی اور حیدرآباد سے مدرس جانے والے مسافروں کے لئے ایک 75 کلو مہنگا

کی کمی ہو جانہکی - اس کے علاوہ
نال گھملڈہ ضلع میں توبیک بھو بوجھنا -
نل گھملڈہ ایک بھکورہ علاقہ ہے - یہ
بھکورہ ضلع تملکانہ دیھن کا ہے -
وہاں زکر جن پواجهیکت کے دن جانے سے
یہ ایک شہر کے دوپہ مہر تبدیل ہو
چکا ہے - وہاں بہ صلعتی توقی بھو
ہو چکی ہے - سالوں پہلے اپنے کو
فیکھو ہو کوئی چکی ہے - کئی
ڈائیس مانہن ہوئے - وہاں کلمہ کو
پہداواد بھو بہت ہوتی ہے - ایکن
وہاں سے صلعتی سامان و فہرستہ لادھوں
اوہ تیکوں سے بھیج کر کام جلا جاتا
ہے - اس سے مال کو لانے اوہ لے
جائز ہیں دیہی ہوتی ہے - اگر یہ
دیل لانے مکمل ہو جانے تو وہاں
کی دعایا کو اس سے فائدہ بچھانےکا -
اس سے وہاں کا ایک بکلچھوڑ پوچھکس
ان علاقوں میں آنے سے اوہ جلدی
بچھایا جا سکتا ہے - جن علاقوے
میں اس کی کمی ہے - ایسا معلوم
ہوتا ہے کہ ان چھوٹوں یو یلانگ
کھہشن اور فانانس ملستوی کی نظر
زبیٹیں پڑ دھی ہے - میں اس پروچھکت
کے بارے ہیں بچھن سے سلیما آ دھا
میں اس نل گھملڈہ اوہ بھن نکو کا
سروے ۱۹۶۰ سے چل کو ۱۹۷۰ تک
جایی دھا ہے اور ۷ ابوبیل ۱۹۷۳ کو
اس، کی بدهاد قاری کئی - اس
وقت وہاں دیلوے ملستو صاحب ہے
تشریف لائے تھے - اس وقت ہم کو یہ

بچھانے کیا نہیں کہ اس لائن کو جاد سال
کے اندر مہابت کو دیا جائے گا - یہ
لائن ۷۱ تک کھاپت ہو جانی
چاہئے تھے - لہن ۷۷ کے مذل تک
آ جانے کے باوجود بھو یہ لائن پوڈی
ہونے کی آمر پاس نہیں آئی ہے -
ایکی تک ۲۰ کلو مہتر کی درودی
انکھیلیت حالت میں ہے - اگر ہم
اس دنیا سے چلھنگے تو یہ رفتار
کچھوے کی رفتار سے بھو ۱۰ ہو
رفتار ہوئی ہے اس رفتار سے یہ لائن
۵ سال میں بھو پوڈی نہیں کی
جا سکتی ہے - اس طرح یہ سکھہ
پوڈی ہوئی دکھائی نہیں دیتی ہے -
جس وقت نظام دیلوے کو اذیتو دیلوے
میں شامل کیا گھا تھا اس وقت
اپنے کام کے لئے ایک فنڈ دکھا گھا
تھا - جس سے اس دیلوے لائن کو
بچھانے کی تجویز تھی - اس فنڈ سے
یہ طے ہوا تھا کہ اس لائن کو
بچھانے میں یہ رقم حرج کی چاندی
کی - لہن اس رقم کا کیا ہوا -
جب لوگوں کے سامنے دشادیاں آ
ہیں ہیں - جن سے نہ وہاں کی جلتا
واقف ہے اوہ نہ وہاں نے لیڈر واقف
ہیں - سہر دیلوے ملستو کی توجہ
ڈاونکا کے وہ اس مسئلے پر غور
کھیں اور جانچ کو انہیں کہ یہ مظالم
دیلوے کی رقم جو چھ کروڑ دوپہ

[شروع مبدأ الطلاق]

کی تھی وہ کس طرح سے وہاں
فائزہ ہوئی - اس دسمبر کو اس
پروجیکٹ پر کیوں نہیں خروج کیا
گیا - اس کے علاوہ سب سے بڑی
بات یہ ہے کہ جب یہ پروجیکٹ
بدایا گیا تھا تو اس لائن کو مکمل
طروت پر بدلائے کیے تھے ۲۲ کروڑ روپے
کا انتظام تھا - لیکن جو سے جھسے
وقت کیوں نہیں کیا - جس سے جس سے فلڈ
کے انتہائیں کسی اتنی جا دی
ہے اس کا سختہ ملکہ بھائی بیویتھا جا
دعا ہے - اب یہ پروجیکٹ ۲۲ کروڑ
سے بوجھ کر ۲۲ کروڑ تک بچلچ
کیا ہے - صحیح معلوم نہیں کہ
میں انہیں زندگی میں یہ پروجیکٹ
پورا ہوا ملھتا یا نہیں - وہاں کوشاں
اور کوستی دیوڑ پر جو پروجیکٹ
ہیں - وہی دیوڑ جو ۴۰۰ وکار
پر تو سلک بھیاد دکھا گیا ہے -
اور اس پر کچھ کام دوا ہے - لیکن
کوشاں انہا بڑا دیوڑ ہے اس پر کچھ
بھی کام نہیں ہوا ہے - انہیں کو اس
ہر کام کا افزاں کونا چاہئے - اور انہوں
کو اپنے کے خرچ کیا تو چار پارچے
سال ۴۰۰ ہوں مکمل نہیں ہوگا -
اپنے سب تو وہاں کوئی کام شروع نہیں
کیا گیا ہے - اس سے وہاں نے لوگوں
میں ملبوسی پیدا ہوتی ہے دھی ہے -
وہ ایسا محسوس کرنے میں کہ صرف
المیکشن ہے موقع یہ ان ۴۰۰ کو

لوگوں کی سلسلے لیا جانا ہے - اور پھر
بہا دیا جاتا ہے - االمیکشن کے بعد
جب المیکشن ہوتے ہیں تب پھر ہل
چل شروع کر دی جاتی ہے - یہ جو
امہیشن پیدا ہو دھا ہے موجودہ
حکومت کو اس کو پیدا ہونے موقعہ
نہیں دیتا چاہئے - وہ ایک بھکورہ
علاقہ ہے - وہاں کے لوگوں کی جو
پردازش ہوں ان کو پہلچائے کی تھے
اس کو فیکھلی، کو فرودت ہے - اس
میں دیلوے کا قصور نہیں ہے -
بودھمکتی جلدی پورا ہو تو اس سے
آپ کو آمدنی ہونی شروع ہو جائیں گی -
آپ کی آمدنی میں اپنے ہونے کے
امکنات بوجھا لے گی - ایسے پروجیکٹ
کے لئے بھی پلانگ کیشیں یا فائیماں
مسٹری کی طرف سے فلڈز ایک نہیں
ہوتے ہیں - یہ پہلیا بھی ملبوسی
کی بات ہے - میں پھر کہنا چاہئا
ہوں کہ دیلوے ملستر ہمارے اس
سلسلے پر ہمدردی سے فود کریں اور ساتھ
ہی سانچے پلانگ کیشیں ہمدردانے ہوں
فرماتیں - اور ہمارے لئے اس سے واسطے
سو فیشمنٹ فلڈز الٹ کئے جائیں -
تاریخ ۱۹۸۰ تک جو پروجیکٹ مکمل
کر لے کا وعدہ ہے یہ کم سے ۱۹۸۱
تک تو نہیں ہو جائے - ایسا کم نہیں
کہا گیا ہے میں بھی ملبوسی دی بات
ہو گی -]

*श्री हरी शंकर भहले (मालेगांव) :

(प्र) इस रेल बजट में कुछ अच्छी बातों का समावेश हुआ है जो कि अभिनंदन करने योग्य है, जैसे सुधारी दूरियों की जो गाड़ियां चलाई जायेंगी उनमें कोई भी श्रेणी नहीं रहेगी। दो मंजिलें डिब्बों का प्रयोग, दूसरे दर्जे के डिब्बों में आरामदेह सुविधाओं का प्रस्ताव तथा प्लेटफार्म टिकट में दीस "से की कटीनी मब स्वागत योग्य है। लेकिन फिर भी यह रेल बजट कोई नयापन लिए नहीं है।

(1) भारतीय रेलों का कारोबार रेलवे बोर्ड चलाना है। इस बोर्ड के सदस्य योड़े होंगे। वह तकनीकी जानकार तथा विशेषज्ञ जहर होंगे। परन्तु इनकी अपनी चमक-दमक बहुत बड़े पैमाने पर तथा खर्चोंती होती है। जो इम देश के लिए महगी है। यह पुरानी प्रथा मन् 1905 से लगातार चली आ रही है जो कि समय के अनुरूप नहीं है। इन सदस्यों की जिम्मेवारी केविनेट जैसी सामूहिक और वैयक्तिक नहीं है। क्योंकि रेलवे बोर्ड की जिम्मेवारी सामूहिक नहीं है और उनके फैसले भी सामुदायिक तत्वों पर आधारित नहीं है। इसलिये प्रत्येक रेलवे बोर्ड सदस्य अपने विभाग का राजा है। 'राजा कोई भी गुनाह नहीं कर सकता' इन तत्वों पर वह चलता है। प्रत्येक विभाग के निर्णय पर सामूहिक चर्चा और निर्णय नहीं होता और इन निर्णयों की जिम्मेवारी भी रेलवे बोर्ड पर नहीं होती। रेलवे के आपार का रोबार्ड पर रेल मंत्री या पालियामेंटरी कमेटी का परिणामकारक नियन्त्रण रख नहीं सकते इसलिए रेलवे बोर्ड में हरेक सदस्य का अपना राज्य फैला हुआ है। उस पर १५सी का नियन्त्रण नहीं है। यह रेलवे बोर्ड समाप्त होना चाहिए इसका सुझाव समाज सेवक तथा राज्य सभा के अनुभवी सदस्य श्रीमान हृदय नाथ कुंजर तथा श्रीमान सोनू सिंह पाटिल माझी राज्य

सभा सदस्य तथा वर्तमान लोक सभा सदस्य ने दिए हैं। इनके सुझाव पर गम्भीर रूप से विचार किया जाना चाहिए। इस बारे में शासन सुधार समिति को कुछ अधिकार अपने अधिकारियों को देने चाहिए और इसके बारे में कुछ दूसरी उपयुक्त सूचना दी जा चुकी है।

आजकल के समय की जहरत को ध्यान में रखते हुए वर्तमान रेलवे बोर्ड को समाप्त करके एक स्वतन्त्र भारतीय रेल निगम एक स्वायत्त संस्था रेलवे मंत्री के नियन्त्रण में बनायी जाये। इसका कारोबार व्यापार तथा उद्योग धन्यों के अच्छे तत्वों पर आधारित रख कर यह निगम पालियामेंटरी बोर्ड के प्रति उत्तरदायी रहेगा। इस निगम के सदय पालियामेंट सभासद, व्यापारी, किसान, उद्योगपति, विषयक, रेल कर्मचारी तथा समाज सेवक होने चाहिए। इस निगम के सदस्यों की संख्या 15 से 20 तक होनी चाहिए।

रेलवे में दो श्रेणियां हैं। पहली व दूसरी। वास्तव में आज की दूसरी श्रेणी कल की तीसरी श्रेणी ही है। दूसरी श्रेणी कहने की जगह उसे जनता श्रेणी कहना चाहिये। भूतपूर्व रेल मंत्री श्री एल० एन० मिश्र ने इसका श्रेय अपने ऊपर लिया और जनता की आंखों में धूल झोकी। दूसरी श्रेणी उसे जब बोल सकते थे यदि उसमें सुविधायें होतीं परन्तु उसमें ऐसा कुछ नहीं हुआ। इसमें सिर्फ तीन का आंकड़ा हटा कर दो बना दिया यही जनता श्रेणी है।

प्रथम श्रेणी व वातानुकूल डिब्बों को बैसे ही रखा है। रेलवे के इतिहास में रेलवे को इन दोनों से कभी भी लाभ नहीं हुआ है। अमीरों और उच्चाधिकारियों के लिए ही प्रथम श्रेणी व वातानुकूल डिब्बे हैं। यह दोनों वर्ग समाप्त करने की आवश्यकता यी जिससे पैसों की बचत करके सर्वसामान्य जनता के लिए प्रयोग में ला सकते थे। भारत

*The Original speech was delivered In Marathi.

[श्री हरी नार मदने]

जैसे गरीब देश में इसकी अत्यन्त आवश्यकता है। गांधी जी का तर्क इस बारे में सुमंगल है। लम्भी दूरी के सफर व महबूर्ण कामों पर जाते हुए लोगों को भाराम की ओर अनुकूल बातावरण की बहुत सज्ज आवश्यकता है। पर तु इससे भी ज्यादा आवश्यकता गरीबों के लिए दूसरी श्रेणी की है। विशेष डिब्बा मांगने पर योड़ी सुविधायें बढ़ा कर देने में कोई नुकसान नहीं है। परन्तु पहले से चली आ रही यह व्यवस्था भारज के भारत में बहनी गरीबों के कारण मकान नहीं हो पा रही है।

जनता सरकार में यह अपेक्षा थी कि रेल गाड़ी के यात्री-किराए में कमी होनी परन्तु यह अपेक्षा पूरी नहीं हुई, क्योंकि राज्य परिवहन में मफर बड़ा मंहगा पढ़ गया है और यह सब गरीब जनता की आर्थिक स्थिति से बाहर की बात है। इसलिए यात्री-गाड़ियों की टिकटदरों में कम से कम 25 प्रतिशत कटीती की जाए एवं गरीबों की दुआएं ली जाएं।

रेल के डिब्बे में उसकी क्षमता में दो या तीन गुना ज्यादा पैमेंजर बैठने से भी वह गैर कानूनी नहीं होता। इन बारे में रेल अधिकारी के खिलाफ कोई केम दायर हुआ ऐसा भारज तक मुना नहीं। इसके विपरीत राज्य परिवहन व रोड ट्रांसपोर्ट या निजि वसां पर ज्यादा सवारी या माल ढोने के कारण केम दायर होते हैं। इसलिए कम-कम कानून के न होने के बावजूद रेल डिब्बों में क्षमता से अतिरिक्त यात्रियों की संख्या निष्चित की जाए। रेल की वास्तविक आय दूसरी श्रेणी के यातायात तथा माल दुआई से ही होती है; यर्दा प उसका फायदा उनके उपभोक्ता को न होकर साधारणतः एक संगठित रेलव क्षमतारी व अधिकारी तथा रेलवे ठेकेदार और रेलवे में नुकसान का मुश्वावजा मांगने वाले लोगों को ही होता है। इसके लिए जांच समिति की नियुक्ति होनी चाहिए।

रेलवे में होने वाली चोरियां, भूठे नुकसान के मुश्वावजे के भूठे अधिकार-पत्र और जिन स्टेशनों पर काफी भावा में आय होती है ऐसे स्टेशनों के स्टाफ के तबादले इन सब के प्रति कुछ कार्यवाही करना उचित है। रेलवे में होने वाली चोरियां वृद्धां रेलवे क्षमतारियों का भी हाथ होता है या फिर वे चोरियों के प्रति जानते हुए भी ध्यान नहीं देते बल्कि उनकी इन कार्यवाहीयों में सम्मति होती है। और डर यह है कि रेलवे प्रोटेक्शन फोर्स रेलवे डिक्टेशन फोर्स में बदल जाएगा। क्योंकि बहुत सी चोरियां भूमावल, मुगलसराय, कल्याण, वाडीबन्दर, कलकत्ता, हुगली, पुरानी दिल्ली और इन जैसे बड़े स्टेशनों पर हो रही हैं। यह जीता जागना उदाहरण है। रेलवे के क्षमतारी व अधिकारी यह समझते हैं कि कोयला व कोक इन्सेमाल करना उनका अधिकार है। इस बारे में कड़ी कार्यवाही करने की अत्यन्त आवश्यकता है।

इन बानों को मुधारने के लिए ऊपरी दिखावे की नहीं अपिनु ठोस उपायों को अमल में लाने की आवश्यकता है। इस मिलसिले में एक ऐसी कमेटी की नियुक्त होनी चाहिए जिसके मदस्य रेलवे से सम्बन्धित न हों। दूसरी श्रेणी के डिब्बों में सफाई व पीने के पानी की उपलब्धि के लिए चलनी गाड़ी में सफा कमबारी और पानी पिलाने वालों की व्यवस्था होनी चाहिए और पानी के लिए प्रत्येक डिब्बे में कूलर रखें जाएं। इसके बदले कम से कम सेवा भूल्क निर्धारित किया जाए। जैसे एक नए पैसे में पांच नए वैसे प्रति गिलास।

रेलवे में भ्रष्टाचार गोकर्ण के लिए केवल निरीक्षकों का दल नियुक्त करने से कोई लाभ नहीं। इसके लिए "भ्रष्टाचार निरोधक दल" नियुक्त किया जाए। जिन रेलवे अधिकारियों तथा क्षमतारियों के खिलाफ भ्रष्टाचार का आरोप सिद्ध हो जाए ऐसे लोगों को बिला जांच के सख्ती से सेवानिवृत किया जाए। वह

कायंवाही कर्मचारी या प्रधिकारी के जनरल रेप्रेटेशन पर निर्भर होगी ।

नासिक जिले में नवीन रेलवे लाईन (1) मार्गमाड मालेगांव धूले नरडाणा (2) आझर वणी, मुरगाणा, वधर्द (3) नासिक पेठ वलसाड ये तीन लाईन महवपूर्ण हैं । विचार करना जरूरी है । ये लाईन आदिवासी विभाग भी हैं । आदिवासी विभाग की उम्रति हो जायेगी ।

SHRI TULSIDAS DASAPPA (Mysore): I must, first of all, congratulate the Minister for Railways for having made an honest attempt to include in his proposals certain schemes whereby there could be workers' participation in the management of the Railway undertaking. He has also tried to suggest that there should be a real attempt to decentralise the administrative set up in the Railways and streamline the Railway Board. I must also acknowledge the sincerity of the Minister of Railways in trying to rationalise many of the anomalies which have been there in the Railways in the past such as stagnation of promotional opportunities for Class IV staff etc. These proposals which have been put forward by the Minister is a thing of great welcome to all of us.

One thing about the Minister of Railways. He has given an assurance that all those who were victimised during the last couple of years will be reinstated or whatever injustice has been caused would be compensated. This proposal is all right if it is restricted to those who had participated in the legal strikes and where the punishment was given purely on the grounds of political reasons. But where the workers were involved in criminal acts and had caused damage to railway property,—there I expect that the Minister for Railways will be able to use his discretion and spare nothing which would pamper those who are guilty.

With regard to the proposal regard-

ing catering, the Railway Minister has said that, as far as possible, the co-operatives should be encouraged. But with the experience that he must have already got—he must be knowing that this is nothing new—They have tried this experiment earlier also. Somehow that did not function successfully. Now we look with interest as to how the Railway Board will deal with this principle being applied in future.

I would also like to make a few suggestions with regard to some of the works that are being taken up in my State of Karnataka. There have been longstanding demands in certain areas which somehow or other have escaped the benevolent consideration of the Railway Minister. One is about the Chamarajnagar-satyamangala rail link in the south. There are loop-ends from both sides. It is of 28—30 miles distance only. This was planned even as far back as when there was the Mysore State Railways. Somehow, after the integration, this particular rail link has been ignored. I do not know how many times the surveying and re-surveying was done. I learn even as late as two or three years ago, there was some sort of re-surveying again. I do not know where the position of this particular rail link stands at the moment.

There is one more rail link which is absolutely necessary. That has also somehow escaped the attention of the Railway Board. That is about Kottur-Harihar rail link. It is of a very small distance of about 18 miles or so. It is a very important railway link. I would request the Railway Minister to consider it. That also will go a long way in augmenting the economy of the State of Karnataka.

Then, there is the Railway Workshop in Mysore city. It is a story of a very great tragedy. This Workshop was at one time really a very famous Workshop in the whole of south. It was known for its craftsmanship. Most of the luxury coaches, saloons and new types of coaches were being manufac-

[Shri Tulsidas Dasappa]

tured in this particular Workshop. I must say that Mysore craftsmen and carpenters are very highly gifted people. But, unfortunately, these days, the Workshop is being neglected. No particular work is being entrusted to this Workshop. Ten years ago, the strength of the Workshop was about 3,000 workers. Today, the strength of the Workshop has dwindled to about 1800 workers or even less. The Steam locomotives used to come for repairs. Even these things are apportioned between different workshops. The Mysore Workshop is being neglected to that extent. I would urge upon the Railway Minister to keep this in mind and try to approve any scheme for expansion which might be pending there. If any scheme has been shelved, I would request him to come forward with new schemes for the expansion of this Workshop which has immense capacity for development. It is also situated in a backward district industrially.

There has been a proposal on which the Government of Karnataka and the Railway Board have both been able to exercise their mind for quite a long time with regard to the conversion of Mysore-Bangalore railway line.

Mysore-Bangalore railway has been an old railway and about 30 years ago, there was a proposal to electrify this line. At the moment, I would not plead for its electrification, but I would certainly request for its conversion at least.

Now the Karnataka Government has offered sleepers, land and other facilities which may be necessary in this regard and has also given an undertaking that they would be prepared to meet any operational loss which might incur after its conversion. So, I do not know why this particular conversion is being shelved again and again.

Lastly, I want to say a word about

efficiency in the railways. Now, as has been observed by quite a good number of Members in recent months, there have been quite a good number of railway accidents. It may be construed as being due to human error, act of God or perhaps sheer inefficiency or laxity on the part of the administration. All these points will have to be examined and we must see that these sorts of accidents and irregular running of the trains should be avoided as far as possible. We have to see that the railways must maintain their past reputation which is fairly high as compared to the railways in the rest of the world.

One thing more which came to my notice is that these inspectors who try to examine the running staff are sometimes warned and threatened by the railway drivers and other running staff. One of the disciplines is that the person who drives a particular train has to be examined as to whether he is quite all right and fit to drive; whether his health is all right and whether he has not taken any drink and things like that. But, somehow, in certain areas, it has come to our notice that those drivers who came to drive when they were examined by these Inspectors, they tried to beat these Inspectors. This sort of internal indiscipline in the railways will endanger efficiency in the railways and will put the travelling public and the railways themselves into risk and will get a bad reputation for the railways. This is a thing which perhaps the railways will have to look into immediately, and I am sure with the help of the application of his past experience and with the help of his able colleagues, he will be able to keep up the reputation of the Indian Railways. With these words, Mr. Chairman, I wish the Minister God speed in his attempt to streamline the railways. But the Railway Minister is not here; It is only Shri George Fernandes, who is there

and who is taking notes of all those suggestions that we have made!

SHRI SAKTI KUMAR SARKAR (Joynagar): I rise to support the budget presented by the hon. Railway Minister Prof. Madhu Dandavate. The budget is encouraging as well as discouraging. But, of course, it cannot be denied that this is the first time that he has tried to present it from a different angle, particularly in the interest of the Second-Class passengers. As far as the Second-Class passengers are concerned, he had to increase the amenities for them. He has tried to restore the services of all those employees who had been retrenched due to many reasons unnecessarily. He has also assured the House that Class IV staff would get promotion and promotion channels are there for them. He has also tried to reduce the price of the platform ticket from 50 paise to 30 paise. He has given the explanation that that will, to some extent, eradicate corruption. /

17.00 hrs.

I fully agree with his views in this respect, but at the same time I want to point out that it is discouraging to find that the Second Class railway fare is abnormally high. He has not touched the problem of Second Class passenger fare. You will be astonished to hear how the railway fare has been increased. From my constituency to Calcutta, the Second Class railway fare is Rs. 1.85 whereas the bus fare is only 95 paise. When this is the position, how do you expect the people to travel by train without taking the opportunity to travel by bus? If we do not touch this problem, whatever we may say about *janata* about common man, that will be merely a false thing. I do not know whether 'false' is an unparliamentary word or not. I may be excused for using this word.

No convincing attempt has been shown to increase the efficiency of the officers. He has said that some reduc-

tion is going to be made in the Railway Board. Merely reduction in the Railway Board will not increase the efficiency. There are many things that stand in the way and which impair the efficiency. If you do not touch this problem, it will be merely a word in the budgetary speech and nothing more.

The Minister has not touched leakage, wastage, pilferage and other corruptions. In Eastern Railway, the wastage, leakage, pilferage, etc., cost about Rs. 10 crores annually. What is the remedy? There is the Railway Protection Force but this is not enough. Some stream lining should be made to see that the Railway Protection Force is properly put into action. I am only bringing to his notice the problems. I do not want to suggest the remedies. It is for him to consider.

As regard catering, the catering service, in spite of the request for the last several years, has not at all improved. In the catering service by vendors and contractors, corruption is rampant; you find discrimination and favouritism going on. If the Minister wants, I can give him some instances; he can examine them.

The most discouraging thing is late running of trains which has already stated. I do not want to support the Emergency, but at the same time I should say that the trains were not running late then. Now, late-running has started. I do not know what could be the remedy. This is a great problem, a great headache. The Minister should take a serious note of it and take appropriate action. Nobody should say that Emergency was good for us.

We speak so much about the interests and welfare of the employees belonging to the Scheduled Castes and Scheduled Tribes. But I find that they are being harassed; the harassment has increased. If the hon. Minister wants, I can give him instances.

Lastly, I come to opening of new lines. In my constituency, there is an

[Shri Sakti Kumar Sarkar]

area called Sunderban; it is one of the most inaccessible areas of the State as well as of the country. This area comprises of hundreds of islands. It has no road connection. There are many places where no pucca road is there. To develop this backward area, a railway line is essential. He said the other day that development of the area did not mean industrial development; it meant agricultural development also. If that is so, I do not know why my area, why this particular region called Sunderban, is being neglected. A few lines were suggested by the Government of West Bengal; I have suggested one line and Mr. Jyotirmoy Bosu suggested one line. But I am astonished that while Mr. Kamalapathi Tripathi had written a letter wherein he stated that the technical survey has been completed and it has been sent to the Planning Commission for allocation of money, in the last Session, in answer to a question, it was stated that these lines are not remunerative. Is that the criterion for the development of a region? If development is our aim, then the under-development of an area should be the criterion for opening new lines and not the remunerativeness of a line. So, in this respect, I would request the Railway Minister to look into the matter again.

And what about the Calcutta underground railway? How long will it take? Nobody knows the allocation of money for it. Everybody knows how congested the Calcutta traffic is and unless you create an underground railway immediately, there is no hope of improving the position which is deteriorating fast. But the work which we see being done in Calcutta every day is very discouraging and there seems to be no hope of its coming to life during our life-span.

So, I would once again request the Hon. Minister to keep in mind the points I have raised just now and, with these words, I conclude.

श्री भागीरथ भंवर (झाबुआ) : माननीय सभापति जी, मैं रेल बजट की मांगों पर बोलने और उसका समर्थन करने के लिए खड़ा हुआ हूँ। रेल मंत्री जी ने नयी रेल लाइनें ढालने की बात अपने भाषण में कही है। लेकिन फिर भी इस बात की शंका होती है कि क्या पिछड़े हुए क्षेत्रों में रेल लाइनें ढालने के बारे में सरकार गंभीरता से विचार करेगी। क्योंकि कल आपने भाषण में रेल मंत्री जी ने कहा कि अभी मैं किसी बात का आश्वासन नहीं देना चाहता हूँ। मैं आप के माध्यम से रेल मंत्री जी से कहना चाहूँगा कि देश के ऐसे कई पिछड़े हुए क्षेत्र हैं जहां पर रेलों का अभाव है। उसके कारण वे क्षेत्र पिछड़े हुए हैं। उन क्षेत्रों में नयी रेल लाइन देना बहुत आवश्यक है।

मैं अपने क्षेत्र के बारे में भी कुछ बताना चाहूँगा। मेरे क्षेत्र में भी रेलवे लाइनों का बहुत बड़ा अभाव है। मेरे क्षेत्र के आमपास भी रेल लाइनों का अभाव है और वह क्षेत्र विनकुल अधिकमित है। पिछले दिनों मैंने बार-बार कहा है कि जिन क्षेत्रों में रेल लाइनों की आवश्यकता है उन पर शासन ध्यान नहीं दे रहा है। मैं अपने क्षेत्र के बारे में कुछ सुझाव देना चाहूँगा। कुछ नयी रेल लाइनों के बारे में पिछली बार भी मुझे कुछ जवाब मिला था। कुछ रेल लाइनों का सर्वेक्षण भी हो चुका है और कुछ रेल लाइनों के बारे में सर्वेक्षण कराए जाने के बारे में पिछली सरकार ने आश्वासन भी दिया था। एक रेल लाइन है जिसका अन्य माननीय सदस्यों ने भी उल्लेख किया है—दहोद से इन्दौर तक उसका सर्वेक्षण कार्य पूरा हो चुका है।

पिछली सरकार ने यह उत्तर दिया था कि यह रेलवे लाइन आधिक दृष्टि से

नाभकारी नहीं है, इसलिये इस में नई रेलवे लाइन नहीं डाली जा सकती है। लेकिन मैं यह कहना चाहूँगा—अगर आर्थिक दृष्टि से नाभकारी मान कर ही कोई काम किया जायगा तो इस देश के कई हिस्से ऐसे हैं जैसे काश्मीर, आमाम, नागालंड, जिन में आप को कुछ-न-कुछ करना हो जाता है, उन में आप कैसे करेंगे। मेरा आप से यही अनुरोध है कि जो आदिवासी क्षेत्र हैं, पिछड़े दुए क्षेत्र हैं, उन क्षेत्रों को नई रेलवे लाइन देने हों चाहिये, नाभकारी या अनाभकारी का प्रश्न वहां नहीं उठना चाहिये।

मेरा नुस्खा है कि दोहद-इन्डौर लाइन जो ब्लाया झावुआ हो कर जाती है, इस लाइन को अवश्य बनाया जाये, इस में इन्डौर और बम्बई की दूरी कम होगी। इन्डौर मध्य प्रदेश का बहुत महत्वपूर्ण नगर है, जहां बड़ी लाइन का मम्बन्ध आस-पास कहीं भी नहीं है। अन्य माननीय मद्दत्यों ने भी इस लाइन के लिये अपने भाषणों में जोर दिया है। पिछले कई मालों से इस के बारे में आप से कहा जा रहा है, अगर रेल विभाग इस पर ध्यान दे तो यह एक बहुत बड़ा काम होगा।

दूसरी लाइन के पंबंध में मेरा मुझाव है—बड़ौदा, छोटा-उदयपुर, अलीराजपुर, जोवद, सरदारपुर, धार और इन्डौर। बड़ौदा और छोटा-उदयपुर के बीच में नैरो-नेज है। पिछली सरकार ने इस बात का निर्णय लिया था कि जो छोटी लाइनें हैं उन को बड़ी लाइनों में कन्वर्ट कर दिया जाये। बड़ा दा तक बड़ी लाइन है, अगर बड़ौदा से इन्डौर तक नई रेल लाइन जोड़ दी जाये तो इस के जोड़ने से इस में मध्य प्रदेश, गुजरात और महाराष्ट्र का कुछ हिस्सा आ जाता है, जिस के पास से हो कर यह दैन

गुजरेगी। इस लाइन के बनाने से उस क्षेत्र के लोगों का आर्थिक विकास होगा। यह आदिवासी क्षेत्र हैं जिसमें रहने वाले लोगों के पास जमीन नहीं है, रेलों का अभाव होने से वहां कोई इण्डस्ट्री नहीं डाली जा सकती, लेकिन यदि यह रेल लाइन निकाल दी जाय तो उस क्षेत्र में इण्डस्ट्रीज डाली जा सकती हैं। मैं यह भी निवेदन कर दू उम क्षेत्र में काफी खनिज हैं, रेल लाइन डाल देने से उम खनिज का दांहन किया जा सकता है। मैं रेल मंत्री महोदय में निवेदन करूँगा कि वे इस सम्बन्ध में विचार करें और इस लाइन को चालू करें।

मेरा नीसरा मुझाव है—रत्नाम से बांसवाड़ा, डुगरपुर और उदयपुर के लिये पिछले दिनों भर्वे हुआ है। वह मर्वे कहां तक हुआ, किनना काम हुआ है, किनना नहीं हुआ है, मुझे इसके बारे में मालूम नहीं है, लेकिन यदि इस कार्य को प्रारम्भ कर दिया जाये तो इस क्षेत्र को बहुत लाभ पहुँच मिलता है। यह ऐसा क्षेत्र है जहां पर हर वर्ष अनावृष्टि या अतिवृष्टि के कारण लोगों पर मुसीबतें आती हैं, कभी अर्धक पानी से और कभी सूखा पड़ने से फसल खराब होती है, एक फसल होने के कारण लोगों को रोजगार नहीं मिल पाता है। अगर यह काम शुरू कर दिया जाये तो अर्थ-वर्क या दूसरे कामों में लोगों को लम्बे समय तक काम मिल सकेगा, जिनमें लाखों लोग लग सकेंगे और बेकारी की समस्या दूर हो सकेगी। मैं चाहता हूँ कि मंत्री महोदय इस काम को शीघ्र प्रारम्भ करायें।

चौथी लाइन—जिसके बारे में मैं बतलाना चाहता हूँ—वह है—बांसवाड़ा, दोहद, अलीराजपुर, बड़वाजी, खरगोन और खांडवा तक बढ़ाई जाये। इस लाइन में

[श्री भगीरथ भंवर]

निमाड़, जो सब से बड़ा डिस्ट्रिक्ट है, घार का कुछ हिस्सा, ज्ञानुभासा डिस्ट्रिक्ट और महाराष्ट्र का कुछ हिस्सा आता है। अगर इस लाइन को प्रारम्भ कर दिया जाय तो इससे लाखों लोगों को काम मिलेगा तथा अनेकों इंडस्ट्रीज उस क्षेत्र में डाली जा सकती हैं।

आज स्थिति यह है कि रेलों के अभाव में कई प्रकार के खनिज होने के बाबूजूद भी वहां पर इंडस्ट्री नहीं है। वहां पर इंडस्ट्रीज के लिए काफी स्कोप है लेकिन रेलवे लाइन न होने के कारण वे नहीं चल पातीं। अगर वहां पर एक रेलवे लाइन डाल दी जाए तो वहां काफी इंडस्ट्रीज की उन्नति हो सकती है।

इसके अनावा में मंत्री जी से यह निवेदन करूँगा कि इस देश में एक बहुत बड़ा परिवर्तन आया है और नई सरकार आई है। इस देश की करोड़ों जनता को इस सरकार से काफी आकांक्षाएं और अपेक्षाएं हैं। वह सांचर्ना है कि अब रेलों में और दूसरे प्रशासन में मुघार होगा। रेलवे इस देश का एक बहुत बड़ा महकमा है। न केवल इस देश के बल्कि दुनिया के कई देशों के लोग भी यहां पर आते-जाते रहते हैं और वे लोग रेलों में भी यात्रा करते हैं। इसलिए मैं यह चाहता हूँ कि सरकार में जो यह परिवर्तन हुआ है, उस के आने में रेलवे के प्रशासन में भी कुछ परिवर्तन आना चाहिए। आज हमें कई तरह की शिकायतें मिलती हैं। लोग कहते हैं कि रेलों में भ्रष्टाचार है, कर्मचारी ठीक से काम नहीं करते हैं, रेलों में सफाई नहीं होती है, पानी नहीं मिलता है और बिजली बन्द पड़ी रहती है। इस तरह की कई शिकायतें हमें मिलती रहती हैं। मैं समझता हूँ कि अब रेलों में आमूलचूल परिवर्तन आना

चाहिए। हमारा भी यह अनुभव है कि बहुत सी शिकायतें लोगों की बाजिब हैं। जब हम रिजर्वेशन के लिए कंडक्टर से पूछते हैं या टी०टी०आई० से पूछते हैं या दूसरे कर्मचारियों से पूछते हैं तो वे कह देते हैं कि हम को पता नहीं है। कोई कहता है कि इधर होगा और कोई कहता है कि उधर होगा और इस तरह से बतलाने से टाल जाते हैं लेकिन जब हम उनसे कहते हैं कि हम एम०पी० हैं तो वे फौरन हम लोगों को बता देते हैं। मैं चाहता हूँ कि आम लोगों को भी इस प्रकार की शिकायत करने का मोका न मिले। अगर रिजर्वेशन हो गया है तो माफ बना देना चाहिए और अगर नहीं हुआ है, तो उनके माय अच्छा व्यवहार होना चाहिए। कई जगह ऐसा भी होता है कि लोगों से वैसे ले कर रिजर्वेशन दिया जाता है और जगह खाली होने पर भी कह दिया जाता है कि कोई जगह डिब्बे में नहीं है। ऐसी कई शिकायतें हम लोगों को मिलती रहती हैं। मैं चाहता हूँ कि ये सब शिकायतें दूर होनी चाहिए। अगर ये शिकायतें दूर न हुईं तो रेलवे प्रशासन में हम कोई मुघार नहीं कर पायेंगे।

इस के अलावा मैं यह कहना चाहता हूँ कि छोटे-छोटे स्टेशनों पर तो क्या कई बड़े-बड़े स्टेशनों पर भी लोगों को पानी नहीं मिलता है। जब गाड़ी खड़ी होती है तो लोग अपना लोटा ले कर डधर-उधर आगते हैं लेकिन फिर भी उन को पानी नहीं मिलता है क्योंकि उन स्टेशनों पर पानी की व्यवस्था ठीक नहीं होती है। इसलिए छोटे-छोटे स्टेशनों पर भी पानी की व्यवस्था अच्छी होनी चाहिए और सफाई का भी ठीक इनजाम होना चाहिए। अभी इधर के एक माननीय सदस्य ने कहा था कि पानी जो होता है

वह गंदा रहता है और गंदी जगहों पर ही खाना रख दिया जाता है । इसके अलावा कुछ स्टेशनों पर लाइट की व्यवस्था ठीक नहीं है । लेट्रिन और बायरूम बहुत गन्दे पड़े रहते हैं । इन सब बातों की ओर अगर ध्यान दिया गया तो लोगों को मालूम पड़ेगा कि सत्ता में जो परिवर्तन हुआ है, उस के साथ इन बातों में भी परिवर्तन आया है । इसलिए इन की तरफ जहर ध्यान दिया जाना चाहिए ।

इस के अलावा मैं कुछ बात अपने थेट्रे के बारे में कहना चाहता हूँ । जो छोटी-छोटी गाड़ियां चलती थीं, उनको बन्द कर दिया गया है । अहमदाबाद-भोपाल जॉ पैसेन्जर गाड़ी चलती थी, उस को केवल रतलाम तक कर दिया गया है । अहमदाबाद और भोपाल दोनों मध्य प्रदेश और गुजरात की राजधानी हैं और वहां से गाड़ियां चलने से लोगों को बड़ी सहूलियत थी । उस गाड़ी को बन्द कर देने से लोगों को बड़ी मुश्किलों का सामना करना पड़ता है । मेरा कहना यह है कि उस गाड़ी को भोपाल तक बढ़ाया जाए और पुनः उस को चालू किया जाए ।

इसके अलावा मैं यह कहना चाहता हूँ कि साबरमती एक्सप्रेस ट्रेन जो है वह अहमदाबाद से वाराणसी तक चलती है । कहने को तो वह एक्सप्रेस ट्रेन है लेकिन वह कई स्टेशनों पर रुकती है और कई ऐसे स्टेशनों पर जहां पर उसको रुकना चाहिए, नहीं रुकती है । वह नामनिआ स्टेशन पर नहीं रुकती है और सीधी रतलाम चली जाती है । वहां के लोग रतलाम आने जाने में काफी तकलीफ महसूस करते हैं । इसलिए इस स्टेशन पर गाड़ी रुकने से लोगों को सुविधा हो जाएगी ।

रेलवे की आर०पी०एफ० पुलिस है । इसके खिलाफ काफी दिनों से शिकायतें की जाती रही हैं । जब एल० एन० मिश्र रेलवे मिनिस्टर थे तो उनके पास भी शिकायत की गई थी कि आर०पी०एफ० के जवान चोरियां करते हैं । उनमें इसके अधिकारी भी शामिल होते हैं । इनके खिलाफ इस बात की भी शिकायत है कि ये लोग यात्रियों से अच्छा व्यवहार नहीं करते । इनके खिलाफ स्मर्गलिंग करने की भी शिकायत है । ये लोग एक जगह से माल लाकर दूसरी जगह माल सप्लाई करते हैं । ये सारी बातें पुलिस के लोगों के लिए उचित नहीं मालूम होतीं । अगर इस आर०पी०एफ० की जरूरत न हो तो इसे दूसरे रूप में परिवर्तित किया जाना चाहिए । मैं समझता हूँ कि आप इस पर गौर करेंगे ।

खण्डवा-रतलाम छोटी लाई को बड़ी लाईन में परिवर्तित करने के लिए भी मैं संभवी महोदय से अनुरोध करूँगा । अगर यह लाईन बड़ी बना दी गई तो इससे खण्डवा का बम्बई से सीधा सम्बन्ध हो जाएगा । मध्य प्रदेश का इन्दौर भी एक महत्वपूर्ण शहर है, रतलाम भी एक महत्वपूर्ण शहर है । इस लाईन के बन जाने से इनका आपस में सम्बन्ध जुड़ जाएगा और वहां के व्यापारियों और काफी लोगों को लाभ पहुँचेगा ।

रेलवे में मुसाफिरों को जैसा भोजन मिलना चाहिए वैसा भोजन नहीं मिल पाता है यात्रियों को और मुझको भी इस बारे में शिकायत है । अतः मैं अनुरोध करूँगा रेलवे में भोजन की व्यवस्था अच्छी होनी चाहिए ।

यह सभी व्यवस्थाएं ठोक करके हम देश में परिवर्तन ला सकते हैं। इन शब्दों के साथ मैं बजट-मांगों का समर्थन करता हूँ।

भी राधाबंजी (विदिशा) : माननीय मंत्री जी ने जो रेल बजट प्रस्तुत किया है वह जनता की आकांक्षाओं और इच्छाओं के अनुरूप है। जो बजट आवण में वादे किये गये हैं उनके लिये मेरा आग्रह है कि मंत्री महोदय उन वादों को पूरा करने के लिए तैयार रहें।

रेलों की कुछ बातों की ओर मैं आपका ध्यान आकर्षित करना चाहता हूँ। पहली बात तो यह है कि रेलवे में रिजर्वेशन के मामले में बड़ी गड़बड़ी रहती है। रिजर्वेशन के मामले में बड़ा भ्रष्टाचार चलता है। इस भ्रष्टाचार को रेलवे से दूर किया जाए। दूसरे दिन यात्रियों का रिजर्वेशन होता है उनको बड़े-बड़े स्टेशनों पर अपनी जगह ढूँढ़ने में बड़ी परेशानी होती है। इसलिए मंत्री महोदय बड़े-बड़े स्टेशनों पर गाइडों की व्यवस्था करें जो कि यात्रियों को उनकी जगह उन्हें बता सकें।

इस मन्त्रालय में मेरा एक मुद्दाव यह है कि रिजर्वेशन के बारे में हर गाड़ी के पास एक प्लेट लगी होनी चाहिए जिस पर निक्षा हो कि इतनी रिजर्वेशन हो चुकी है और इतनी खाली है। उस प्लेट से सीटों की चेकिंग की जानी चाहिए। इससे रिजर्वेशन के मामले में भ्रष्टाचार दूर होगा।

मंत्री जी ने तदर्थं नियुक्तियों के बारे में कहा है कि उन लोगों को सेवा आयोग के पास जाना पड़ेगा। जिन्होंने नियमों का उल्लंघन करके नियुक्तियां की हैं उनके विश्व सज्ज कार्रवाई होनी चाहिये ताकि भविष्य में इस प्रकार नियमों का उल्लंघन करके कोई नियुक्तियां न करे।

रेलों के सामने एक समस्या यह है कि उन में बड़े पैमाने पर चोरियां होती हैं और

पूरे देश में होती हैं। कई जंकशनों पर संगठित चोरों के गिरोह काम करते हैं और उनके लिए ये जंकशन स्वर्ग बने हुए हैं। वहां लाखों करोड़ों रुपये का सामान चोरी जाता है। इन चोरियों को रोकने का यथासम्भव प्रयास होना चाहिए। यदि आप रोक नहीं पा रहे हैं तो मैं चाहूँगा कि उसके लिए एक्सर्टेंस को नियुक्त करके उनको उपाय सुझाने का काम सौंपा जाना चाहिए। वे आपको बना सकते हैं कि किस प्रकार से इन चोरियों को रोका जा सकता है।

हिन्दी का रेलों में बहुत कम प्रयोग किया जाता है। जितने भी रिजर्वेशन चार्ट बनते हैं वे अंग्रेजी में बनते हैं। वे हिन्दी और क्षेत्रीय भाषाओं में बनने चाहिए ताकि यात्रियों को पढ़ने में कठिनाई न हो।

रेलों के दोनों तरफ काफी भूमि पड़ी हुई है। उस भूमि को उपयोग में लाया जाना चाहिये। अभी एक पूर्व वक्ता ने कहा था कि उस पर फलदार बृक्ष लगाएं जाएं। इस प्रकार मेरे अगर किया जाएगा तो उसमें रेलों का प्राय भी होंगी और अपनी की समस्या भी उसमें कुछ हद तक मुलझ सकती है।

मंत्री जी ने जनता गाड़ियां चलाने की बात कही है। भीड़भाड़ कम करने की बात भी कही है। पिठली कांपेस सरकार ने तीस साल में भीड़भाड़ कम करने के बायां इसको बढ़ाया है। जनता सरकार अगर इसको कम कर पाई तो यह एक बहुत बड़ी बात होंगी। दूसी श्रेणी में सफर करने वालों को यह कठिनाई विशेष रूप से अनुभव होती है। वहां वे अपने दोनों पैरों पर ठीक इकार से खड़े भी नहीं हो पाते हैं, संडास तक नहीं जा पाते हैं, बाहर ढिब्बे से निकलना हो तो निकल नहीं पाते हैं और अनेक बार उनको छतों पर चढ़ कर यात्रा करनी पड़ती है। भीमाबकाश के समय जब स्कूल-कालेजों में छुट्टियां हो जाती हैं और शादियां भी उसी बक्त पड़ती हैं, अतिरिक्त गाड़ियां चलाई

जानी चाहिए और जो गाड़ियां चल रही हैं उन में अतिरिक्त डिक्के लगाए जाने चाहिए । इसके अतिरिक्त कुछ मार्ग ऐसे हैं जहां 365 दिन भीड़ रहती है । उन मार्गों पर अतिरिक्त गाड़ियां चलाई जाएं । मैं आपको उदाहरण देता हूँ । दिल्ली और बम्बई के बीच में मध्य रेलवे में पिछले चालीस साल से केवल दो ट्रेनें चल रही हैं । उन में आज तक कोई बृद्धि नहीं की गई है । इस मार्ग पर एक जनता एक्सप्रेस चलाई जानी चाहिए ताकि भीड़भाड़ को रोका जा सके ।

विद्युतीकरन के मामले में भी कोई विशेष प्रगति नहीं हुई है । इंगतपुरी से बम्बई वीटी तक ही विद्युतीकरण हुआ है आगे नहीं हो पाया है । इस काम को और भी तेजी से और द्रुत गति से चलाया जाना चाहिए ।

मध्य प्रदेश सभी राज्यों से काफी पिछड़ा हुआ है । इसलिए ही नहीं कि वहां पर रेले बहुत कम हैं बल्कि इसलिए भी कि वहां सड़कें भी बहुक कम हैं । उसकी आज तक उपेक्षा की गई है । बजट में मध्य प्रदेश के लिए कोई पी नई रेलवे लाइन की व्यवस्था नहीं की गई है । केवल बादा किया गया है कि राजहरा और जगदलपुर जो बस्तर जिले में हैं वहां के लिए नई रेलवे लाइन प्रारम्भ की जा सके इसका प्रयास किया जाएगा । मध्य प्रदेश यातायात की दृष्टि से, रेलों और सड़कों की दृष्टि से बहुत पिछड़ा हुआ है लेकिन बन सम्पदा, कृषि तथा खाद्यान्नों के मामले में वह बहुत धनी है । इनका पूरा पूरा दौहन हो सके इसके लिए बहुत आवश्यक हैं कि एक या दो नई लाइनें वहां प्रारम्भ की जाएं । बस्तर बाली लाइन को जल्दी प्रारम्भ किया जाए । रेल और सड़क के मामले में सब से पिछड़ा हुआ कोई जिला है तो रायसेन और विदिशा हैं । वहां भी नई रेलवे लाइन प्रारम्भ की जाए । ऐसा किया गया तो वहां बनों और कृषि का और भी द्रुत गति से विकास हो सकता है ।

टिकट घरों पर बेहद भीड़ रहती है । इसका नतीजा यह होता है कि अनेक बार लोग टिकट नहीं ले पाते हैं । वहां लम्बी कतारें लगी रहती हैं । आपको वहां भीड़ को कम करने की व्यवस्था करनी चाहिए । बिड़कियों की संख्या बढ़ाई जानी चाहिए या फिर बिड़कियों को बहुत पहले से खोला जाना चाहिए । दूसरी व्यवस्था यह हो सकती है कि एक लाख अबादी से ज्यादा जो शहर है उन शहरों में बुकिंग आफिस खोले जाएं जहां से रेलों का बुकिंग हो सके । विदिशा में दो-दो घटे लांग टिकट लेने के लिए लाइन में खड़े रहते हैं फिर भी टिकट नहीं खरीद सकते हैं कि जिस की बजह से या तो लोग यात्रा नहीं करते और करते हैं तो बिना टिकट गाड़ी में चढ़ना होता है । इस स्थिति को जल्दी ममाप्त करना चाहिए ।

पानी पीने की गर्मी में बहुत दिवकत रहती है । अक्सर देखा गया है कि स्टेशनों पर जो आप के बाटर कूलर्स होते हैं वह खराब रहते हैं और पानी पिलाने वालों की व्यवस्था ठीक नहीं रहती है । याकी भीड़ के कारण गाड़ी से उत्तर नहीं सकते । ऐसी हालत में चलते फिरते पानी पिलाने वाले स्टेशनों पर होने चाहिए ताकि यात्रियों को कम से कम गरम ही पानी सही, पर पीने को मिल तो जाये ।

जनता सरकार बनने के बाद कुछ सुविधायें कम हो गई हैं । उदाहरण के लिए विदिशा रेटेशन पर जो रिजर्वेशन का कोटा पंजाब मेल में तीन बर्थ का था उस को घटा कर अब एक कर दिया गया है । पता नहीं क्या कारण है । विदिशा स्वयं एक पर्यटन केन्द्र है और अनाज की बहुत बड़ी मंडी है, काफी प्रयासों के बाद तीन बर्थ का कोटा हो पाया था । लेकिन अब उस को घटा कर एक कर दिया गया । मेरी मांग है कि फिर से 3 बर्थ का कोटा करना चाहिए ।

सफाई के मामले में सेकेन्ड क्लास के जितने बैटिंग रून हैं उन की स्थिति बहुत ही खराब रहती है, खास कर उन के शौचालय बहुत गंद रहते हैं। इसलिए उनकी सफाई का उचित प्रबन्ध होना चाहिए। प्लेटफार्म पर लोगों के बैठने की व्यवस्था बड़े बड़े स्टेशनों पर समृच्छित नहीं है। अंपाल के रेलवे प्लेटफार्म पर सैकड़ों यात्री बैठते तक ट्रन की प्रतीक्षा में खड़े रहते हैं, महिलाओं और बच्चों तक को बैठने की व्यवस्था नहीं है। इसलिए बैचों की व्यवस्था होनी चाहिए जिस से यात्री बैठ सकें।

भोजन के बारे में कई साथियों ने शिकायत की है। प्रायः यह वहा जाता है कि स्टेशन पर जो भोजन मिलता है वह अच्छा नहीं मिलता है। मेरा सुझाव है कि भोजन सामग्री की चैकिंग होनी चाहिए और अगर ठकेदार के पाम भोजन सामग्री खराब पायी जाएं तो उस को हटाकर दूसरे आदमी को नियुक्त करना चाहिए।

भारत बंद में लाखों, करोड़ों यात्री यात्रा करते हैं और भारत में अनेक ऐसे स्थान हैं जो किसी न किसी वस्तु के लिए मशहूर हैं। कहीं पर अच्छा कपड़ा मिलता है तो कहीं कोई और अन्य सामान अच्छा मिलता है और सस्ता भी मिलता है। तो जहां जहां ऐसे स्थान हैं और जो चीज वहां अच्छी मिलती है उस का स्टाल स्टेशन पर होना चाहिए और वहां वह वस्तु शहर के भाव पर प्रमाणित हृष में मिले, ऐसी व्यवस्था अवश्य होनी चाहिए। अगर ऐसी मुव्यवस्था पूरे देश में हो जाए तो रेलवे को उस से आय होगी और यात्रियों को भी मुव्यधा होगी। कई बार सामान लेने के लिए लोगों को जो स्टेशन पर उतरना पड़ता है उस की जरूरत हीं होगी और 5 मिनट के स्टोपेज में यात्री उस जगह की मशहर वस्तु को स्टेशन पर ही खरीद सकते हैं। इस से रेलवे को भी लाभ होगा।

मेरा सुझाव है कि रेलवे का प्रयोग विज्ञापनों के लिए अगर किया जाए तो इससे काफी आमदानी रेलवे को हो सकती है। मेरा निवेदन है कि जितना अधिक सम्भव हो रेलवे के डिब्बों का विज्ञापनों के लिए प्रयोग किया जाए। कुछ बातों में तो रेलवे के बिजेज का प्रयोग होता है, लेकिन डिब्बों का इस मामले में बहुत कम प्रयोग होता है, जो कि होना चाहिए।

पैदल पार के जो ब्रिज होते हैं, कहीं बार ऐसे पुलों की ज्यादा आवश्यकता होती है क्योंकि शहर दो भागों में बंटा होता है। पैदल पार के जो पुल बनाये जाते हैं, वह एक प्लेटफार्म में दूमरे प्लेटफार्म तक बनाए जाते हैं। अगर योड़ा सा और खर्च कर के शहर के दोनों भागों को जोड़ने वाले पुल बनाये जायें तो इसमें बहुत सुविधा होगी। विदिशा के बारे में मैं क्षास तौर पर यह बात कहा चाहता हूँ क्योंकि आधा शहर एक तरफ है और आधा शहर दूसरी तरफ है। पैदल-पार पुल सिर्फ़ प्लेटफार्म को जोड़ता है, शहर के दोनों भागों को नहीं जोड़ता है। अगर इसकी योड़ी लम्बाई बढ़ा दी जाए तो यात्रियों को बहुत सुविधा होगी और रेलवे को भी ज्यादा खर्च नहीं करना पड़ेगा।

SHRI J. RAMESHWARA RAO (Mahboobnagar): Mr. Chairman, Sir. I am happy that the hon. Minister for Railways is here and I hope that I will be able to persuade him to consider some of the suggestions that we would like to make.

Yesterday, when the hon. Minister was replying to the decision on the railway budget, he gave us very interesting and very satisfying assurances that backward areas would be taken care of, that the new railway lines that are going to be proposed will be for the development of those areas which do

not have facilities, which will encourage industrial growth and which will encourage not only industrial growth but also provide facilities for the development of agriculture in that area.

Yesterday, I interrupted him and asked him as to why the provision made for the Bibnagar-Nadikud railway line which was only Rs. 30 lakhs. He did not take note of my interruption. This line has been sanctioned many years ago and work on this line has started. I would like him to consider how long it will take to complete this project if he provides only Rs. 30 lakhs a year. It will take, 100 years !

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): It is just a beginning.

SHRI J. RAMESHWARA RAO: You rightly pointed out that you must take a few projects, complete them so that returns from these projects start coming in. What is the point of spreading ourselves thin and the returns do not start coming in. We do not see the fruition of these projects in our life-time. We do not see the development process taking off.

Mr. Chairman, Sir, one could have said when the previous government was in power that they were tired men; they had been in power too long and they could not bring a fresh look to the functioning of the Ministry. Here we have a brand new government with extremely competent and able ministers who can bring to bear a fresh look. Where is the fresh look? I went through the whole list of new lines that are being proposed or are under construction or sanctioned or work has begun. I find that these are the same old lines that the previous Railway Minister had approved. I do not think that Prof. Madhu Dandavate has suggested even one new line. At least he could suggest one new line for the sake of a fresh look.

PROF. MADHU DANDAVATE: To have a fresh look we cannot cancel an old line.

SHRI J. RAMESHWARA RAO: I am trying to draw your attention to the concept of 'fresh look'. You promised us an interesting new budget. Alright you did not increase the fares. Very good. But in the actual implementation of projects, could we not think of priorities? Could we not say that these are important for development, whether it is agriculture, whether it is industry whether it is mining or any other particular field? But give importance to certain lines and see that they are completed. I tell you, Mr. Chairman, I hold no brief for my party. We made the mistake of spreading ourselves too thin on too many projects and development all around slowed down. Not only did we make this mistake in Railways but we made the same mistake in power, we made the mistake in steel and industrial development, in fact, in every field, with the result that projects could not come to fruition earlier. All I would like to appeal to the Railway Minister through you, Mr. Chairman is 'don't repeat our mistakes, but learn from our mistakes'. Here I would like to quote an English Writer who said "They are great men who can learn from other people's mistakes and take on themselves the unfeigned experiences of life". Therefore, please learn from our mistakes and draw up a list of priorities. This particular railway line serves the entire Nagarjuna Sagar project area. The Nagarjuna Sagar project is going to irrigate about three million acres and the agricultural produce that is going to come out of these areas has no means of being transported or of reaching the market centres. Road communications in this area are not well developed. This railway line is going to serve this whole area and I know right from 1957, we have been emphasising the need for completing this project. Finally it was sanctioned after a great deal of discussion and after more than

[Shri J. Rameshwara Rao]

one survey had been completed and we have now this amount of Rs. 30.0 lakhs for its construction. I do not know what we are going to do with this small amount. I think it will take a hundred years to complete this project. If I were the Railway Minister I would take 4 or 5 lines and give them top priority and get them completed. I will give one more example of a case in my own State. I can only give example from my own State because I know my State. I am not parochial. I gave examples of other States in other spheres. Some years ago taking on irrigation and power, I drew the attention of the Irrigation Minister, in this honourable House, to the importance of the hydro-electric power project in Bihar. Please don't think I am parochial because the second example also happens to be of my own State. The second line which I am referring to is the Nizamabad-Ramagundam line via Karimnagar. This area is a very backward area and it would be advantageous for the Pochampad project command area which is going to be developed soon. This project is going to irrigate one million acres. Its produce has to be marketed. But how will it be marketed without an adequate communication system? Ramagundam can become an industrial centre. It is the major coal producing centre in the South. You can have an industrial complex there. So, this Nizamabad-Ramagundam line via Karimnagar is going to benefit both agriculture and industry. Take up 5, 6, 7 or 8 projects whichever the Minister or the Ministry likes, and go ahead with them and complete all these projects in five years. You cannot complete all the 175 projects listed in five years. It will take a hundred years to complete the 175 projects listed. Take up 5 or 6 projects and complete them and then go to the next lot of six or seven projects. Have some list of priorities and the list of priority that may make is entirely a matter of your choice based on the requirements of the develop-

ment of agriculture and industry or mines. While on this subject, I would like to draw the minister's attention to one other fact which I had the honour to draw the attention of this House some 15 years ago, when diesel traction was first being introduced in this country, I cautioned the then Government and the Minister from the Government benches that we did not have adequate oil producing capacity in this country. I said that I did not foresee the possibility of this country ever becoming self-sufficient in oil. I said: for heaven's sake, do not go in for dieselisation; we will be totally dependent on imported oil; we cannot afford our transport network to become dependent on imported oil. From the defence point of view, it was dangerous; from our own internal communication point of view, it is dangerous. I pleaded with the then Railway Minister: Instead of going in for dieselisation, please go in for electric traction. I also said that electric power generation did not mean hydro electric power. You can put up thermal plants at pit heads and link the country with an electric network or grid and have electric traction on the railways, and not diesel traction. I was laughed at by my own colleagues in the party and in the government, because dieselisation was the fashion then. It only means that we did not have the foresight to see that in 15 years time the world would be faced with the oil crisis and in 20 years time there would be shortage of oil in the world, and so Mr. Chairman, let us plan from now. Instead of increasing dieselisation, let us go on to electric traction. It will not be very expensive if you work out the economics of it. But somebody has to apply his mind and say: no dieselisation hereafter; we will not import oil for dieselisation of railways; we will do with internal resources. The Janata Party has been talking of Gandhiji and Gandhism. What are the basic tenets of Gandhism—local materials, local labour and local requirements and not to depend upon foreign, imported items. Gandhism does not mean only

khaddar. Gandhi has to be interpreted and understood in the context of today. To me dieselisation is anti-Gandhian; electric traction is Gandhian. Apply Gandhian teachings objectively and constructively and let us get results. I hope that next year when the railway Minister presents his budget he would give me some answer to this after having gone into the economics of it. The hon. Minister of Parliamentary Affairs has a right to laugh; he and I used to agree on a great deal of things in those days when he and I worked together; I have no objection if he wants to pull my leg.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): I am enjoying the speech of the hon. Member; he is making better speeches from that side.

SHRI J. RAMESHWARA RAO: He should know that I have always made better speeches when I am critical; even when he and I were together in the same party, I was critical of the party....

SHRI RAVINDRA VARMA: It seems he enjoys open opposition more than internal opposition.

SHRI J. RAMESHWARA RAO: There is no difference between open opposition and internal opposition; I enjoy both.

The hon. Railway Minister seems to be quite pleased with himself yesterday when he said: last year there were 164 accidents and this year there were 164 accidents....(Interruptions). I thought that a new government with a new zest should do better. You could readily find fault with us and say: the morale of the employees was low; they were being pressurised; discipline was being imposed from the top; so they neglected their work and there were 164 accidents. But today there is freedom; the employees are enthused to work with greater zest. There should be less accidents; you cannot say that there are the same number of acci-

dents; you should have certainly come forward and said that there must be less accidents.

PROF. MADHU DANDAVATE: Precisely, these are the very words in which I said yesterday: though the number of accidents remain the same, I am most unhappy; it must come down to rock bottom.

SHRI J. RAMESHWARA RAO: I am not talking flippant. I am only trying to reply to you at the same level that you were talking yesterday. I can understand you saying that the Assam accident was an act of God and nobody could have prevented it.

PROF. MADHU DANDAVATE: If it was an act of God, I would not have appointed a judicial enquiry.

SHRI J. RAMESHWARA RAO: I read in the newspapers a statement of yours that it was an act of God.

PROF. MADHU DANDAVATE: Let it be corrected. I stated it in the House also. It was a statement made by the Additional Commissioner of Railway Safety and when I quoted him, I have to quote him as he said and not as I want. I never bring in God into any discussion.

SHRI J. RAMESHWARA RAO: I stand corrected. This is what I read in a newspaper and I was not here when you made the statement in the House.

But in any case I am glad that accidents will go down. But one thing worries me and I am sure it worries the Railway Minister also. I am glad to see that the Law Minister is also here. There has been a large number of crimes on the railways recently and some attention is to be paid to it as to why this is happening. Railway travel is becoming insecure. And I do not think we can allow crime on railways to grow. What steps are to be taken is for the Law Minister and the Railway Minister to think together and find a way out.

[Shri J. Rameshwara Rao]

I think, Mr. Chairman, I have broadly covered the main points that I wanted to make and I do hope that the Railway Minister will give some consideration to these points. I do not expect him to give me a reply today. As I said, next year when he presents the next budget, and I do hope he will present the next Railway budget, I hope he will give some thought to these suggestions.

श्री हुक्म देव नारायण यादव (मधुबनी): सभा परिषत महोदय, रेल मंत्री ने जो रेल बजट पेश किया है उस का समर्थन करने के लिए मैं खड़ा हुआ हूँ। मैं उन को धन्यवाद देता हूँ कि जो धोषणाएं उन के द्वारा की गई हैं वह जो समाजवादी विचारधाराओं से वे प्रभावित रहे हैं उसी का असर है और वह होना भी चाहिए। लेकिन एक बात मुझे यह कहनी है कि हमारे रेल मंत्री जी अच्छी हिन्दी बोलना जानते हैं, किर भी लोक भाषा में लोक भाषा का प्रयोग न कर के इन्होंने विदेशी भाषा के माध्यम से रेल बजट को प्रस्तुत किया है, इस के लिए मुझे दुख है। यह नहीं होना चाहिए। जनता रेल है और उस पर जनता चढ़ती है तो जनता की रेल का बजट जनता की भाषा में ही सदन में आना चाहिए था। मैं समझता हूँ भविष्य में ऐसा नहीं होगा।

मैं ऐसे जिले से आता हूँ जिस जिले के कभी रेल मंत्री यहां ये जिन का बड़ा मुनाम और पुनाम भी रहा। अब वह स्वर्णीय हो चुके हैं, श्री ललित नारायण मिश्र जी। उन के समय में दरभंगा जिले में कुछ रेल लाइनों के निर्माण का काम प्रारम्भ किया गया लेकिन अभी तक वह काम सब रुका हुआ है। जैसे दरभंगा से निर्मली तक बढ़ाई गई है। निर्मली से सरायंग, सहरसा को जोड़ने का काम चुरू हुआ था, सर्वेक्षण भी हो गया लेकिन अभी तक उस को जोड़ा नहीं जा सका है। इसी तरह सहरसा, पूणिया, दरभंगा

और मधुबनी को रेल से जोड़ देने का काम इसका पड़ा है। पहले यह रेल लाइन भी लेकिन कोसी के कटाव के कारण वह बरबाद हो गई। सकरी हसनपुर लाइन का भी सर्वेक्षण हो चुका है। जमीन ली जा चुकी हैं। कुछ काम में हाथ लगाया गया लेकिन सारा पैसा बेकार हो गया। जमीन ले ली गई, मिट्टी डाल दी गई लेकिन रेल लाइन नहीं बनी। जमीन में पहले जो खेती होती थी, मेहंदी धान जो भी पैदा होता था, न वह पैदा हो पाता है न वहां रेल चल रही है। वह पैदावार भी गई और रेल भी नहीं चली। इसलिए जल्द से जल्द उस लाइन को चालू कर दिया जाय जिस से कुछ आमदानी भी हो और जमीन जो किसानों की ली गई है उस से किसानों में जो असंतोष है वह भी दूर हो। उन को रेल गाड़ीकम से कम मिल जाय, जमीन जो गई वह तो गई ही

एक बात मैं यह कहना चाहता हूँ कि हमारे मधुबनी जिले में 85 मील सीमा का क्षेत्र है। न उस इलाके में सड़क है न रेलगाड़ी है। अगर नेपाल की सीमा बाले क्षेत्र में कोई जाना चाहेतो कोई जा नहीं सकता है। अगर वर्षा हो जाती है, बाढ़ प्रा जाती है, वहां कोई दुर्घटना हो जाये तो देश के लिए बड़ी संकट की घड़ी उत्पन्न हो सकती है। नेपाल के उस पार से जो क्रिमिनल्स आकर हनुसल में डकेतियां बरीरह डालते हैं उस के लिए अगर आफिसर लोग भी वहां जाना चाहेतो उन के जाने का कोई साधन ही नहीं है। इसलिए मैं यह कहता हूँ कि सीमावर्ती इलाके में रेल लाइन बिलाई जाये। जैसे झंझरुरुर से लोकहा तक है, इसी तरह निर्मली से जयनगर लाइन बिला कर उस को सीतामढ़ी तक बढ़ा दिया जाय तो उतनी दूर तक जो लोगों की आवागमन और यातायात की कठिनाई है वह दूर हो जायगी। साथ ही साथ सीमावर्ती इलाके में जो खतरा रहता है, वह दूर हो सकता है और रेल के जरिये सीधता से पहुँचा जा सकता है। इस लिये

मेरा अनुरोध है कि निम्नली-जयनंगर-सीतामढ़ी को जोड़ दिया जाय और भीमावर्ती इलाकों में रेल लाइन का ज्यादा मेरे ज्यादा विस्तार किया जाय ।

मैं एक सवाल उठाना चाहता हूँ— हमारे देश में बिजली का अभाव है । अभी एक माननीय सदस्य बोल रहे हैं कि रेल गाड़ियों में ज्यादा से ज्यादा बिजली का इस्तेमाल होना चाहिये । लेकिन, समाप्ति महोदय, मैं एक किसान हूँ, मैं तो पहले अपनी खेती देख गा । सब से पहले भोजन, फिर वस्त्र, उस के बाद सवारी । वेट में रोटी रहेगी तब रेल से जायेंगे, यदि वेट में रोटी नहीं रहेगी तो रेल से कैम जायेंगे । डमलिये मेरा अनुरोध है कि बिजली का उपयोग रेलगाड़ी के बजाय सब से पहले खेती में होना चाहिये, बोरिंग में होना चाहिये, पम्पिंग सेट्स में होना चाहिये । रेलगाड़ियों के इन्जिन तो कोयला और डीजल से चल सकते हैं, लेकिन बिजली यदि आप हमारे बोरिंग और पम्पिंग सेट्स को देंगे, मस्ती दर पर देंगे तो उस से अनाज पैदा होगा और देश की जहरत पूरी होगी । इस लिये रेल-गाड़ियों को जितनी बिजली दी जाती है, उस में कटीती कीजिये और उस बिजली को खेतों में दीजिये जिससे खेती की ज्यादा से ज्यादा तरक्की हो सके । आज रेलगाड़ियों में एथर-कठीशांड डिब्बे लगाये जाते हैं, ये डिब्बे इस देश के लिये बिलकुल उपयोगी नहीं हैं । हमारे यहां प्रथम श्रेणी को लोग की बलास कहते हैं, उस में कौन लोग याकार करते हैं । अगर कोई गांव का आदमी चढ़ जाय तो उस को पकड़ लिया जाता है, लेकिन 95 प्रतिशत लोग मृत्यु में चलते हैं, जैसे पार्लियामेंट के मेम्बर हैं, विधान सभाओं के मेम्बर हैं, सरकारी कर्मचारी हैं या कुछ थोड़े से लोग जो पैसा देकर, टिकट लेकर चलते हैं वे बड़े-बड़े व्यापारी हैं जिन के पास नम्बर 2 का पैसा होता है । आम जनता का उस से कोई सम्बन्ध नहीं है, इसलिये उस को तत्काल बन्द कर दिया जाय । यह जनता सरकार बनी

है, तो जनता रेलें चलाइये, सब के लिये एक-ममान दर्जा हो । जैसे आप जयन्ती एक्सप्रेस चलाते हैं, उसी तरह की गाड़ी चलाई जाय, उस में 2 टायर, 3 टायर के डिब्बे ज्यादा लगाइये । पालियामेंट के सदस्यों और सरकारी कर्मचारियों को यदि आप कुछ सुविधा देना चाहें तो उसी में थोड़ा स्थान उन के लिये सुरक्षित कर दें, जो कोटे से उन को मिले । इस तरह से बिजली का बहुत सा दुरुपयोग बन्द हो सकता है ।

एक बहुत आवश्यक प्रश्न है—बहुत सी नई-नई रेलवे लाइनें बन रही हैं—क्या यह सम्भव नहीं है कि रेल विभाग के लोग कृषि विभाग और वित्त विभाग से बात करें और रेल के लिये जो पुल बनाये जाएं, उन्हें ब्राज के साथ बनाया जाय, उन में पानी की निकासी के गेट बनाये जाय । इस से यह लाभ होगा कि पुल पर रेल गाड़ी चलेगी और साथ में पानी को रोक कर उस का इस्तेमाल खेती में किया जा सकेगा । यह ठीक है कि इस में थोड़ा पैसा ज्यादा खर्च होगा लेकिन उस से लाभ कितना होगा, एक तरफ यातायात की समस्या का समाधान होगा और दूसरी तरफ खेती को पानी मिलेगा ।

एक निवेदन मुझे यह करना है कि जहां रेलवे-रोड क्रासिंग पर पुल नहीं है, वहां फाटक बन्द होने पर ये टोंट्रैफिक को खड़े रहना पड़ता है । जैसे दरभंगा एक बहुत बड़ा जंक्शन बन गया है, जब वहां गुमटी, कास करनी पड़ती है जो ओवर-ब्रिज न होने से फाटक बन्द होने पर बन्टो खड़े रहना पड़ता है । इस से बहुत कठिनाई होती है, किसी के मुकदमे की तारीख हो या किसी दूसरे काम से जाना हो, तो उस में बिलम्ब हो जाता है । इसलिये मेरा सुझाव है कि काफ़ी मात्रा में ओवर-ब्रिज बनाये जाएं जिस से लोगों की इस समस्या का समाधान हो ।

18.00 hrs.

आखरी बात मैं यह कहना चाहता हूँ— हमारे रेल मंत्री हमेशा समाजवादी रहे हैं—

[बों हुडम देव नारायण फ़ॉब्क]

ज्यादा ऐराम मिलना चाहिए और ज्यादा सुविधाएं मिलनी चाहिए। क्या ऐसे विभाग में यही परम्परा चलेगी कि जो कुली है, पत्थर पहुंचाने वाला है, उस के बेतन और जो बड़े-बड़े अफसर हैं, उनके बेतन और जसे में जो असमानता है, वह उसी तरह से कायम रहेगी? अगर सही जायजों में यह जनता का राज्य है, जनता सरकार है तो इस असमानता को दूर करना होगा। जो नीचे के नीकर हैं और जो ऊपर के बड़े अफसर हैं, उन के बेतनों में बहुत अन्तर नहीं होना चाहिए। हमने अपने घोषणा पत्र में कहा है कि न्यूनतम और अधिकतम बेतन का फ़र्क 1 और 10 होगा। आप कहीं से तो इस को शुरू कीजिए। मेरा कहना यह है कि ऐसे विभाग में जो कम बेतन पाने वाले हैं उन को अगर एक रुपया प्रति दिन मिलता है तो सब से बड़े अफसर को 10 रुपये मिलें अर्थात् 1 और 10 का अन्तर हो। इस को फौरन लागू किया जाए तभी लोग जानेंगे कि जनता राज्य जो आया है, वह सही काम करेगा। मेरा कहना यह है कि शारीरिक परिव्रम करने वालों को आप प्रार्थनिकता दें। जो आदमी ड्राइवर है या और जो दूसरे लोग हैं जो 12, 12 और 14, 14 बंटे परिव्रम करते हैं और अपना पत्तीना बहाते हैं उन के पास रहने के लिए सुविधाजनक मकान नहीं है, उन के पास आराम करने के लिए जगह नहीं है और जो कम मेहनत करने वाले हैं, ठंडे के नीचे और आराम से भीकरी करने वाले लोग हैं, उन को बड़े-बड़े महल रहने के लिए दिये जाते हैं। क्या यही जनता राज्य होगा? जो कम मेहनत करे उस को ज्यादा सुविधा दी जाए और ज्यादा मेहनत करे उस को कम। वह 10, 10 बच्चों के साथ एक छोटे से छोपड़े में जानवर की तरह रखा जाता है, बन्द कर के रखा जाता है। इसलिए मैं यही कहूंगा कि ज्यादा शारीरिक परिव्रम करने वाले को

ज्यादा आराम मिलना चाहिए और ज्यादा सुविधाएं मिलनी चाहिए।

आखरी बात में यह कहना चाहता हूं कि हमारे दरभंगा में एक क्लेम्स प्राफिस था। अब उस को भी उठा दिया गया है। स्व० ललित नारायण मिश्न ने वहां पर एक डिवीज़नल प्राफिस की योजना बनाई थी और डिवीज़नल प्राफिस का सर्वे भी ही चुका था। सारी योजना बन चुकी थी लेकिन अब वहां पर डिवीज़नल प्राफिस नहीं बन रहा है। इस के अलावा वहां से क्लेम्स प्राफिस भी उठा लिया गया है। पहले तो वहां पर व्यापारियों को तुरन्त जांच पड़ताल कर के उन के क्लेम्स का भुगतान कर दिया जाता था लेकिन अब क्लेम्स प्राफिस हटने से उन को बहुत दिक्कत हो रही है। मेरी आप से प्रार्थना है कि अगर आप वहां पर डिवीज़नल प्राफिस नहीं दे सकते हैं, तो कम में कम क्लेम्स प्राफिस को तो वहां फिर से बना दीजिए।

इस के अलावा दरभंगा और मधुबनी लाइन पर आप को सुधार करना चाहिए। दरभंगा में तुरन्त बड़ी लाइन देनी चाहिए जिससे दरभंगा सभी के साथ जुड़ जाए और वहां के लोगों को कुछ सुविधा मिल जाए।

इन शब्दों के साथ में समाप्त करता हूं।

समाप्ति महोदय : श्री सुखदेव प्रसाद वर्मा। अब तो समय हो गया है, आप कल बोल लीजिए।

The House stands adjourned till 11 A.M. tomorrow.

18.00 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, June 17, 1977/Jyaiṣṭha 27, 1899 (Saka).