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Tuesday, March 20, 1971  
Phalgun 29, 1894 /Saka

# LOK SABHA DEBATES

(Seventh Session)



(Vol. XXV contains Nos. 21—30)

LOK SABHA SECRETARIAT  
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## C O N T E N T S

(Fifth Series, Volume XXV, 7th Session, 1973;

No. 21, Tuesday, March 20, 1973/Phalgun 29, 1894 (Saka)

	COLUMNS
*Starred Questions Nos. 383 to 385, 387 to 389, 392 and 400	1—23
Short Notice Question No. 5	23—35
Written Answers to Questions :	
Starred Questions Nos. 381, 382, 386, 390, 391, 393, to 399	35—44
Unstarred Questions Nos. 3756 to 3843 and 3845 to 3955	44—190
Statement correcting reply to USQ No. 1028 dated 21-II-1972	191
Calling Attention to Matter of Urgent Public Importance—	
Reported police inaction in apprehending culprits harassing inmates of Miranda House Hostel	191—95, 382—412
Paper laid on the Table.	195
Message from Rajya Sabha	195—96
Business Advisory Committee	
Twenty-sixth Report	196
Union Territories Taxation Laws (Amendment) Bill— <i>Introduced</i>	196—97
Re. Strike by Working Journalists, etc.	197—98
Statement re. Letter of Resignation by Minister of Tourism and Civil Aviation (Dr. Karan Singh)	198—200
Supplementary Demands for Grants (General), 1972-73	200—15
Shri K. R. Ganesh	201—202
Appropriation Bill, 1973— <i>Introduced and Passed</i>	215—16
Supplementary Demands for Grants (Railways), 1972-73	216—45
Shri Jagadish Bhattacharyya	219—21

\*The sign + marked above the name of a Member indicates that the question was actually asked on the floor of the House by that Member.

	COLUMNS
Shri V. B. Tarodekar	221—25
Shri Indrajit Gupta .	226—32
Dr. Laxminarain Pandeya	233—38
Shri Mohd. Shafi Qureshi . . . . .	238—44
<b>Appropriation (Railways) Bill, 1973—<i>Introduced and Passed</i></b>	<b>245—47</b>
<b>Demands for Grants (Railways), 1973-74 .</b>	<b>247—68, 370—82</b>
Shri Dinen Bhattacharyya .	253—58
Shri Arjun Sethi	258—61
Shri Ramavatar Shastri	324—33
Shri Dharamrao Afzalpurkar . . .	333—36
Shri Chandra Bhal Mani Tiwari .	336—40
Shri Krishna Chandra Pandey	340—44
Shri Piloo Mody	345—46
Shri Rajdeo Singh	347—52
Shri R. V. Bade	352—55
Dr. Ranen Sen .	356—58
Shri M. Ram Gopal Reddy	358—62
Shri P. G. Mavalankar	362—68
Shri Shivanath Singh	370—76
Shri S. D. Somasundaram .	376—79
Shri Sadhu Ram	379—82
<b>Orissa Budget, 1973-74—<i>Presented</i> .</b>	<b>368—70</b>
Shri K. R. Ganesh	368—70
<b>Supplementary Demands for Grants (Orissa), 1972-73—<i>Statement presented</i> . . . . .</b>	<b>370</b>
Shri K. R. Ganesh .	370

# LOK SABHA DEBATES

## LOK SABHA

(Figures in tonnes)

*Tuesday, March, 20 1973/Phalguna 29, 1894  
(Saka)*

*The Lok Sabha met at Eleven of the Clock.*

*[MR. SPEAKER in the Chair]*

### ORAL ANSWERS TO QUESTIONS

#### **Basis of Allocation of Wax to States**

\*383. SHRI ANADI CHARAN DAS : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the basis of allotting wax quota to different States; and

(b) the annual quota of wax fixed for each State by the Central Government ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D.K. BOROOAH) : (a) and (b). The allocation of paraffin wax to the different States was initially fixed on the basis of the actual consumption of this product during 1970. Thereafter this allocation has been progressively enhanced with improvements in indigenous availability. The 1973 State-wise allocation of paraffin wax is placed on the table of the House.

### STATEMENT

*Statement showing allocation of Paraffin Wax for the year 1973*

(Figures in tonnes)

1. Delhi	3142
2. Uttar Pradesh	3483
3. West Bengal	9368
4. Bihar	1521
5. Maharashtra	7995

6. Gujarat	978
7. Haryana	769
8. Andhra Pradesh	769
9. Madhya Pradesh	769
10. Rajasthan	615
11. Orissa	707
12. Punjab	697
13. Mysore	615
14. Tamil Nadu	6150
15. Kerala	1255
16. Goa, Daman & Diu	202
17. Dadra & Nagar Haveli	40
18. Chandigarh	51
19. Pondicherry	22
20. Himachal Pradesh	82
21. Jammu & Kashmir	103
22. Assam	4920
23. Nagaland	718
24. Arunachal Pradesh	154
25. Manipur	154
26. Tripura	272
27. Meghalaya	769
28. Andaman & Nicobar	20
29. Laccadives	8.4
30. Mizoram	101

TOTAL . . . 46449.4

SHRI ANADI CHARAN DAS : Mr. Speaker, Sir, may I know from the hon. Minister of Petroleum and Chemicals whether it is a fact that there are various industries in Orissa State which are dependent upon Paraffin Wax, which have been closed, or are likely to be closed due to short supply of wax ?

SHRI D. K. BOROOAH : There might be industries in Orissa which depend upon wax, but there are certain industries in other States which are bigger in size and therefore require more wax.

SHRI ANADI CHARAN DAS : May I know whether it is a fact that Orissa is not getting its fixed quota in time ?

SHRI D.K. BOROOAH : I have no information on that point.

SHRI R. BALAKRISHNA PILLAI : In the statement it is said that the paraffin wax allotted to Kerala is only 1255 tons. The last year's request of the Kerala Industries Department for the supply of paraffin wax to the small manufacturers of candles was itself nearly 5,000 tons but the government have allotted only 1255 tons. Will government consider their request for allotment of more wax at least this year for saving the small scale industries ?

SHRI D.K. BOROOAH : Our total production of wax this year is 46,000 tons. It is distributed on the basis of consumption of 1970 and the increase has not been on the *pro rata* basis.

SHRI D.N. TIWARY : The statement shows a wide range of disparity in the allocation of paraffin wax to States. While Assam has got 4920 tons, Bihar has got only 1521 tons. Does the Minister want to say that there is no demand in Bihar and also whether area and population criteria are taken into consideration ?

SHRI D.K. BOROOAH : It is a question of consumption till 1970. Industries had built around Assam because Digboi is the only refinery which produces wax. So, the consumption there is a little higher. So, also in Calcutta. The other States have not come up to that standard of consumption because they started late.

SHRI BISWANARAYAN SHASTRI : May I know from the hon. Minister which are the refineries that produce paraffin wax and is there any scheme in the hands of the

government to produce paraffin wax in refineries which at present do not produce paraffin wax ?

SHRI D.K. BOROOAH : Yes, Sir. The only refinery which produces paraffin wax at present is Digboi refinery. We are trying to produce slack wax at Barauni. The idea is that we should go in for production of wax in some other refineries including Barauni, Haldia and Lubcooil Plant in Bombay

श्री के० एन० तिवारी : मैं यह जानना चाहता हूँ कि सारे स्टेट्स की मिला कर डिमांड कितनी है और कितना शार्टेंज होता है और उस को कब तक पूरा करने की प्लानिंग है ?

श्री देवकानन्त शास्त्री : डिमांड बहुत ज्यादा नहीं है क्योंकि पिछले माल जितना वैक्स स्टेट्स को एलाट किया गया था किसी किसी स्टेट ने उस को लिपट किया ।

श्री के० एन० तिवारी : डिमांड कितनी है ?

SHRI D.K. BOROOAH : The demand is almost the same as the production; we may have to import a little bit, but that will not be very large quantity.

#### Indigenous Production of Oil Drilling Equipment

\*384. SHRI K. MALLANNA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether any oil drilling platform and other equipment for use in off-shore drilling have been produced with indigenous know-how;

(b) if so, the nature and quantity of such equipment produced indigenously; and

(c) how much money has been or is proposed to be spent on the import of such equipment ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D.K. BOROOAH) : (a) and (b). A fixed platform for drilling was fabricated indigenously using technical assistance from USSR in designing. It was installed at a location at the Aliabat West structure in the Gulf of Cambay. For eventual use to support drilling operations in deeper waters, ONGC proposes to acquire two supply boats. A contract has been awarded by ONGC to Hindustan Shipyard at Visakhapatnam for the construction of these supply boats. The design for these boats was obtained from an American Company.

(c) No fixed platform is proposed to be imported.

A self-propelled, self-elevating mobile offshore drilling platform is proposed to be imported from Japan under Yen credit at a price of Yen 5,274 million. On the date of signing of the contract (February 25, 1971), this amount was equivalent to US \$14.65 million.

SHRI K. MALLANNA : From the reply given by the hon. Minister, one can conclude that the country has to depend more on foreign technology and know-how. May I know whether in the direction of self-reliance, any survey has been made to produce this equipment indigenously for use in off-shore drilling platform, and if so, the details of the same and the estimated cost ?

SHRI D.K. BOROOAH : We are self-reliant in those items of technology in which we have experience, but off-shore drilling is a matter in which we have no experience. So, we have to depend upon foreign technology for some time until our people acquire the necessary expertise.

So far as the fixed platform at Aliabat is concerned, its design was obtained from the USSR under a contract. But the work of erection of the platform was one in which our engineers had also participated.

SHRI K. MALLANNA : My question was whether the survey had been conducted or not, and if so, the estimated cost ?

SHRI D.K. BOROOAH : Survey of what ?

SHRI K. MALLANNA : Survey regarding the manufacture of indigenous equipment.

SHRI D.K. BOROOAH : I think he means a study. A study was made and it was found on the basis of the study that in this particular equipment relating to off-shore drilling, we had no experience, and, therefore, we had to import this expertise.

SHRI K. MALLANNA : May I know whether the off-shore exploration development oil policy contains any foreign collaboration, and if so, the names of those foreign countries, and the terms and conditions of such collaboration in the exploration and development of oil by off-shore drilling ?

SHRI D.K. BOROOAH : We are only discussing still, and we have not yet entered into any agreement with any country for off-shore drilling, save and except that the ONGC is doing on its own with a Japanese Platform which has been built by Japan for us.

श्री जगन्नाथ राव जोशी : अध्यक्ष महोदय, क्रांतिकारी (सी) के उत्तर में कहा गया है कि जापान से एक प्लेटफार्म ब्लैप्पोर्ट कर लिया गया है, वह प्लेटफार्म यहां आया था लेकिन उसकी मोटर में कुछ कमियां दिखाई दीं इसलिए उसको बापिस भेज दिया गया था और अभी तक वहां से बापिस नहीं आया है तो इसके लिए हर दिन हानि कितनी हो रही है, यहां कब तक आने की संभावना है और इस देरी के लिए कारण क्या है ?

श्री देव कान्त बहादुर : जो प्लेटफार्म बनाया गया था उसके बिजली के यन्त्र में कुछ त्रुटि निकली इसलिए हमने कहा कि इसको पूरी तरह से ठीक करना चाहिए तभी इसको हम लेंगे । किर उन्होंने उसका संशोधन कर दिया और अभी जो उसका ट्रायल हुआ था उसमें उसका परफॉर्मेंशन अच्छा बताया गया है ।

यन्त्र के स्पेसिफिकेशन्स के बारे में हम चर्चा कर रहे हैं और जब तक सम्पूर्ण रूप से ठीक हम को नहीं देंगे तब तक 4500 डालर कम्पनेसेशन डेली देते रहेंगे।

SHRI B.V. NAIK : Since oil is one of our very important items of production besides steel, cement and fertiliser, and we are the weakest in oil, which is not denied, and since the total amount involved here is not more than Rs. 14 crores and every year we keep on importing crude worth more than Rs. 200 crores in this critical area of production where national self-sufficiency is a must, will the Minister give us an assurance that the import of materials will not be decided on theoretical grounds of self-reliance in so far as this item of strategic technology is concerned ?

SHRI D.K. BOROOAH : Yes, that is exactly what we are doing.

SHRI HARI KISHORE SINGH : From the reply, it seems we are depending entirely on Japanese know-how in this regard. Has any study been made by Government to ascertain what are our requirements regarding off-shore drilling and from how many other sources we can get this help to reduce our dependence on Japanese know-how ?

SHRI D.K. BOROOAH : We are not depending entirely on Japanese know-how. We have only bought a platform from Japan which has been manufactured for us in collaboration with some of the American experts in Japan.

SHRI P.M. MEHTA : Is it a fact that the offshore drilling carried out against expert advice at Aliabet has failed and the platform erected there at a huge expenditure has become redundant ? Is there any proposal under consideration to shift the platform to some other site ?

SHRI D.K. BOROOAH : It is not a fact that exploration at Aliabet was done against expert advice. It was done on expert advice. Secondly, it is a fixed platform which cannot be used elsewhere except by dismantling.

SHRIMATI MAYA RAY : Will the hon. Minister kindly tell us what encouragement is being given to our boys to acquire know-how indigenously in this field ?

SHRI D.K. BOROOAH : They worked with the Russian experts in erecting the platform and also exploring in Aliabet. So far as this new item is concerned, our endeavour is to see that our boys are trained also alongside the foreign experts.

#### Purchase of Generators from Foreign Countries

\*385. SHRI B.S. BHAURA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the number of generators purchased from foreign countries during the last three years;

(b) the names of the States to which these generators were given; and

(c) whether fifty generators purchased from foreign countries are lying unutilised in the States of Punjab; and if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) to (c). A statement is laid on the Table of the House.

#### STATEMENT

(a) and (b).

Name of the board	Brief details		Country of Import
	I	2	
Punjab State Electricity Board	(i) 4 units of 4400 kVA each diesel generating sets.		U.S.S.R.
	(ii) 5 units of 1450 kVA each diesel generating sets.		Czecho-slovakia.
	*(iii) 18 units of 1100 kVA each diesel generating sets.		G.D.R.

\*One set transferred to Manipur.

1	2	3
	**(iv) Four alter- nators of 700 kW each for coupling with the indige- nous diesel en- gines manufac- tured by M s Garden Reach Workshop.	U.K.
Maharashtra State Electricity Board.	2 units of 120 MW turbogenerators for Koradi Ther- mal Power Station Extension.	Poland

\*\*These were transferred two each to Salal Project (Jammu & Kashmir) and Manipur Government.

(c) Out of 26 generators imported by the Punjab State Electricity Board, 20 have already been commissioned. The remaining six (3 from U.S.S.R. and 3 from G.D.R.) are under various stages of erection and are likely to be commissioned soon.

Parts for one set from U.S.S.R. have recently arrived and the remaining two sets are under final stages of erection. In the case of G.D.R. sets, three could not be commissioned due to certain foundation defects which have now been rectified. For one set, some parts also need replacement.

SHRI B. S. BHAURA : Kindly see my question. The answer given is not a proper answer. I asked about the total number. He has not answered it. May I know whether the sets which have been transferred one to Manipur and then four, two to the Salal project and two to Manipur, were transferred by the Centre or the States, and why this transfer has been made?

SHRI BALGOVIND VERMA : Sir, so far as the hon. Member's remark is concerned, namely, that the question has not been answered, I think it is not correct. I am saying that in all 27 sets were imported by Punjab, and out of the 27, one has been transferred to Manipur.

SHRI B. S. BHAURA : It is not related to Punjab only. What about other States?

SHRI BALGOVIND VERMA : 27 were imported by Punjab and two units were imported by Maharashtra Electricity Board. These are the only sets which have been imported so far.

SHRI B. S. BHAURA : It is not so according to the statement. Now, may I know from the hon. Minister whether it is a fact—and you, Mr. Speaker, must also be knowing it—that there was an editorial in the *Tribune* and other newspapers in Punjab which, published the news that 50 generators were imported by the Punjab Electricity Board and they are lying unutilised? May I know whether the hon. Minister is aware of the fact that these generators are there and they are not being utilised there?

SHRI BALGOVIND VERMA : I think that the information that the hon. Member is giving from the newspapers is not correct. In fact, only 26 generators have been actually imported by Punjab, and as a matter of fact, they are setting up 41 generators in the State, 15 out of them are indigenously made. Therefore, to say that so many were imported and they are lying without any use there is not correct. I may tell him that most of them have been commissioned. Only six remain, and there were some defects and they are being set right and are also being commissioned very early.

SHRI B. S. BHAURA : I want to know whether it is not a fact that 50 generators are lying unutilised with the State Electricity Board in Punjab. There was news to that effect and everyone knows it. Nobody has contradicted it.

MR. SPEAKER : You asked about the number of generators purchased from foreign countries.

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : What the hon. Member said was correct; that was the situation a few months ago. About six

months back, it was so. But afterwards, the crisis came in. 15 indigenous sets were commissioned and 20 sets which were imported sets have also been commissioned. Six of the sets are yet to be commissioned.

SHRI PRABODH CHANDRA : May I know from the hon. Minister why these sets were allowed to remain idle for months together and it was only during the crisis that an effort has been made to set them in order ? If they had been set in order from the days when they had been commissioned there would have been no crisis of electricity at all.

DR. K. L. RAO : Crisis or no crisis the sets purchased should be utilised, but nevertheless, some of them remained unutilised. Why they have remained idle, I myself, could not know. (*Interruption*) After all, these Machines are with the State Governments. The State Governments requested for the import and therefore, they were imported. These generators are not erected as if in one place; they are erected in a number of places. Once it is brought to our notice that additional power is required by them, then we enquire; and then we found that some of them were already lying idle.

SHRI G. VISHWANATHAN : In view of the acute power shortage facing the country, I want to know from the hon. Minister whether there is any comprehensive plan to import generators for the use of all the other States which are suffering from power shortage ?

DR. K. L. RAO : It is not generally allowed. It is only in exceptional cases, where it is necessary to expedite them, or when particular conditions are there, then only we allow them to be imported. Otherwise, generally import is not allowed.

SHRI M. RAM GOPAL REDDY : The hon. Member Mr. Bhaura said that he is from Punjab and I say that the hon. Minister is from Andhra Pradesh. There is no mention of Andhra Pradesh in this question about generators. I want to know whether Andhra Pradesh does not require generators or there is no demand from the State.

R. SPEAKER : Andhra Pradesh is busy in more important matters.

SHRI P. G. MAVALANKAR : The statement refers to Punjab, Maharashtra, Jammu and Kashmir and Manipur. May I know whether other States not mentioned had asked for generators and whether their requests had been declined ?

MR. SPEAKER : The scope of the question is very limited.

DR. K. L. RAO : A number of States have asked, Haryana, West Bengal, U. P. U. P. had asked for some more machines some of the imported machines and these are in various stages of processing ; some have been sanctioned, some not. The question is about imports that is why those were not included in that answer.

SHRI P. G. MAVALANKAR : What about Gujarat ?

DR. K. L. RAO : If it is not mentioned in the statement, it means they have not asked for this.

SHRI PILOO MODY : In view of the fact that our electric generation has been very largely hydel, is there any shift in Government's thinking because of the recurrent problems we have with the monsoons ? Will thermal generation now replace hydel generation ?

DR. K. L. RAO : The position is hydel 40 and thermal 60 per cent. It is an economic mix; it has a lot of advantages. It is an accident that all over the country, failure of rainfall happened this year. A number of reservoirs had gone a half empty all over the country ; such a situation had not developed over a hundred years. Hydel is actually planned for 90 per cent availability and we take a lot of precautions and for ninety years out of 100 years they must function. This year, it is true it had been a bad show. Hydel projects are not everywhere, they are only in Himalayas or the Western Ghats and we are trying to take up the most economic ones.

**Andhra Pradesh Power Units Affected by Anti-Mulki Rules Agitation**

\*387. SHRI P. K. DEO : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether during violent incidents in various parts of Andhra Pradesh following anti-Mulki Rule agitation, power units were also seriously affected ;

(b) whether the power units have now been handed over to the army for supervision and control ; and

(c) if so, the reaction of Government in this regard ?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):**

(a) to (c). A statement is laid on the Table of the House.

*Statement*

(a) In the wake of anti-mulki rules agitation, there have been no incidents of violence affecting power houses in Andhra Pradesh. However, employees of Andhra region went on strike from 6th to 11th January, 1973 and employees of Telengana region went on strike on 5th and 6th February, 1973. During the strike periods, assistance of army personnel was sought for and they were deployed with a view to guarding the various generating stations and sub-stations.

(b) and (c). These power units were not kept under the supervision and control of Army personnel. The assistance of army personnel were taken only for the period when the employees went on strike.

During this period, there has been no damage to any of the power installations. The workers and officers of the Electricity Board from Andhra and Telengana regions went on strike on two different occasions. When Andhra Pradesh employees went on strike during the month of January, Telengana employees were working and power from Telengana region was supplied to Andhra Region. During that period, army personnel were deployed for the purpose of guarding

the sub-station and generating stations. Their services however could not be utilised to operate the generating stations as the supervisory staff were also on strike. During that period, they were mainly in charge of security of the stations. Similarly, when Telengana employees went on strike in the month of February, 1973, Andhra Pradesh were working and power was supplied to Telengana region from Andhra region. During this period also, army personnel helped to the extent possible in the operation of the sub-stations. Generation stations however could not be operated due to the supervisory staff being on strike and only security measures were provided by them during this period.

SHRI P. K. DEO : I have not got the statement ; it is difficult to ask a supplementary.

MR. SPEAKER : TRY to invent some Next question.

SHRI PILOO MODY : Other people might be allowed.

MR. SPEAKER : I looked around ; none stood up.

**Meeting of Indian And Nepalese Teams Regarding Supply and Distribution of Petroleum in Nepal**

\*388. SHRI BHOGENDRA JHA : SHRI D. P. JADEJA :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether a meeting of Indian and Nepalese teams was held recently to negotiate matters regarding supply and distribution of Petroleum and lubricants in Nepal ; and

(b) if so, the results achieved ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D.K. BOROOAH) : (a) and (b). Yes, Sir. A meeting between Indian and Nepalese teams was held to discuss the proposal of the Nepal Oil Corporation to finalise the import of petroleum oil and lubricant products from India, and also to take over the internal distribution and marketing of these products

in Nepal. Certain proposals have been worked out and these are presently under the consideration of the two Governments.

SHRI BHOGENDRA JHA : In view of the fact that we are interested in the development of Nepal in every direction, particularly in petro-chemicals, I want to know whether there has been any aspect of the problem where Nepal had sought something from us which we have not been able to accept, and if so, what is it ?

SHRI D. K. BOROOAH : In this connection, the Nepal Government had taken a decision that all imports of oil products would be canalised through the State-owned Nepali Oil Corporation. The Government of Nepal has also decided that internal distribution and marketing of oil products in Nepal should be undertaken by the Nepal Oil Corporation.

The two decisions have been taken by the Nepal Government within their sovereign right. We cannot, in any way, object to these decisions.

SHRI BHOGENDRA JHA : It is a very welcome sign that the Nepal Government wants to handle this matter.

I want to know whether these foreign oil companies are also having any say in the matter of distribution and other things ; whether the Government of India is also considering that only our Indian Oil Corporation deals with Nepal Government and not by the foreign oil companies.

SHRI D. K. BOROOAH : No. The Nepal Government have not made any distinction between I.O.C. and Esso, Burmah-Shell and other foreign oil companies. In fact our total contribution is about 50,000 tonnes.

SHRI BHOGENDRA JHA : The question is whether we have taken a decision that foreign oil companies should not deal with Nepal Government but that our Indian Oil Corporation alone should deal with them.

MR. SPEAKER. He has already referred to this.

SHRI D.K. BOROOAH : That is for the Nepal Government to decide. They will take over the distribution of oil from all these three foreign oil companies. It is a matter about which we cannot do anything.

SHRI N.K.H. SALVE : We are ourselves facing an acute shortage of crude. I want to know whether the Government are out to get crude at whatever price we can from the foreign country. In view of the fact that it is going to be a drain on our foreign exchange, whether we are going to export these products to Nepal. If so, whether we are likely to get payment in foreign exchange ?

SHRI D. K. BOROOAH : Sir, Nepal buys 50,000 tonnes of petroleum products. That represents only 0.23% of our internal consumption. So, it is not a drain on our consumption in this country.

SHRI N.K.P. SALVE : I meant drain on our foreign exchange.

SHRI D. K. BOROOAH : But, Sir, it has been agreed that if Nepal wants to buy additional oil from us they may pay in the convertible currency. Whatever it is, the question of paying in foreign exchange does not arise here.

MR. SPEAKER. Dr. Laxminarain Pandeya.

विभिन्न रसायनों के मूल्यों में वृद्धि  
और उनका अभाव

\* 389. द्वारा लक्ष्मीनारायण पांडेय : क्या पंद्रहिलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विभिन्न रसायनों, जैसे कास्टिक सोडा, माइट्रिक एसिड, टाट्रिक एसिड, पेराफीन, गिलरीन, तथा मेंथाल के मूल्यों में भारी वृद्धि हुई है और ये प्रायः बाजार में उपलब्ध नहीं हैं;

(ख) यदि हां, तो इसके क्या कारण हैं; और

(ग) दिसम्बर, 1972 से अब तक इनके मूल्यों में कितने प्रतिशत वृद्धि हुई है ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) : (a) to (c). Information is being collected and will be laid on the Table of the House.

डा० लक्ष्मी नारायण पांडेय : अध्यक्ष महोदय, मंत्री महोदय ने सीधा सा उत्तर दे दिया । 21 दिन की नोटिस देने के बाद भी जानकारी इकट्ठी नहीं हो मरी जब कि कास्टिक सोडा बाजार में उपलब्ध नहीं हो रहा है और ग्लिसरीन और पैराफिन भी अस्पतालों तक में उपलब्ध नहीं हैं और इसके बाद भी कहा जाता है कि इनकार्मेशन कलेक्ट की जायगी और सदन की मेज पर रख दी जायगी । मैं जानना चाहूंगा क्या मंत्री महोदय इस बात का आश्वासन देंगे कि दवाखानों में ग्लिसरीन और पैराफिन उपलब्ध हो सके और बाजार में कास्टिक सोडा उपलब्ध हो सके इस के लिए वह जल्दी से जल्दी कोई कदम उठायेंगे ?

श्री देव कन्त बकाना : माननीय सदस्य का जो कहना है उस का मंशा है कि रिटेल में कास्टिक सोडा का दाम कुछ बढ़ा है और यह तो पेपर में भी आया है 'एकोनामिक टाइम्स' में, इसलिए हम ने प्रोड्यूसर से पूछा है कि कैसे इस का दाम बढ़ा है ? इस की हम जांच कर रहे हैं ।

डा० लक्ष्मी नारायण पांडेय : मैं ने ग्लिसरीन और पैराफिन के बारे में भी पूछा था कि इन का भी शार्टेंज है और गवर्नेंमेंट डिस्पेंसरीज तक में ये उपलब्ध नहीं हैं, इसके बारे में क्या वह आश्वासन देंगे ताकि यह वहां उपलब्ध हो सके ?

श्री देव कन्त बकाना : पैराफिन बहुत बड़ी कम्पनी नहीं बनाती है । हम ने एक कम्पनी परिवार कम्पनी लिमिटेड से पूछा है और उन्होंने लिखा है :

They have not effected any price increase since December '72

और ग्लिसरीन के बारे में :

Glycine is produced as a by-product of splitting up of fats and oils.

उसकी भी हम जांच कर रहे हैं ।

SHRI BHAGWAT JHA AZAD : May I now whether the Government have no information about the ruling price of the commodities mentioned in the question, whether the prices have gone up or not or about their scarcity ?

SHRI D. K. BOROOAH : Both.

SHRI BHAGWAT JHA AZAD : In that case, are we to understand that the Government does not keep in touch with the ruling prices ?

SHRI D. K. BOROOAH : We keep in touch.

श्री अटल बिहारी वाजपेयी : सवाल का नोटिस 21 दिन पहले दिया गया था । सरकार जानकारी इकट्ठी कर रही है इसका क्या मतलब है ?

SHRI D. K. BOROOAH : About these particular items, we are collecting the information.

अध्यक्ष महोदय : सरकार को आये बहुत थोड़े दिन हुए ।

SHRI BHAGWAT JHA AZAD : But the ministry is always functioning, though the minister is new. It is a Ministry for Notices ?

SHRI RAJA KULKARANI : Is it not a fact that paraffin is mainly distributed by Burmah-Shell and Burmah-Shell and its dealers have colluded against the consumers ?

MR. SPEAKER : That is a very good information you are giving.

SHRI S. R. DAMANI : What are the reasons for the rising prices ? Is it due to insufficient production ? What steps are Government going to take to increase the production to meet the requirements and also to reduce the price ?

SHRI D. K. BOROOAH : That is exactly what we are looking into.

**Payment of Hire charges of two boats to an American firm by O. & N.G.C.**

\*392. SHRI PARIPOORNANAND PAINULI : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the O. & N. G. C. is paying for the past two months 2400 dollars per day as hire charges to an American firm for obtaining two supply boats which remain in disuse;

(b) whether the 7500 dollars have already been paid as transport charges to reach the two supply boats from U.S.A. to Bombay and 35,000 dollars to be paid later ; and

(c) the reasons wh the supply boats could not be had indigenously ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) : (a) Yes ; Sir. The ONGC is paying, since December 17, 1972, dollars 2400 per day (less a rebate of dollars 20 per day) as hire charges to an American firm for two supply boats. Of this 20% is payable in rupees. One of the two boats has been used for some time for clearing material from the fixed offshore platform in the Aliabet structure and the other has not been used.

(b) A total sum of \$1.83 lakhs approximately as per contract has been paid for bringing the two boats from U.S.A. to Bombay.

(c) An order was placed by the Commission with the Hindustan Shipyard Limited for two supply boats which are expected to be delivered some time by the end of 1974/early in 1975. Till that time the Commission had no option but to charter hire these boats.

SHRI PARIPOORNANAND PAINULI : May I know whether tenders were invited from Hindustan Shipyard also, and if so, is it not a fact that there was no timely response from the ONGC to the offer made by Hindustan Shipyard ?

SHRI D. K. BOROOAH : Orders had been placed for two ships on Hindustan Shipyard, but they will supply the ships only in 1974 or 1975. In the meanwhile, for dealing with the Japanese platforms we need supply boats. So, for this period we have to hire the supply boats for transport of materials as well as crew. Without these, we could not function in the offshore and work with the Japanese platforms.

SHRI PARIPOORNANAND PAINULI : My question has not been answered. I wanted to know whether it is a fact that there was no timely response to the offer of Hindustan Shipyard by the O&NGC at that time ?

SHRI D. K. BOROOAH : I could not tell you that. But certainly Hindustan Shipyard has agreed to build these two ships and they are being fabricated.

MR. SPEAKER : The hon. Member says that Hindustan Shipyard offered to make these ships b.t there was no response from the O&NGC.

SHRI D. K. BOROOAH : The Hindustan Shipyard is building these two ships.

SHRI PARIPOORNANAND PAINULI : It is true that the Hindustan Shipyard is building these two ships. But the order was placed much later. Is it a fact that the order on Hindustan Shipyard was placed not at the time when the quotation was made but much later ?

SHRI D. K. BOROOAH : I require notice for that question.

SHRI PARIPOORNANAND PAINULI : The hon. Minister stated that one of the boats has been used for some time past for clearing material and the hire charges come to \$960 per day. What were the terms offered by O&NGC for hiring American ships and why could those ships not be used ? Would the hon. Minister make a probe into the matter and fix responsibility on the officers responsible for the shady deal ?

SHRI D. K. BOROOAH : I do not agree with the hon. Member that it is a shady deal. The Japanese platform was ordered and it was to come this month. But since its performance was not good, we said we would not accept it. So, every day the Japanese firm Mitsubishi is to pay us \$5,500 as compensation. Therefore, the compensation we are getting is much higher than the hire charges to the ships.

MR. SPEAKER: I think that should not have been mentioned there.

SHRI D. K. BOROOAH : The problem is that there is delay in getting the platform from Japan. Therefore, we have not been able to utilize them for the purpose for which they have been chartered. But, as I pointed out, although we are paying them substantial rent every day, we are also to get more than that by way of compensation from the Japanese firm.

SHRI INDRAJIT GUPTA : Since it was necessary to go over to a foreign source of hiring these boats, may I know whether global tenders were called for in this respect and the charges quoted by this particular American firm were the lowest or no global tenders were called for ?

SHRI D. K. BOROOAH : I require notice for that.

SHRI INDRAJIT GUPTA : This question surely arises out of the main question. We are spending a big amount as rental for these boats. Surely, he must know whether global tenders were issued or not. What kind of functioning is this ?

SHRI D. K. BOROOAH : Notice is required for the simple reasons the information is not with me.

MR. SPEAKER : He can send it later on.

SHRI PRABODH CHANDRA : The Minister said that the hire charges will be more than the cost price of these two boats.

MR. SPEAKER: That happens sometimes.

SHRI D. K. BOROOAH : What I said was that the hire charges of these boats would be less than the compensation that we would be getting from the Japanese firms. As soon as we get the Japanese platform, we would be able to utilize these boats.

**Construction of over-bridge at Miraj South Central Railway**

\*400. SHRI ANNASAHEB GOTKHINDE : Will the Minister of RAILWAYS be pleased to state :

(a) when the work of constructing the Railway over-bridge at Miraj on Miraj-Kolhapur line, South Central Railway is expected to be completed;

(b) whether there is no effective co-ordination between the agencies engaged in carrying out the works on the over-bridge and the approach roads; and

(c) what steps are being taken to ensure that the completion of both the works synchronises with each other ?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA) : (a) The work is likely to be completed by 30-6-74.

(b) and (c). There is effective co-ordination between the Railways and the State Government through periodical coordination meetings and review of the progress of the work at site.

SHRI ANNASAHEB GOTKHINDE : It is stated that the work is likely to be completed by the end of June, 1974. May I know from the hon. Minister which is the date mentioned in the agreement entered into with the contractor by which the construction work of the over-bridge was to be actually completed and whether the contractor has asked for the extension of the stipulated period ?

SHRI L. N. MISHRA : I have no knowledge about the extension of time. But this much I say that the work was sanctioned on the 23rd December and the work

was started on 28th January, that is, within a month. The State Government has also started the work. About 60 per cent of the work is completed. It is expected that it will be completed by June, 1974.

**SHRI ANNASAHEB GOTKHINDE :** May I know in what manner the effective coordination is being maintained with the B & C Department of the State Government which is carrying out the work of the approach-road subsequently ? Is there any difficulty in starting the approach-road work on the city end of the over-bridge ?

**SHRI L. N. MISHRA :** There is a coordination committee consisting of the representatives of the Maharashtra Government and the Railways. They meet every quarterly and discuss the problems. So far, there has been no difficulty as regards the approach-road work.

**MR. SPEAKER :** Now, I am going to the second round and calling the absent Members again. I find all these Members are absent. We then take up the Short Notice Question.

#### SHCRT NOTICE QUESTION

##### **Purchase of Mustard Seeds by Vanaspatti Manufacturers of Gujarat to Create Scarcity**

**S.N.Q. 5. SHRI B. K. DASCHOWDHURY :** Will the Minister of AGRICULTURE be pleased to state :

(a) whether Vanaspatti manufacturers of Gujarat are purchasing mustard seeds in large quantities from all available markets for manufacture of refined mustard oil and thereby creating scarcity in mustard oil dealing ; and

(b) if so, the steps taken by Government ?

**THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) :** (a) No, Sir.

(b) Does not arise.

**SHRI B. K. DASCHOWDHURY**  
The hon. Minister's reply seems to be more tactical than objective. The vanaspatti manufacturers are using the rapeseed oil, the bigger seed oil, as an ingredient for manufacturing vanaspatti oil. May I know whether it is a fact that, over and above that, on 1st March 1973, the vanaspatti manufacturers of Gujarat had been allowed to use 15 per cent mustard oil for the manufacture of vanaspatti, and if so, what are the reasons for allowing these vanaspatti manufacturers of Gujarat to use both rapeseed oil and also mustard oil or refined mustard oil for the manufacture of vanaspatti completely ignoring the claims of mustard oil mills, groundnut oil mills, the small scale oil mills of West Bengal ? The Government of India's decision has thrown 25,000 people out of the job.

**PROF. SHER SINGH :** The information of the hon. Member that we have allowed 15 per cent use of mustard oil in Gujarat is wrong. From 1st March, we have just permitted the vanaspatti manufacturers to use mustard oil. No percentage has been fixed. They can use it. I can give the figures. After 1st March, when this permission was given, in Gujarat, not even one tonne of mustard oil has been used. We get returns from all vanaspatti factories. The reports received from 48 out of 60 factories in production show that, during the first week of March, only 311 tonnes of mustard oil were purchased by the vanaspatti factories in the north zone, and 97 tonnes in the eastern zone. There were no purchases in any other zone. That means, in western zone, under which Gujarat falls, there has been no purchase of any mustard oil for use in vanaspatti. During the second week of March, purchase of only 223 tonnes by four factories in the northern zone has so far been reported. This is all the mustard oil that has been used.

**SHRI B. K. DASCHOWDHURY :** The hon. Minister has not answered my first question. What are the reasons for

allowing the vanaspati manufacturers to use rapeseed oil, the bigger seed oil, the soyabean oil, along with mustard oil?

PROF. SHER SINGH : In vanaspati, we had been using groundnut oil to the extent of about 68 to 70 per cent. With the shortfall in the production of groundnut crop in the last season by about 16 to 17 lakh tonnes, there was demand from Gujarat and Maharashtra—because they use groundnut oil directly as mustard oil is used by the eastern States—that the consumption of groundnut oil in a vanaspati should be decreased. We took a decision in December. We decreased the quantity in the usage of groundnut oil in the manufacture of vanaspati; we brought it down to 50 per cent. Not more than 50 per cent on the average—it varies from zone to zone—could be used for manufacture of vanaspati. Therefore, we had to allow us of other oil. We have fixed a limit that 15 per cent of the cotton seed oil which is not used by human beings for direct consumption could be utilised for manufacturing vanaspati. We have put minimum 15 per cent there. Then, we are importing some oil to stabilise the prices.

But that is only upto about 1 lakh tonnes because we do not have more of foreign exchange. Then some other oils also like Niger oil are also being used upto 10%. In the case of mustard oil, the mustard crop this year is very good. It is about 6 lakhs tonnes more than it was last year. Therefore, we thought that this is a cheaper oil. Further, we did not want to increase the prices of vanaspati. So, we had only three alternatives, (1) either to increase the price of vanaspati or (2) to import more oil to neutralise and stabilise the prices or (3) to allow the use of cheaper oil. Now, because of increased production this year of about 6 lakhs tonnes more of mustard seeds which means that two lakhs tonnes of more mustard oil would be available, we thought it should be allowed to be used. We did not put any percentage

—5 or 10 or 15 per cent. They may use a small amount. As I said, only about 300 tonnes have been used in the first week and in the second week also 300 tonnes and a little more. It is very little.

SHRI B. K. DASCHOWDHURY : Even from the explanation of the hon. Minister it is clear.....

MR. SPEAKER : Please put your question.

SHRI B. K. DASCHOWDHURY : While framing the question, just one word.

Even from the explanation of the Minister it is very clear that the prices of vanaspati have not come down, rather they have gone up. In spite of this fact, as I stated, 25,000 persons have been displaced out of job in West Bengal and I would like to know from the hon. Minister whether it is a fact that the supply of rapeseed to the small scale industries in West Bengal has also been curtailed so that they can give more rapeseed to the vanaspati manufacturers, and if so, what are the reasons and whether the quantum of the supplies of imported rapeseed made to the West Bengal oil mills has been increased; if not, what are the reasons?

PROF. SHER SINGH : 25,000 and odd small ghanis which are running there will have six lakhs tonnes more of mustard seeds than it was available last year.....  
....(Interruption).

MR. SPEAKER : No arguments, please.

PROF. SHER SINGH : More mustard seeds are being available for being crushed by the mills. Then, there is the other thing. Even the imported rapeseeds that we are getting from Canada—we have been making that available to West Bengal....

SHRI B. K. DASCHOWDHURY : What percentage?

**PROF. SHER SINGH :** And that is being crushed by these small *ghanis*. We are not stopping them. That also continues. We will also continue giving rapeseeds for being crushed by these *ghanis*. We have not stopped it.

**SHRI B. K. DASCHOWDHURY :** What is the quantity that he is giving ? From 6000 tonnes they have reduced it to 2000 tonnes. Is it a fact or not ? What are the reasons for reducing it ?

**PROF. SHER SINGH :** Last year, because the production of mustard seeds was less, so we were making more rapeseeds available. We supplied them 4000 tonnes every month of the rapeseeds imported from Canada. Now, because this year the mustard crop is very good, we are thinking of utilising a part of the rapeseeds that we are getting from Canada for vanaspati to stabilise the prices and because we do not have imported oil and we will need more foreign exchange if we want to import more oil..... (Interruptions).

**MR. SPEAKER :** Please do not make it a debate.

**DR. RANEN SEN:** (a) Is it known to the Minister that the Bengal oil mill-owners are making representations for more than a year and demanding from the Government of India more mustard seeds and rapeseeds ?

(b) Is it also known to the Government that in view of the shortage of mustard seeds and rapeseeds in West Bengal, the prices of all oils, particularly, of mustard oil have gone up from Rs. 5 to Rs. 8 per kg. That is the current price prevailing in Calcutta. If the Minister is aware of these two facts, may I know whether the Government propose to take to bring down the prices of mustard oil by supplying more mustard seeds and more rapeseeds, or, is there any other alternative thought by the Government ?

**PROF. SHER SINGH :** As I said earlier mustard seed is available in large quantities this year especially because of increased

production. Therefore, more mustard seed is available now. The production is 20 to 21 lakh tonnes as against 14 to 15 lakh tonnes of last year. There is no control. So, mustard seed is freely available in the market. It can be bought by mill-owners and they can crush. As I said the rapeseed is imported from Canada. This is made available to these mills and they are crushing them.

**DR. RANEN SEN :** What is the price of mustard oil in the whole of the eastern region, not only in West Bengal ?

**PROF. SHER SINGH :** I am giving the figures. On 26th of February the notification was issued. The price at that time was Rs. 5750 per tonne. On the 15th and 16th in this month it has come to Rs. 5350. That is, it has come down by Rs. 400 a tonne.

**SHRI BHAGWAT JHA AZAD :** It has gone up in the whole of the eastern region. It has not come down. The price has gone up.

**SHRI PILOO MODY :** Either the Minister is misleading the House or the Members are misleading. We must have a correct reply.

**DR. RANEN SEN :** Every year it has gone up.

**SHRI PRIYA RANJAN DAS MUNSI :** Is it a fact that Bengal Oilmills Association has made a representation to the Minister for more rapeseed ? Have they also pointed out about scarcity of mustard seed in West Bengal market ? The Minister says that there is lot of production. But, may I know the actual facts ? May I know what is the availability and what is the rate of production with reference to the Bengal market ?

**PROF. SHER SINGH :** I have received the representation in which they say : "When the vanaspati industry has already been allotted the above quantity of imported seeds, the Central Government's decision to put their nose in the mustard oil sector is really surprising. As a result of this decision the prices of mustard seeds all over India registered an increase of about 15 to 20 per cent during the last two weeks.."

This is the letter which they have sent to Members of Parliament and to us also. This is an exaggerated version. The prices have not gone up by 15 to 20 percent. I have given the figures. (Interruptions)

SHRI INDRAJIT GUPTA: We are interested in the retail prices for the consumers.

PROF. SHER SINGH: During the last two weeks the prices have come down by Rs. 400 per ton. (Interruptions)

MR. SPEAKER : You are quoting in tons. They are quoting the retail prices. Instead of going into the controversy it is much better you tell them that you will look into it and if you discover they are right you should come out with a statement later on rather than getting into controversy and taking so much time of the House.

SHRI PRIYA RANJAN DAS MUNSI : He has not replied to my question.

PROF. SHER SINGH : The question raised by the hon. Member was whether we have received any representation from the mill owners. Yes, we have received and their demand is they should get more seeds for crushing and we are making rapeseeds available to them. We are also keen to see that nobody gets unemployed. Mustard seeds are available and rape seeds will also be given to them.

SHRI INDRAJIT GUPTA : May I know whether it is a fact or not that the allotment of Canadian rapeseed to the West Bengal mills has been cut down or reduced? Secondly, may I also know whether it is not a fact that the moment the notification of 26th February was issued and it was known that a portion of the mustard oil would be diverted to the vanaspati manufacturers, the operators in the market have seen to it that mustard seed and mustard oil go underground so that prices are put up, and whether it is not a fact that as a result of this, during the last two or three weeks, the retail price which the consumer has actually to pay in Bengal, in Calcutta and the eastern region has shot up by Rs. 3 or 4 per k.g. as result of this policy?

PROF. SHER SINGH : As for giving rapeseed to the millowners for being crushed, even if a part of it is made available to the vanaspati factories, we are thinking of giving that rapeseed for being crushed by these millowners so that they may not go out of employment....

SHRI INDRAJIT GUPTA : My specific question is whether the allotment was reduced or not.

PROF. SHER SINGH : We do not make allotment to the mills.

SHRI INDRAJIT GUPTA : Does he not make allotment of the imported seeds?

PROF. SHER SINGH : We make allotments to the State and not to the mills.

SHRI INDRAJIT GUPTA : Has he reduced it or not, as far as West Bengal is concerned?

PROF. SHER SINGH : Yes, on 28th February, we had given them 2000 tonnes of rapeseed....

SHRI INDRAJIT GUPTA : Instead of how much?

PROF. SHER SINGH : Instead of 4000 tonnes. We are examining the whole situation, and if the prices of mustard oil go up we can also think of....

SOME HON. MEMBERS : The prices have gone up.

PROF. SHER SINGH : Now, the new crop has started arriving, and the prices have started going down....

SOME HON. MEMBERS : The prices are not going down.

PROF. SHER SINGH : I have got these figures from the *Financial Express*. We are examining the whole question. If the prices of mustard oil go up, we can reconsider the whole thing, and we can give more rapeseed and we can then forgo the use of mustard oil. We are examining the whole situation, and if the prices still go up, then we can use cheaper oil. We are examining the whole situation with a view to seeing whether the situation warrants giving more rapeseed or withdrawing permission to use mustard oil. We are examining it.

श्री शशि भूषण : मैं मंत्री महोदय से जानना चाहता हूँ—भावों के सम्बन्ध में आप के पास जो स्टेटिस्टिक्स हैं, कृषि मंत्रालय हमेशा गलत आंकड़े देता रहा है। क्या आप इस की दोबारा जांच करवायें। यह निश्चित है कि घर बैठ कर, एयर कडीशन्ड कमरों में बैठ कर आप के अधिकारी बाजार भाव लिख देते हैं और मिनिस्टर साहब को यहां परेशान होना पड़ता है। मैं चाहूँगा कि मिनिस्टर साहब इन भावों की जांच करवायें और अधिकारियों ने अगर आप को गलत रिपोर्ट दी है तो आप उनको सजा दें।

PROF. SHER SINGH : These figures have been given from the *Financial Express*. But I shall again check up the whole thing.

श्री कृष्ण चन्द्र पांडे : श्री शशि भूषण जी ने अभी कहा है कि कृषि मंत्रालय हमेशा झूठा स्टेटमेन्ट देता रहा है . . . (अवधारण) . . . मैं चाहूँगा कि इस को कार्यवाही से निकाल दें।

श्री शशि भूषण : स्टेटिस्टिक्स के लिए कहा है, स्टेटमेन्ट के लिए नहीं कहा है।

MR. SPEAKER : There can be no point of order during question-hour.

SHRI PRIYA RANJAN DAS MUNSI: May I submit to the hon. Minister that he may make a tour of the market in order to know the retail price, either tomorrow or the day after?

SHRI SAMAR GUHA : I accuse the hon. Minister who has deliberately misled this House by quoting false figures and a false statement and a false report on the price of oil, and as a result, he has no right to sit here but he should resign. Just two days before, Shri Kashikanta Moitra, the hon. Minister of West Bengal had said in a press conference that in West Bengal, 133 oil mills were going to close down and that the Government were going to close down the supply of mustard oil from the ration shop and as a result the whole rationing system for mustard

oil was going to break down. I want to know whether that is a fact. I also want to know whether it is a fact that he has accused the Central Government that without giving the West Bengal Government or the Minister there any information, suddenly, out of the 4000 metric tonnes of rapeseed that was being supplied to West Bengal for being supplied to 133 mills, 15 per cent was diverted for vanaspati, although 6000 tonnes of rapeseed imported from Canada is every month given to the vanaspati manufacturers as well? May I know whether as a result of that, the prices have completely shot up and the rationing system is going to break down? May I also know whether it has been brought to the notice of the Railway Minister that as a result of the rise in the freight charge on mustered seed, the price of oil and oil-cake is going to increase abnormally and the producer of oil in West Bengal is going to suffer because of non-competitive prices? How is the hon. Minister talking of a bumper crop? Even when there was a very good crop, the production was only 14000 to 15000 metric tonnes, and this year it will not be more than 16,000 to 17,000 tonnes. So, on what basis does the hon. Minister say that the crop will be good, when the oilseeds have not come into the market yet? On what basis does he say that in view of the prospects of a bumper crop, he has diverted rapeseed for vanaspati production?

PROF. SHER SINGH : I could understand only parts of his question. He has made an insinuation that I had made a false statement, I resent it very much. Whatever I said is correct, and I stand by it.

SHRI PRIYA RANJAN DAS MUNSI: I did not say that he had made a false statement, but I say that his statement is incorrect. (Interruptions).

PROF. SHER SINGH : Now, let hon. Members please listen to me . . . (Interruptions).

MR. SPEAKER : Let hon. Members please listen to the hon. Minister.

SHRI DINEN BHATTACHARYYA : One tin of mustard oil is being sold at Rs. 15 to Rs. 16....(Interruptions)

PROF. SHER SINGH : You can very well imagine how true the figures given by my hon. friend is. He said in Delhi mustard oil is selling at Rs. 15 per kilo (Interruptions)

SHRI DINEN BHATTACHARYYA : Per a 2-kilo tin. (Interruptions)

MR. SPEAKER : Please listen to him.

PROF. SHER SINGH : He said Rs. 15 a kilo. Please check the record.

श्री कृष्ण चन्द्र पांडे : अध्यक्ष महोदय, यहां हमारे कुछ भाई इतने गलत स्टेटमेंट दे रहे हैं, यह बड़े शर्म की बात है . . . (अध्यक्षान्)

अध्यक्ष महोदय : पार्लियामेंट में आप ने एक तरीका बना लिया है कि सब लोग एक साथ बोलने लगते हैं। यह कोई ठीक बात नहीं है . . . (अध्यक्षान्) . . .

श्री एस० एम० बनर्जी : मंत्री महोदय कहां की बात कर रहे हैं ?

अध्यक्ष महोदय : आप लोगों को दूसरों की बात न सुनने की आदत पड़ गई है।

श्री रामाकृतारामस्त्री : मैं आज सवेरे ने आया हूँ। (अध्यक्षान्)

SHRI S. M. BANERJEE : Let somebody go to Super Market and find out what a 2-kilo tin costs. It is Rs. 15.

PROF. SHER SINGH : The figures that I gave are from the *Financial Express*. These are day-to-day figures on the basis of..... (Interruptions) I am giving the wholesale price (Interruptions) I have already said from what source I got the figures. I will check up again and see whether these are correct.

MR. SPEAKER : You better check up and tell the House. Call attention. Shri Shashi Bhushan.

SHRI SAMAR GUHA: He has not answered my questions. I put so many questions. He should answer at least some.

SHRI S. M. BANERJEE : On a point of order. Just now the hon. Minister said that that some of the prices quoted here are quoted wrongly. A controversy is created. We have not quoted wrongly. We have said that even in the Super Market and in the North Avenue Market the price of Kanodia mustard oil per 2 kilos is Rs. 15.50. It has gone up by Rs. 2. You appoint a Parliamentary Committee. I am prepared to purchase a tin and place it before you or on the Table of the House. I will bring the cash memo also.

MR. SPEAKER : No, no.

SHRI SAMAR GUHA : I asked three very relevant questions, first about the statement made by the West Bengal Food minister, second that the whole rationing system in West Bengal is going to break down, third that the rise in the freight charge and will cause a rise in the price of mustard oil. These are the three questions which I have asked.

MR. SPEAKER : He will look into it.

PROF. SHER SINGH : Shall I reply?

SHRI M. RAM GOPAL RADDY : Sir, . . . . .

PROF. SHER SINGH : Are you allowing him?

MR. SPEAKER : I am not allowing him.

PROF. SHER SINGH : I am answering it. Please listen. I have received a telex message from the Food Minister of West Bengal.

AN HON. MEMBER : When ?

PROF. SHER SINGH : Last week. I can give the date. I received a telex message from the Food Minister, without quoting any price—(Interruptions) He did not quote any price as such. He said prices are going sky-high. (Interruptions) Please listen to me. Then he said that the millers may go out of employment. These are the two things he pointed out. I gave a reply to the telex

message the next day, or two days after that and I pointed out that after 1st March, the prices have now started going down. (*Interruptions*) Please listen to me. Why don't you listen to me? In the reply, I have also mentioned that we are examining the whole question. But we have not taken a final decision. We have just given permission for the use of mustard oil, and we are examining what effect it will have on the prices. We are examining the whole thing. As for the millowners' association, I have written to the Minister that part of the rape-seed for crushing, as it was being made available to them before, will be made available to them, and we are keen that they should not get unemployed. We have sent reply to them to day received from the Minister.

#### WRITTEN ANSWER TO QUESTION

**पैट्रोलियम के विपणन के लिये भारतीय रेल निगम के नाम से एक अलग संस्था बनाने की आवश्यकता**

\* 381. श्री हृकम चन्द्र कठबायाय : क्या पैट्रोलियम और रसायन मंत्री यह बताने की कृता करेंगे कि :

(क) क्या सरकार ने पैट्रोलियम के विपणन के लिये भारतीय रेल निगम के नाम से एक अलग संस्था बनाई है ; और

(ख) यदि हाँ, तो पैट्रोलियम के विपणन को तेल तथा प्राकृतिक गैस आयोग के नियंत्रण में न रखने के कथा कारण हैं जैसा कि तेल तथा प्राकृतिक गैस आयोग अधिनियम, 1959, (1959 के अधिनियम 43) में उल्लेख किया था है ?

**पैट्रोलियम और रसायन मंत्री (श्री डॉ के. बलभद्र) :** (क) और (ख) इण्डियन आयल कम्पनी जो इण्डियन आयल कार्पोरेशन के गठन के लिए, इण्डियन रिफाइनरीज लि० के साथ बाद में मिला थी गई थी, 30-6-59 को स्थापित हुई थी और तेल एवं प्राकृतिक गैस

आयोग अधिनियम, 1959, 18 सितम्बर, 1959 को लागू हुआ था। अतः सरकार ने शुरू-शुरू में निर्णय लिया था कि तेल उत्पादकों के विपणन (मार्किटिंग) एक अलग संगठन द्वारा किया जाना चाहिए और तेल एवं प्राकृतिक गैस आयोग को प्रारम्भ में कर्जे तेल तथा प्राकृतिक गैस की खोज तथा उत्पादन के लिए विशेष ध्यान देना चाहिए।

**पैडा आयुतापल्से (इण्डियन-मध्य रेलवे) में एक रेलवे पुल को उड़ाने का प्रयत्न किया जाना**

\* 382. श्री चन्द्र लाल चन्द्राकर : क्या रेल मंत्री यह बताने की कृता करेंगे कि :

(क) क्या पृथक आंध्र की मांग करने वाले आन्दोलनकारियों ने पैडा आयुतापल्से (इण्डियन-मध्य रेलवे) में एक रेलवे पुल को उड़ाने का प्रयत्न किया था;

(ख) क्या वहां कुछ माल गाड़ियों पर भी पथराव किया गया था जिससे रेल कर्मचारियों को चोटें आईं ; और

(ग) यदि हाँ, तो इस सम्बन्ध में सरकार ने क्या कार्यवाही की है ?

**रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) :** (क) जी हाँ, रिपोर्ट मिली है कि 25-2-73 को ग्रन्त आनंद्र राज्य की मांग करने वाले कुछ व्यक्तियों ने ग्रन्तवरम और पैद-आयुतपल्लि के बीच पुल नं० 18 के नीचे भारी विस्कोटक रख दिये थे और उसे उड़ाने का प्रयत्न किया था। विस्कोट से पुल के दो स्वीपर पूरी तरह उड़ गये और चिनाई के काम को कुछ नुकसान पहुंचा।

(ख) 29-1-73 को पैद-आयुतपल्लि और तेलप्रोलु के बीच बिना चैकीदार वाले एक समपार फाटक पर आन्दोलनकारियों ने माल गाड़ी नं० ८८-३१ पर पथराव किया लेकिन कोई घायल नहीं हुआ।

(ग) रेलवे पुलिस, विजयवाड़ा ने 25-2-73 को हुई घटना के सम्बन्ध में भारतीय रेल अधिनियम की धारा 126 के माय पठित भारतीय विस्टोटक अधिनियम की धारा 3 के अधीन एक अपराध मं. 76/73 दर्ज किया है। मामले की छान-बीन हो रही है।

पैद-ग्राम्योपलिल रेलवे स्टेशन की सुरक्षा के लिए केन्द्रीय रिजर्व पुलिस तैनात कर दी गयी है। गन्धवरम् और तेलप्रोलु के बीच के खण्ड पर केन्द्रीय रिजर्व पुलिस, रेलवे इंजी-नियारिंग गैंग और रेलवे सुरक्षा दल के सशस्त्र कर्मचारी गश्त लगा रहे हैं।

**Election Commission's Report on the 1971 Mid-Term Elections**

\*386. SHRI H. M. PATEL : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Election Commission in its report on 1971 elections has seriously indicted the political parties and candidates for having ignored the code of conduct drawn up for their guidance by the Election Commission ; and

(b) if so, the reaction of Government thereto ?

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE) :** (a) Except for the general observation that "such code of conduct is of little practical value, because no party or no candidate observes the various rules and instructions laid down in such code of conduct at the crucial time, namely, election time", no political party or candidate has been specified by the Commission in its report.

(b) Does not arise.

**Extension of Kamala Balan Bandh up to Agarghat**

\*390. SHRI RAM BHAGAT PASWAN : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government are aware that every year thousands of acres of standing crops are damaged due to heavy flood in Kamala Balan and Kosi and people of that area are surrounded by flood waters for long periods;

(b) whether the people of Darbhanga District have demanded the extension of Kamala Balan Bundh upto Agarghat ; and

(c) if so, the steps taken by Government in the matter ?

**THE MINISTER OF IRRIGATION AND POWER (Dr K. L. RAO) :**

(a) to (c). The area below the existing embankments on the Kosi, the Kamala and the Bagmati is affected by floods in these rivers. The Kamala Balan embankments have been constructed upto Darjiya and there is demand for their extension. The State Government of Bihar after carrying out investigations had prepared a scheme for extension of the Kamala Balan right embankment from Darjiya to joint the left embankment of the Bagmati near village Puhia. The scheme had been examined in the Central Water and Power Commission. Taking into account the likely drainage difficulties in the area proposed to be protected and the adverse effects on the opposite bank, it had been suggested to the State Government in August, 1972 that in the first instance, a scheme might be prepared for extending the embankments on both sides of the Kamala in a length of 16 km below Darjiya. The modified scheme is to be formulated by the State Government after carrying out further investigations.

**Statement of Chairman, Voluntary Help Committee Regarding Ticketless Travel**

\*391. SHRI RAM PRAKASH : Will the Minister of RAILWAYS be pleased to refer to the reply given on 20th February, 1973 to part (c) of Unstarred Question

155 regarding help of Voluntary Organisation for Checking Ticketless Travel and state :

(a) whether Government's attention has been drawn to the reported statement by the erstwhile Chairman of the Railway Voluntary Help Committee regarding his ticketless travel ; and

(b) if so, the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS ( SHRI MOHD. SHAFI QURESHI ) : (a) The attention of the Government has been drawn to the statement of the ex-Chairman of the Railway Voluntary Help Committee reported as a news item in the Hindustan Times of 25th January, 1973.

(b) In his reported statement mentioned in part (a) of the question, Shri Sahu had stated that tickets had not been issued at Bombay although reservation and tickets had been asked for and that when they entrained at Bombay Central and asked the Conductor to make tickets for them, he did not make them. Reservation for Shri Sahu in 1st class and Smt. Sahu and their two daughters in 3rd class was asked for on the authority of Shri Sahu's pass No. 3963 on 9-1-73. The pass was not produced when reservation was asked for as Shri Sahu was reported to be in a meeting and the pass was stated to be with him. When they entrained at Bombay Central, the Sleeper Coach. T. T. E. ( not the Conductor as reported) was asked to look after the family on the journey. He was not asked to make tickets for them.

#### Enquiry into Complaint against Tyre Manufacturing Companies in India

\*393. SHRI N.K. SANGHI : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Monopolies and Restrictive Trade Practices Commission has received

any complaint against certain Tyre Companies in India indulging in restrictive trade practices ;

(b) if so, the nature of complaints received ; and

(c) whether the Commission has conducted any enquiry in this regard and if so, the result thereof ?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H.R. GOKHALE) : (a) Yes, Sir.

(b) The Commission has directed the Director of Investigation to make a preliminary investigation under section 11 of the M.R.T.P. Act and the investigation by the Director is not yet completed.

(c) Does not arise.

#### Delay in Completion of Baira Siul Hydro Project (H. P.)

\*394. SHRI VIKRAM MAHAJAN : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Baira Siul Hydro-Project (H.P.) was expected to be completed by 1974 but is now likely to be delayed ; and

(b) if so, the reasons therefor and the steps being taken to expedite the completion of the project ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) :

(a) The first unit of the project originally scheduled for commissioning in 1974 is now expected to be commissioned in 1975.

(b) There has been initial delay due to lack of approach roads, bridges, difficult site and working conditions and difficulty in recruitment of experienced officers and staff for posting in remote areas. Himachal Pradesh Government are being expedited to complete the approach roads and bridges.

**Employment of Local Men in Talcher Fertilizer Factory**

\*395. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether there has been any agitation for employment of local men in Talcher Fertiliser Factory, Orissa; and

(b) the total number of people of Orissa employed in this factory, grade-wise ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) Some representations have been received in this behalf.

(b) The total number of people from Orissa employed in the various categories in Talcher is as under :—

Class I .	22
Class II .	13
Class III	126
Class IV .	72
	233

**Losses incurred by Pyrites, Phosphates and Chemicals Limited**

\*396. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) what is the equity investment of Government in Pyrites, Phosphates and Chemicals Ltd. ;

(b) what are the total losses incurred by this undertaking upto 31st March, 1972; and

(c) when this undertaking is expected to break even and show profit ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) : (a) Rs. 6c9.14 lakhs upto 31st March, 1972.

(b) Rs. 126.25 lakhs upto 31st March, 1972.

(c) The objective of this undertaking is to substitute partially the import of Sulphur and the pricing of pyrites would, therefore, have to be linked with the Sulphur price. At the present price of Sulphur in the World market, which is pitched low, the Undertaking may not find it easy to break even. However with the increase in the off take of pyrites the losses to the Undertaking should progressively go down.

**Payment of Compensation to Shareholders of Companies**

\*397. SHRI Y. ESWARA REDDY : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question no. 5584 and on 22nd December, 1972 regarding payment of compensation to Shareholders of companies and state :

(a) whether any decision on the demand made by the National Forum of Shareholders that the compensation payable to Companies after they are taken over by Government should be paid directly to the shareholders has since been taken ; and

(b) if so, the broad outlines thereof ?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE) : (a) and (b). The suggestion for making any provision for payment of compensation directly to shareholders will be taken into consideration while drafting any legislation which purports to nationalise or take-over an industry or undertaking.

**छूषकों की अपेक्षा उद्योगपतियों को अधिक बिजली सप्लाई करना**

\* 398. श्री महावीर सिंह शास्त्री : क्या सिंचाई और बिद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत की वर्तमान बिद्युत् प्रणाली के अन्तर्गत कृषकों की अपेक्षा उद्योगपतियों को अधिक बिजली सप्लाई की जाती है ; और

(ख) यदि हां, तो इनके क्या कारण हैं ?

सिंचाई और बिद्युत् मंत्री (डा० के० एल० राव): (क) और (ख). सदैव कृषि की अपेक्षा उद्योगों में अधिक बिद्युत् की खपत होती है। भारत में उद्योग और कृषि में बिद्युत् की खपत की प्रतिशतता क्रमशः 67. 2 और 10. 6 है। ग्राम बिद्युतीकरण में तेजी और ननकूपों के ऊर्जन से कृषि में बिजली की खपत बढ़ जाएगी। बहरहाल, यह देखने योग्य है कि कृषि आवश्यकताओं को प्रायमिकता दी जाती है और बिद्युत् कमी के समय उद्योगों में कटीती की अपेक्षा कृषि पर्यों के लिए बिद्युत्-कटीती कम होती है।

**Assessment of Oil Deposits in Tripura**

\*399. SHRI MUKHTIAR SINGH MALIK : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether rich deposits of oil have been located in some parts of Tripura ;

(b) if so, the assessment of the deposits found ; and

(c) whether exploration work has since been started there ?

The Minister of PETROLEUM AND CHEMICALS (SHRI D.K. BOROOAH) : (a) to (c). As a result of the surveys conducted till now, a number of favourable

structures have been located in Tripura. The extent to which they are oil-bearing would be known only after they are tested through deep drilling. The ONGC has already started drilling at one of the structures, namely, at Baramura where operations are still in progress.

न्यूकटनी और सिंगरौली (मध्य रेलवे) के बीच के स्टेशनों पर माल लदाई की सुविधा

3756. श्री रमेश्बहावुर सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य रेलवे द्वारा न्यूकटनी सिंगरौली लाइन के बीच के स्टेशनों से रेल द्वारा परिवहन के लिए माल स्वीकार नहीं किया जाता ; और

(ख) यह सुविधा उपरोक्त स्टेशनों पर कब तक उपलब्ध कर दी जायेगी ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख). इस समय कटनी-सिंगरौली खण्ड के व्योहारी, खाना बंजारी, जांबा और सरायग्राम स्टेशनों पर माल को परिवहन के लिए स्वीकार किया जा रहा है। इस खण्ड के अन्य स्टेशनों को भी यातायात की मांग की दृष्टि से झेंचिय होने पर माल यातायात के लिए खोल दिया जायेगा।

**Operation of Fictitious Anti-corruption Social Organisation at Delhi Main Railway Station**

3757. DR. H. P. SHARMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether a fictitious anti-corruption social organisation was found operating recently at the Delhi Main Railway Station ; and

(b) if so, the number of persons rounded up in this regard and the *modus operandi* of this organisation ?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) Yes.

(b) One person has been arrested. The *modus operandi* of this Organisation is to hood-wink railway officials into permitting hem to check ticketless passengers, with ulterior motives.

**Employment of People of Bihar in Sindri Fertilizer Plant**

3758. KUMARI KAMLA KUMARI : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the people of Bihar are not getting employment in the Fertilizer Plant in Sindri;

(b) if so, the reasons therefor ; and

(c) the total number of class III & class II employees who are employed in Fertilizer Plant in Sindri ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):

(a) No Sir.

(b) Does not arise.

(c) The position as on 31-12-1972 is as under :

Category	Total number of employees	from the State of Bihar
Class II	261	56
Class III	5060	3267

**Import of an Acryl Plant from Japan by Petro-Chemical Corporation Ltd.**

3759. DR. H. P. SHARMA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the Petro-Chemical Corporation Ltd. propose to import from Japan a 3.7 billion yen worth Acryl Plant;

(b) if so, the salient features of the plant and the place where it is proposed to be installed and by what time it is likely to be installed; and

(c) the extent of Japanese technical know-how that the plant is likely to entail and how far the machine and equipment requirements for the contemplated Acryl Plant would be met indigenously ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) :

(a) Yes, Sir.

(b) The plant will be capable of producing 12,000 tonnes per year of Acrylic Fibre with denier range from 1.5 to 15. The fibre will be produced for the first time in the country and will partly substitute imported wool and can be blended with other natural or synthetic fibre. The plant will be established under Indian Petrochemicals Corporation Limited at Baroda, as one of the down-stream units of Gujarat Petrochemicals Complex and is scheduled to be completed in 1975.

(c) The Technical know-how from Japan will include the following :—

- (i) Fully detailed description of process.
- (ii) Heat and material balance.
- (iii) Process and engineering flow diagram and specifications of equipment and materials for the Project.
- (iv) Design data required for process design of the reactor.

The know-how also includes information on conversion of Low to Top, manufacture of high shrinkable staple fibre and exchange of technological improvements for a period of five years after the plant start up. IPCL personnel will be trained in Japan in plant operation, maintenance and market development.

The estimated expenditure on machinery and equipment for the entire plant is Rs. 10.3 crores, out of which about Rs. 3 crores will be on account of indigenous equipment.

**Removal of Workshop and District offices of Railways from Dibrugarh**

3760. SHRI ROBIN KAKOTI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to remove the present Railway workshop and Railway offices at present situated at Dibrugarh town; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). For realisation of full benefits of divisionalisation introduced on the Northeast Frontier Railway from 1-5-1969, it is essential that offices of all divisional officers should be located at the divisional headquarters so that decision making could be expedited through coordination at the divisional level avoiding delays which would otherwise result. With this object in view, certain offices and their staff presently located at Dibrugarh have ultimately to be shifted to the divisional headquarters at Lumding or Tinsukia. There is, however, no proposal to shift the Railway workshop from Dibrugarh.

**Irrigation of Land in Madhya Pradesh**

3761. SHRI RANABAHADUR SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the percentage of irrigated land in Madhya Pradesh to the entire irrigated land in the country;

(b) the broad outlines of major irrigation projects relating to Madhya Pradesh pending with Central Government for inclusion in the Fifth Five Year Plan; and

(c) the names of projects relating to Madhya Pradesh pending because of dispute in connection with the Sone Water?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) In 1969-70, the latest year for which

agricultural statistics are available, the gross irrigated area in Madhya Pradesh was 1.47 million ha.; the gross area irrigated in the country in that year was 37.22 million ha.

(b) and (c). The Fifth Plan programmes have not been sent up by the Government of Madhya Pradesh. New Irrigation/multi-purpose schemes sponsored by Madhya Pradesh and awaiting clearance are as follows:—

Basin	Project	Estimated cost. Rs. in lakhs.	Bene-fits. in lakh ha.
Narmada	Bargi .	6623	3.30
	Narmadasagar	11133	2.47
	Onkareshwar	7730	2.65
	Sukta	632	0.16
Sone	Bansagar	12600	2.46
Mahanadi	Hasdeo Bango	5892	2.58
Godavari	Upper Wainganga.	16.02	0.68

The Narmada dispute is expected to be settled in the near future, paving the way for the clearance of the projects in that basin. It is also expected that the differences on the Sone waters will be settled by the States in the near future. The clearance of the Upper Wainganga Project will have to await a settlement of the Godavari water dispute, which is now under adjudication by a Tribunal. The replies of the State to the comments sent in September 1972 on the Hasdeo (Bango) Project are awaited.

पूर्वोत्तर रेलवे के स्टेशनों पर नलों की व्यवस्था

3762. श्री हकम चन्द कछवायः क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर पूर्व रेलवे में ऐसे स्टेशनों की संख्या कितनी है जहां पीने के पानी के लिए नल उपलब्ध नहीं हैं; और

(ख) इस सम्बन्ध में सरकार का क्या कार्यवाही करने का विचार है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) पूर्वोत्तर रेलवे में 493 स्टेशन हैं जहां पानी के नल की व्यवस्था नहीं है।

(ख) पीने के पानी के नलों की व्यवस्था केवल उन्हीं स्टेशनों पर की जाती है जहां पाइप का पानी उपलब्ध होता है। दूसरे स्टेशनों पर हथ-पम्प खुले हुए कुओं, टैंकों से पानी की सप्लाई जैसी वैकल्पिक व्यवस्था की जाती है।

पूर्व रेलवे के स्टेशनों पर पेय जल की व्यवस्था

3763. श्री हुकम चन्द काल्याय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्व रेलवे में ऐसे रेलवे स्टेशनों की संख्या कितनी है जहां पेय जल के लिए नल नहीं लगाये गये हैं; और

(ख) इस सम्बन्ध में सरकार द्वारा क्या कार्यवाही करने का विचार है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) पूर्व रेलवे में 476 स्टेशन हैं जहां पानी के नल की व्यवस्था नहीं है।

(ख) पीने के पानी के नलों की व्यवस्था केवल उन्हीं स्टेशनों पर की जाती है जहां पाइप का पानी उपलब्ध होता है। दूसरे स्टेशनों पर हथ-पम्प, खुले हुए कुओं, टैंकों से पानी की सप्लाई जैसी वैकल्पिक व्यवस्था की जाती है।

पश्चिम रेलवे के स्टेशनों पर नलों की व्यवस्था

3764. श्री हुकम चन्द काल्याय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे में ऐसे स्टेशनों की संख्या कितनी है जहां पीने के पानी के लिए नल उपलब्ध नहीं हैं; और

(ख) इस सम्बन्ध में सरकार का क्या कार्यवाही करने का विचार है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) पश्चिम रेलवे में ऐसे 593 स्टेशन हैं जहां पानी के नल की व्यवस्था नहीं है।

(ख) जिन स्टेशनों पर पाइप का पानी उपलब्ध है उन्हीं स्टेशनों पर पेयजल के नलों की व्यवस्था की गई है। अन्य स्टेशनों पर हाथ चालित पम्प, खुले हुए, टैंकरों के जरिये पानी की सप्लाई आदि जैसी वैकल्पिक व्यवस्था की गई है।

दक्षिण रेलवे द्वारा ढोया गया माल

3765. श्री हुकम चन्द काल्याय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) दक्षिण रेलवे ने गत पांच महीनों में कितना माल ढोया; और

(ख) इससे कितना राजस्व शार्जित हुआ ?

रेल मंत्रालय म उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) सितम्बर, 1972 से जनवरी, 1973 तक दक्षिण रेलवे द्वारा 76.4 लाख मीट्रिक टन राजस्व उपार्जक माल यातायात ढोया गया था।

(ख) इससे 21.74 करोड़ रुपये की आय हुई थी।

पूर्वोत्तर रेलवे में ओलापुर और इमली स्टेशनों के बीच 341 अप रेलगाड़ी में उड़ाती

3766. श्री एम० एस० पुरती : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 12 फरवरी, 1973, के समाचार पत्र "विश्वमित्र" में प्रकाशित समाचार के अनुसार खगड़िया-समस्तीपुर शाखा लाइन (पूर्वोत्तर रेलवे) पर ओलापुर और इमली स्टेशनों के बीच 341 अप यात्री गाड़ी में पड़ी सशस्त्र-डकेटी में 50 हजार रुपयों से अधिक मूल्य की संपत्ति लूटी गई थी ; और

(ख) यदि हां, तो इस घटना के संबंध में तथ्य क्या है और क्या रेल विभाग इस प्रकार लूटी गई संपत्ति की क्षतिपूर्ति करेगा और यदि हां, तो इस कार्य के लिए क्या मापदंड अपनाया गया है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख)

(i) 12-2-1973 को मुवह 4 बजे कुछ अंशत व्यक्ति ओलापुर स्टेशन पर नं० 341 अप गाड़ी के तीसरे दर्जे के डिब्बा सं० जैड०एफ०टी० 6553 में चढ़े। जब गाड़ी चल रही थी तो उन्होंने पिस्तौल और छुर दिखाकर, पूर्वोत्तर रेलवे के ओलापुर और इमली रेलवे स्टेशनों के बीच, मुंगर के श्री अरुण कुमार सिन्हा और अन्य लोगों का निजी सामान लूट लिया। अपराधी इमली रेलवे स्टेशन पर उतर गए। वे अपने साथ 2554 रुपए का सामन जिसमें घड़ी, कपड़े, रेटियो, और नकदी शामिल है, ले गए। उस जगह पर चार नौजवानों का एक फोटो पड़ा पाया गया जिसे पुलिस ने अपने कब्जे में ले लिया है। दलसागर सिंह नामक एक यात्री के छुरे

की चोट आयी। गाड़ी में कोई आरक्षी नहीं था। शिकायकर्ता श्री अरुण कुमार सिन्हा ने उक्त फोटो को अपराधियों का बताया है। सरकारी रेलवे पुलिस, खगड़िया ने भारतीय दण्ड संहिता की धारा 395 के अधीन 12-2-1973 को अपराध सं० 8 के रूप में एक मामला दर्ज कर लिया है। अभी तक किसी को गिरफ्तार किया नहीं गया है।

(ii) इस तरह के मामलों में कोई क्षतिपूर्ति नहीं दी जाती।

**Setting up of Water Power Project in Chachai Falls Area of Van Sagar Project of M. P.**

3767. SHRI MARTAND SINGH OF REWA : Will the Minister of IRRIGATION and POWER be pleased to state :

(a) whether there is any proposal under the consideration of Government to set up a Water Power Project in the 'Chachai Falls' area of Van Sagar Project of Madhya Pradesh in the near future;

(b) whether the Government of Madhya Pradesh have approached the Central Government in this respect; and

(c) if so, the reaction of the Central Government thereto ?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :**  
 (a) to (c). Government of Madhya Pradesh have submitted a proposal which provides for a power station in Tons Valley down stream of "Chachai falls" under the Van Sagar Project. The Government of Uttar Pradesh and Bihar had objected to the Van Sagar Scheme as proposed by Government of Madhya Pradesh. Efforts continue to be made to evolve proposals acceptable to the three States and it is hoped that the States will arrive at a settlement in the near future.

**Railway Lines during Fifth Five Year Plan**

3768. SHRI S. M. SIDDAYYA: Will the Minister of RAILWAYS be pleased to state:

(a) what are the new Railway lines that are proposed to be taken up during the Fifth Five Year Plan in each of the Railway zones in the country;

(b) the criteria for the selection of the new lines; and

(c) whether the regional imbalance will be mitigated by putting up the lines in the industrially and economically backward regions of the country?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) A decision about the new lines likely to be taken up would be taken during the formulation of the proposals for the 5th Plan which is still in progress.

(b) and (c). Under extant rules, new lines should be financially remunerative, yielding a return on the capital investment of 6.75% by the conventional method and 10% by the discounted cash flow method, unless they are required for strategic reasons. By and large, only those lines serving the establishment of heavy industries, exploitation of mineral and natural resources, expansion of port facilities, etc. fulfil the criteria of financial remunerativeness. However, for construction of new rail lines required for the developmental purposes, in backward regions of the country, a new approach is under consideration on the following basis:—

(i) Exemption, full or partial, from payment of dividend liability to the General Revenues during the period of construction and for a specific number of years after completion and opening to traffic;

(ii) Participation of State Governments or local authorities, in reducing the cost of construction by giving the land and labour content of construction free of cost;

(iii) Suitable adjustment upwards of fares and freight structure applicable to the newly constructed line which in common parlance is called "inflation of chargeable mileage"; and

(iv) Levy of fares and freight on a discontinuous basis so as to be a set-off against telescopic structure of standard fares and freight.

**Conversion of Bangalore Chamrajnagar Metre Gauge Line into Broad Gauge**

3769. SHRI S. M. SIDDAYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the metre gauge line between Bangalore and Chamrajnagar will be converted into a broad gauge line;

(b) if so, when; and

(c) if not, the reasons therefor?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) to (c). Survey for the conversion of the section Bangalore Chamrajnagar from M.G. to B. G. is in progress. Further action will be taken as soon as the results of the survey are known and examination thereof, completed.

**Cost of Construction of Chikkahole Dam in Mysore State**

3770. SHRI S. M. SIDDAYYA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the total cost of construction of the Chikkahole dam in Chamrajnagar taluk, Mysore district, Mysore State;

(b) whether any Central aid was given for its construction;

(c) whether any estimate has been made either by the State Government or the Central Government, regarding the damage caused

by the bursting of the dam on the 8th December, 1972; and

(d) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) The Chikkahole scheme was constructed by the Government of Mysore at a cost of Rs. 97 lakhs.

(b) No. Sir, Irrigation is a State subject and irrigation projects are financed by States out of their budgets within the framework of their overall developmental plans.

(c) and (d). The damage as reported by the State Government, is as follows:

No. of human lives lost	13
No. of cattle lost	.. 1282
Cropped area affected.	3720 hectares.
Damage, to 35 irrigation works, 44 communication works and 3 school buildings.	Rs. 37.29 lakh.
Total damage as assessed	Rs. 256 lakhs

व्यापारियों द्वारा शौचालय मूल्य आदेश,  
1970 का उल्लंघन

3771. श्री भूल चन्द डागा : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि अब तक कितने व्यापारियों ने शौचालय मूल्य नियंत्रण आदेश, 1970 का उल्लंघन किया है और कितने व्यापारियों को दोषी ठहराया गया है?

पेट्रोलियम और रसायन मंत्रालय में उप-मंत्री (श्री बलबीर सिंह) : सूचना एकत्री की जा रही है और सभा पटल पर रख दी जायेगी।

### Recognition of Unions of Railway Employees and transfer of their Office Bearers]

3772. SHRI RAJDEO SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is obligatory on the Union of Railway employees to have registration for getting recognition from the Railway Administration;

(b) if so, how recognition has been granted by the Railway Administration to A.I.R.F. and N.F.I.R. when both the organisations are not registered; and

(c) whether in order to transfer an office bearer of any recognised Union, Government have to take the consent of the Union concerned and whether, when consent is not given, the decision of General Manager is final?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QUARSHI) : (a) Yes, Sir.

(b) The unit for recognition of Unions is the Zonal Railway. The A.I.R.F. and N.F.I.R. are Federations of Unions recognised on Zonal Railways and have been given negotiating facilities at the All India level.

(c) The prior consent of the Union is not required; but the proposal for the transfer of the office bearer of the recognised Union is to be communicated to the Union concerned to enable the Union either to represent to the authorities against the transfer or to arrange for the work of the Union official concerned being entrusted to another person. In case of disagreement about the transfer at lower level, the Union can take up the matter to the General Manager, whose decision shall be final.

**Request by the Chief Minister of Tamil Nadu to the Central Government to restore to the State its original strength of 41 Lok Sabha seats**

3773. SHRI P. A. SAMINATHAN : Will the [Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Chief Minister of Tamil Nadu has asked the Union Government to restore to the State its original strength of 41 Lok Sabha seats allotted after the 1951 census; and

(b) if so, the reaction of the Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY) : (a) Yes, Sir.

(b) Articles 81 and 82 of the Constitution, as they stand at present, do not permit the freezing of the seats in the Lok Sabha on the basis of the census of any particular year. On the contrary, the allocation of seats has to be made upon the completion of each census. Accordingly, after the last census in 1971, the Delimitation Act, 1972 has been passed by Parliament in December 1972 and a Delimitation Commission has since been setup under that Act. The number of seats which each State is entitled to in the Lok Sabha will be determined by that Commission. Government, however, propose to increase the maximum strength of the directly elected members from the States in the Lok Sabha from 500 to 525.

**Linking of Brahmaputra with Ganga**

3774. SHRI SAMAR GUHA : SHRI BISHWANATH JHUNJHUNWALA :

Will the Minister of IRRIGATION & POWER be pleased to state :

(a) whether Government have made any preliminary study regarding the desirability as well as feasibility of linking the Brahmaputra with the Ganga, as a measure of flood

control in Assam, West Bengal and Bangaldesh areas and also for providing new irrigation and navigation facilities there;

(b) whether Bangladesh Government have been consulted regarding the matter; and

(c) if so, the outcome of the study and consultation with the Government of Bangladesh?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) to (c). The concept of linking the Brahmaputra with the Ganga is part of the overall concept of the National Water Grid on which office studies have so far been made and which has yet to be pursued.

**दक्षिण अमेरीका में आयोजित किया जाने वाला संयुक्त राष्ट्र जल सम्मेलन**

3775. श्री नवल किशोर शर्मा : क्या तिक्काइ और बिद्युत् मंत्री यह बताने की तृप्ति करेंगे कि :

(क) क्या दक्षिण अमेरीका में संयुक्त राष्ट्र का जल सम्मेलन होता है ;

(ख) यदि हां, तो देश में जल की कमी को दूर करने के लिए सहायता प्राप्त करने के विचार से उपरोक्त सम्मेलन में भारत सरकार का क्या-क्या प्रस्ताव रखने का विचार है ; और

(ग) उपरोक्त सम्मेलन के परिणाम-स्वरूप किस सीमा तक जल संकट, विशेष-कर राजस्थान में, दूर होने की सम्भावना है ?

**सिक्काइ और बिद्युत् मंत्रालय में उपसंचारी (श्री बाल गोविन्द शर्मा) : (क) प्राकृतिक संसाधनों संबंधी संयुक्त राष्ट्र समिति ने, जिसका तृतीय सत्र फरवरी, 73 में दिल्ली में हुआ था, आर्थिक तथा सामाजिक परिषद् को यह सिफारिश की है कि आगामी संयुक्त राष्ट्र जल सम्मेलन 1977 में ब्यूनीस एरस (अर्जेंटिना) में किया जाए ।**

(ख) प्रस्तावित सम्मेलन का मुख्य उद्देश्य जल के नियर स्टाक की तुलना में जल को बढ़ाती मांग से उत्पन्न समस्याओं पर व्यापक रूप में से विचार विमर्श करना होगा। इसका मुख्यउद्देश्य भविष्य में जल की संभावित कमी को पूर्ण करने के लिए राष्ट्रीय तथा अन्तर्राष्ट्रीय स्तरों पर जल नीतियों का निर्माण करने के लिए निर्देश प्रदान करना होगा।

(ग) प्रस्तावित कार्यसूची के अनुसार, जल की उपलब्धता में बढ़ि करने अथवा इसकी मांग में कमी करने के लिए ज्ञात तथा भविष्य में होने वाले प्रौद्योगिकियों का पुनरीक्षण तथा मूल्यांकन भी करेगा। इस प्रकार के पुनरीक्षण से राजस्थान सहित संसार के मूख्य तथा अर्ध-मूख्य क्षेत्रों की समस्याओं को हल करने में अवश्य सहायता मिलेगी।

**Lack of initiative by O. & N.G.C. authorities for fear of interference by Vigilance authorities**

3776. SHRI S. N. MISRA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether various authorities in O. & N.G.C. and project authorities in particular are not taking the required initiative and decision for fear of interference by the Vigilance Authorities of the Commission into their working; and

(b) whether Government propose to appoint some retired High Court Judge or some senior technical officer of repute to fill in the post of the Chief Vigilance Officer?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) No such case has come to the notice of Government.

(b) No, Sir.

**Complaint regarding misuse of Labour and sale of Railway material**

3777. SHRI MAHADEEPAK SINGH SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a complaint has been received in the month of December, 1972 from a Member of Parliament alleging misuse of labour and selling of Railway material by the Sanitation Staff of the Delhi Hospital, Northern Railway; and

(b) if so, the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The investigations are in progress.

**Withholding of Supplementary Bill of Sanitary Staff at Shakurbasti, Delhi**

3778. DR. LAXMINARAIN PANDEYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a complaint has been received by him in the month of December, 1972 from a Member of Parliament regarding withholding of supplementary bill for payment of house rent allowances for the years 1955-65 of Sanitary staff at Shakurbasti, Delhi, (Northern Railway) by the concerned authorities;

(b) if so, whether any investigations have been made in the matter; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The investigations are in progress.

(c) Does not arise.

**Creation of Suspension Account  
at Trombay Unit of F.C.I.**

**3779. SHRI CHANDRA SHAILANI :  
SHRI JAGANNATH MISHRA:**

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have received complaints from Members of Parliament that a suspense account of Rs. 20 lakh is being kept at Trombay unit of Fertilizer Corporation of India; and

(b) if so, the brief facts of the matter and Government's reaction there to?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):** (a) Yes Sir.

(b) A large number of dealers in Andhra Pradesh and Mysore had defaulted in making payments to the Fertilizer Corporation for the fertilizers supplied to them. Since the amounts were outstanding for a long time, Director (Production and Marketing) of the Corporation asked the officers concerned to explore possible ways of recovering these outstanding. In this connection, it seems that a procedure was evolved in the 2nd week of October, 1972, according to which the Corporation could issue ammonium sulphate or ammonium sulphate nitrate from the Sindri Fertilizer Factory to a defaulting dealer, provided he liquidated simultaneously his outstanding or a part thereof at the rate of Rs. 4,000 per wagon for ammonium sulphate and Rs. 1,500 or 1,200 per wagon for ammonium sulphate nitrate supplied to Andhra Pradesh and Mysore respectively. However, in cases where a defaulting dealer was no longer in the fertilizer business, or was not in a position to liquidate the outstanding, an alternative procedure seems to have been also evolved. According to this alternative, supplies could be made to any other dealer who offered to liquidate such outstanding of a defaulting dealer. In such cases, both the defaulting dealer and the dealer receiving supplies under this arrangement would have to convey their consent in writing.

Even while this procedure was being examined from legal and financial angles, realisations of the outstanding seem to have been begun and a sum of about 13 lakhs was thus realised. This amount is being held in the suspense account. The nature of such transactions came to the notice of the management in December 1972 and enquiries were initiated on the basis of which directions were also issued to the officers concerned to stop such transactions forthwith. Thereafter, the management decided to refer the matter to the Central Bureau of Investigation for full investigations on the 24th of February 1973 and the matter is now under investigations by the Bureau. Pending enquiry by the C.B.I. Director (Production and Marketing) and General Manager, Trombay have been asked to proceed on leave initially for a period of two months. This they have done. Similarly, the Marketing Manager, Trombay has proceeded on leave. The Central Bureau of Investigation has been asked to indicate whether, for purposes of facilitating the enquiry, some other officers concerned with these transactions should also be asked to proceed on leave.

Further action will be taken on receipt of the report of the Central Bureau of Investigation.

**Dispensation of Justice outside the shores  
but within the Territorial Waters of  
India**

**3780. SHRI B. V. NAIK :** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether there is any provision for dispensation of justice outside the shores but within the territorial waters of India;

(b) what is the nature of the machinery for this dispensation of justice;

(c) whether large number of disputes between fishermen on the seas come to the notice of Government; and

(d) if so, what Government proposes to do in this behalf?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY) :** (a) The territorial belt of 12 miles is only an extension of the territory of India and the laws in force in the territory of India have force within the territorial sea also. The courts of India have jurisdiction to try and punish offences committed within the territorial sea.

(b) Answer is covered by the answer given as against (a).

(c) Quite a few conflicts between the operators of non-mechanised boats, small mechanised boats and large fishing vessel have been reported to have occurred on the seas adjoining the coasts of Kerala, Pondicherry, Goa, Mysore and Maharashtra.

(d) Government have been advised that they are competent to enact legislation for the purpose of de-limiting fishing zones and regulating fishing by vessels of all descriptions. The matter is under consideration.

**Setting up of a Soda Ash factory in Guna District (M.P.)**

**3781. SHRI PHOOL CHAND VERMA:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government of Madhya Pradesh have sent a proposal to the Central Government for setting up a Soda Ash Factory in Guna District (M.P.); and

(b) if so, the action taken in this regard so far and the time by which a decision is likely to be taken in the matter?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) :** (a) and (b). An application from a private party for grant of an industrial licence for setting up a new undertaking for the manufacture of Soda Ash at Guna in Madhya Pradesh, was received in October, 1971. The application was recommended by the Government of Madhya Pradesh. For technical appraisal of the scheme, the applicant was asked to

furnish detailed information on certain points by the Directorate General, Technical Development in November 1971. The applicant did not submit the requisite information and the application was rejected in October 1972. The party was also advised to submit a fresh application if it so desired, as and when it had collected all the additional information. The application if and when submitted would be considered by the Government according to the policy prevailing at the relevant time.

**Taking over of distribution of Polythene by Government**

**3782. SHRI PHOOL CHAND VERMA** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is a great demand of Polythene in the country;

(b) whether it is distributed by the firms themselves or by some Government agency;

(c) if by the firms, whether Government propose to take over the distribution of Polythene; and

(d) if not, the reasons therefor?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) :** (a) Yes, Sir.

(b) The polythene is being distributed by the manufacturers and their distributors.

(c) and (d). No, Sir. Government have no proposal to take over the distribution of this material. To alleviate the shortage the State Trading Corporation has been authorised to import 5,000 tonnes of each of the thermoplastics i.e. low density polyethylene, high density polyethylene and PVC. The import policy in regard to actual users imports has been amended. The supply position is being closely watched to take necessary remedial steps.

**Import of raw material for manufacturer of Polythene**

3783. SHRI PHOOL CHAND VERMA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the raw material used for manufacturing Polythene is imported; and

(b) if so, the names of the countries from which imported?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). Normally the two units manufacturing Low Density Polyethylene and the one unit manufacturing High Density Polyethylene use indigenous raw materials. In the recent past because of the shortage of industrial alcohol in the country, imports have been allowed to the Low Density Polythylene Unit which uses alcohol as a raw material. Imports are being made from the general currency area.

**Kadamparai pumped Storage hydro-electric Project in Tamil Nadu**

3784. SHRI B. K. DASCHOWDHURY SHRI M. S. SIVASWAMY:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) Whether Government have recently approved the Kadamparai pumped storage hydro-electric project in Tamil Nadu for inclusion in State's Fourth Plan and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) Planning Commission have approved the Kadamparai pumped Storage Hydro-Electric project in Tamil Nadu for inclusion in State's Fourth Plan.

(b) The pumped storage scheme comprises the installation of 4 x 100 MW pump turbine generating units in an under ground Power station, with connected storage dam Power tunnel, tail race tunnel and other appurtenant facilities.

The project is to be implemented in two stages-first stage comprising of complete civil works and installation of two units of 100 MW and the second stage involving addition of two more units of 100 MW each. The project is expected to be complete by 1978-79.

The complete cost of the project comprising two stages will be Rs. 3512.04 lakh

**Funds for Investigations Connected with Development of A National Water Grid**

3785. SHRI D.B. CHANDRA GOWDA: Will the Minister of IRRIGATION and POWER be pleased to state:

(a) Whether Planning Commission has made available funds for investigations connected with the development of a national Water Grid; and

(b) if so, the amount thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) and (b) : The question of taking up the investigations for a National Water Grid is under considerations in consultation with the Planning Commission.

**Manufacture of Nylon Tyre Yarn**

3786. SHRI G. Y. KRISHNAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the Present capacity for the manufacture of nylon tyre yarn; and

(b) whether the present production is sufficient to meet the requirement in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):

(a) The present licensed capacity is 6600 tonnes per annum; the estimated production in 1972-73 is 2400 tonnes.

(b) The present requirements are estimated at 3500 tonnes per annum which will be fully met when the capacity license is established.

**Agreement with Bahrain for setting up of A Fertilizer Plant**

3787. SHRI P. GANGADEB:  
SHRI P. M. MEHTA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) Whether any protocol was signed in Bahrain on 11th February, 1973 by Government;

(b) whether India is to collaborate with Bahrain for setting up a Fertiliser plant based on natural gas and for purchasing the surplus production of the plant after meeting Bahrain's needs; and

(c) whether any Indian delegation visited Bahrain to finalise the project details?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) (a) and (b). In the Joint statement issued at the end of the visit of the External Affairs minister of India to Bahrain in February, 1973, it was agreed that the two countries will collaborate to establish a fertilizer Plant in Bahrain based on locally available natural gas. It was further agreed that the entire production from the joint venture, surplus to Bahrain's requirements will be purchased by India.

(c) Yes, Sir. In pursuance of the Joint Statement, an Indian delegation visited Bahrain on 3<sup>rd</sup> and 4<sup>th</sup> March, 1973 and held discussion with Bahrain authorities in this regard.

**Investment in Private Sector**

788. SHRI SURENDRA MOHANTY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether there has recently been considerably increase in investment in private

sector, most of the funds for which have come from public financing institutions; and

(b) if so, the steps Government have taken to remove the anomaly?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) and (b). The information is being collected and will be laid on the Table of the House.

**Assets of First Ten Monopoly Houses**

3789. SHRI D. K. PANDA: Will the Minister of LAW JUSTICE AND COMPANY AFFAIRS be pleased to state : the extent of rise in rates of profits and assets of the first ten Monopoly Industrial Houses as mentioned in the Monopolies Commissions report.

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): The rates of profits and assets of the ten Monopoly Industrial Houses as constituted by Monopolies Inquiry Commission are given in the attached Statement

**STATEMENT**

Sl. No.	Name of the House	Percentage change in assets in 1969-70 over 1967-68	Percentage change in profit after Tax in 1969-70 over 1967-70	Percentage change in profit after Tax in 1967-68 over 1967-68
1.	2	3	4	5
1.	Tata	12.5	12.2	
2.	Birla	10.5	38.7	
3.	Martin Burn	0.5	311.1	
4.	Bangur	12.1	134.51	
5.	A.C.C.	15.0	39.9	

1	2	3	4
6.	Thapar . . .	20.4	89.9
7.	Sahu Jain . . .	14.0	■ 320.0
8.	Bird Heligers . . .	7.4	Incurred loss of Rs. 57 lacs in 1967-68, earned profits of Rs. one crore in 1969-70.
9.	J. K. Singhnia . . .	18.7	11.7
10.	Surajmull Nagarmull. . .	(—)0.1	N.A.

N.A.—Not yet available.

(—) shows decrease.

**New Railway Line from Jakhapura to Chandabali Via Jaipur in Orissa (South Eastern Railway)**

3790. SHRI ANADI CHARAN DAS : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any proposal to construct a new Railway line from Jakhapura to Chandabali touching Jaipur and Aradi in S. E. Railway in Orissa State and

(b) if so, when the construction work will start and what is the estimated expenditure on the line?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) No.**

(b) Does not arise.

**Opening of new Railway Stations during 1973-74 in Khurda Division**

3791. SHRI ANADI CHARAN DAS : Will the Minister of RAILWAYS be pleased to state:

(a) how many new Railway stations are proposed to be opened during the year 1973-74 in Khurda Division in South Eastern Railway; and

(b) the names of the proposed new stations?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b).** There are proposals for opening of the following stations in the Khurda Division of the South Eastern Railway:

1. Budhapank between Meemandali and Talcher Stations.

2. Dhaulinuhan between Tapang and Nirakarpur Stations.

3. Banithengarh between Byree and Dhan mandel stations.

4. Vanivihar between Manchestwar and Bhubaneswar Stations.

5 Bhimkunda between Bhubaneswar and Ratang Stations.

**Judges belonging to Scheduled Castes and Scheduled Tribes in Various High Courts**

3792. SHRI B. S. BHAURA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state the number of Judges belonging to Scheduled Castes and Scheduled Tribes in different High Courts in India?

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE) : According to available information, there are at present three Judges belonging to Scheduled Castes and none belonging to Scheduled Tribes in the various High Courts.**

**Provision of lifting Barrier near East Cabin of Budhlada Railway Station (Northern Railway)**

3793. SHRI B. S. BHAURA : Will the Minister of RAILWAYS be pleased to state whether there is any proposal to provide a lifting barrier within a range of 600 ft. from the East cabin of Budhlada Railway Station on Delhi-Ferozepur line and if so, by what time it will be provided?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): No. The level crossing is beyond the operational range of the East Cabin of Budhlada Railway Station.

**Supply of Cooking Gas in Districts Bhatinda And Sangrur**

3794. SHRI B. S. BHAURA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether he has received any demand for supply of cooking gas from Districts of Bhatinda and Sangrur (Punjab) during last two years; and

(b) whether Government have any Proposal under consideration to arrange supply of cooking gas to the above Districts ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):

(a) Yes, Sir.

(b) The availability of both cooking gas and steel required for manufacturing cylinders is limited. Keeping in view these factors, Indian Oil Corporation has drawn up plans to extend the marketing of Indane to the various towns upto 1973-74, mainly on the basis of the relative importance of and the anticipated customer potential in the various towns. The present customer potential in both Bhatinda and Sangrur is relatively lower than in several other towns where Indane marketing is yet to be introduced. Indian Oil Corporation would, however, consider Bhatinda for introduction of Indane during the next two to three years. Sangrur may be considered somewhat later.

**Energisation of Tube Wells and Pumping sets in Gujarat**

3795. SHRI D. P. JADEJA: Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether any target for energisation of tube wells and pumping sets in Gujarat was the target fixed; and

(b) if so, what was the target fixed; and

(c) the achievement made so far in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) to (c). As intimated by Gujarat Electricity Board subject to availability of funds, it was programmed to energise 20,000 tube-wells pumpssets in Gujarat during the year 1972-73. As against this, 9,562, wells have been energised upto the end of January, 1973.

**Clearance of Major Irrigation Projects in Gujarat**

3796. SHRI D. P. JADEJA : Will the Minister of IRRIGATION and POWER be pleased to state :

(a) the percentage of irrigated land in Gujarat to the entire irrigated land in the country;

(b) the broad outlines of the major irrigation Projects relating to Gujarat States pending with Government for inclusion in the Fifth Five Year Plan; and

(c) the name of the projects relating to Gujarat State pending because of Narmada Water Dispute ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :

(a) The irrigation potential in Gujarat from major, medium and minor irrigation schemes by 1973-74 is expected to be about 18% of the

cropped area. The corresponding All India figure is expected to be about 27%.

(b) and (c). In the last four years, the following new major projects have been accepted :—

Name of Project.	Total cost; (in lakhs Rs.)	Benefits in '000 hect.	Date of acceptance.
1. Sabarmati (Dharoi)	2500	36.85	July, 1971.
2. Panam	1067	21.87	July, 1971.
3. Mahi Bajajsagar (Rajasthan & Gujarat)	3136 (to Rajasthan & additional supplies to Gujarat).	30.80	November, 1971.
4. Damanganga.	2440	46.58	December, 1972.

Works on these projects will continue in the Fifth Plan.

सियांगंज रेलवे उपरी पुल के कौन कौन सी निर्माण में विलम्ब

The Sipu Project estimated to cost about Rs. 595 lakhs and to provide irrigation to 25304 hectares is pending, awaiting settlement of Inter-State issues with Rajasthan.

The Government of Gujarat proposed Broach irrigation project Stage-I which was accepted by the Government of India in 1960. When the preliminary works for this project were in progress, the State Government carried out further investigations and proposed High Navgam Project which was objected to by the other States.

It is expected that the Narmada Water Dispute will be settled in the near future after which the High Navgam Dam Project as well as Rami medium Irrigation scheme proposed by State Government in the Narmada basin will be considered for acceptance.

3797. ३० लाखमी नारायण पांडेय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश में इंदौर रेलवे स्टेशन के निकट सियांगंज रेलवे उपरी-पुल के निर्माण-कार्य के लिए स्वीकृति दे दी गई है; और

(ख) यदि हां, तो निर्माण-कार्य के प्रारम्भ होने में विलम्ब के क्या कारण हैं ?

रेल मंत्रालय में उपमन्त्री (श्री मुहम्मद शफी कुरेशी) : (क) जी नहीं।

(ख) प्रश्न नहीं उठता।

रत्नाम, जावरा, मंदसौर तथा नीमच  
रेलवे स्टेशनों के पास रेलवे क्रासिंग  
पर उपरी पुल बनाना।

3798. श्रावणी नारायण पांडेय : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे के रत्नाम डिवीजन में रत्नाम, जावरा, मंदसौर तथा नीमच में रेलवे स्टेशनों के समीप रेलवे क्रासिंग पर उपरि-पुल बनाये जाने की मांग जनता द्वारा लम्बे असं से की जा रही है;

(ख) क्या उन स्थानों पर यातायात का भारी दबाव है तथा आगे जाने वाले वाहनों को लम्बे समय तक गेट खुलने की प्रतीक्षा करनी पड़ती है; और

(ग) यदि हां, इस सम्बन्ध में क्या फारंवाई की गई है ?

रेल मंत्रालय में उद्यमद्वी (श्री मुहम्मद शफी कुरेशी) : (क) रत्नाम, जेओरा और मंदसौर में ऊपरि पुलों के निर्माण के लिए लोग मांग करते आ रहे हैं।

(ख) केवल रत्नाम के दो समपार फाटकों पर यातायात अधिक रहता है।

(ग) वर्तमान व्यस्त समपारों के बबले ऊपरि/निचले सड़क पुलों के प्रस्ताव राज्य सरकार/सड़क प्राधिकारियों द्वारा प्रायोजित किये जाने अपेक्षित हैं। माथ ही उन्हें अपने हिस्से की लागत बहत करने का बचत देना होता है। अभी तक मध्य प्रदेश राज्य सरकार ने रत्नाम के समपार को बदलने के सम्बन्ध में केवल एक प्रस्ताव प्रायोजित किया है। इस प्रस्ताव को अन्तिम रूप देने और रेलवे के निर्माण कार्यक्रम में शामिल करने से पहले रेलों ने राज्य सरकार को सारा अपेक्षित धोरा प्रस्तुत करने के लिए कहा है। राज्य सरकार के उत्तर की प्रतीक्षा की जा रही है।

समपारों को खोलने और बन्द करने में कम समय लगे, इसके लिए समपारों पर ऊपर उठने वाले वैधियर लगाये गये हैं।

ट्रैफिक कर्मचारियों का "आपरेटिंग" "कर्मशियल" और "सेफटी" विभागों से सम्बन्धित कर्मचारियों के अधीन कार्य करना

3799. श्रावणी नारायण पांडेय : क्या ऐवं मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या ट्रैफिक कर्मचारी जो पहले एक ही अधिकारी, अर्थात् डिवीजनल ट्रैफिक मूपरिन्टेंडेन्ट के अधीन कार्य करते थे, वे अब 'आपरेटिंग', 'कर्मशियल' और 'सेफटी' से सम्बन्धित अधिकारियों के अधीन काम करते हैं;

(ख) क्या इस नये प्रवन्ध में कार्य में अव्यवस्था आई है और कर्मचारियों में असन्तोष उत्पन्न हुआ है; और

(ग) यदि हां, तो उम पर सरकार की क्या प्रतिक्रिया है ?

रेल मंत्रालय में उद्यमद्वी (श्री मुहम्मद शफी कुरेशी) : (क) रेलों में डिस्ट्रिक्ट प्रणाली चल रही थी, यातायात कर्मचारी एक डिस्ट्रिक्ट अधिकारी के अधीन कार्य करते थे। जहां बण्डल प्रणाली चल रही थी, वहां वे दो अधिकारियों के अधीन काम करते थे। अब सभी रेलों का मण्डलीकरण कर दिया गया है और एक अधिकारी बढ़ा दिया गया है जो मंरक्षा से सम्बन्धित काम देखता है।

(ख) जी नहीं।

(ग) प्रश्न नहीं उठता।

**Broad Gauge Line from Samastipur to Jainagar (North Eastern Railway)**

3800. SHRI RAM BHAGAT PASWAN: Will the Minister of RAILWAYS be pleased to state.

(a) whether survey work for Broad Gauge line from Samastipur to Jainagar in N.E. Railway has been completed; and

(b) when the construction work will be started?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) :** (a) and (b). Engineering and traffic surveys have been completed for the Samastipur-Darbhanga portion as part of the Samastipur-Raxaul M.G. to B. G. conversion *via* Darbhanga or *via* Muzaffarpur. This conversion, according to the reports, which are under examination, is unremunerative. A decision on this conversion will however be taken after the examination of the reports is completed from all aspects.

No survey has been carried out for the conversion of the section from Darbhanga to Jainagar.

**Setting up of States Panel**

3801. SHRI RAM BHAGAT PASWAN: Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways have set up States Panel recently; and

(b) if so, the terms of reference ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) :** (a) and (b). It is presumed that by the term 'State Panel' the Hon'ble member the Joint state level Committee, consisting of representatives of (1) the State Governments (2) recognised railway trade unions, and (3) Railway Administration which were formed in January, 1972 on each railway to eliminate thefts and pilferages. The main functions of these Committees are :—

(i) to enlist and sustain the Co-operation of railway staff for combating effectively thefts and pilferages of railway property.

(ii) to study on a continuous basis the nature of thefts and pilferages and to provide information regarding these and suggest to the Administration measures necessary for their effective prevention.

**Electric Trains between Meerut and Delhi**

3802. SHRI RAM PRAKASH : Will the Minister of RAILWAYS be pleased to state :

(a) whether there are proposals to run Electric trains between Meerut and Delhi especially for commuters in near future ;

(b) if so, the time by which the electric trains will be introduced ; and

(c) if not, the reasons therefor ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) :** (a) There is no such proposal under consideration at present. (b) Does not arise (c) A feasibility study by the Metropolitan Transport Project Organisation (Railways) for the requirements of intra-city and suburban traffic for Delhi Metropolitan Area is currently in progress. A final decision in regard to the scope of works required, including introduction of electric trains, would be taken on receipt and examination of their report.

**Demand of Higher Price for crude by foreign oil companies due to Devaluation of U. S. Dollar and take over of crude imports**

3803. SHRI N. K. SANGHI: SHRI JYOTIRMOY BOSU:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the fresh demand of foreign oil cartels for higher price for the imported crude is due to devaluation of U. S. Dollar and whether Government have assessed the

impact of devaluation of U. S. Dollar on crude imports to India and if so, the outcome thereof; and

(b) whether in view of the repeated and continuing demand for price-rise by foreign refineries, Government propose to take over the import of crude as recommended by the Shantilal Shah Committee?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):** There has been no fresh demand by the foreign oil companies for higher price of crude oil due to the recent devaluation of the U. S. Dollar. The full impact of the devaluation of the U. S. Dollar on crude oil imports can be assessed with some degree of accuracy only after the present fluid conditions in the world monetary markets stabilise.

(b) As per Refinery Agreements with the foreign oil companies, these companies have the right to import crude oil from their own sources. Until the existing Refinery Agreements are suitably modified it will not be possible for a single agency to import crude as recommended by the Shantilal Shah Committee,

**Indian help for Railway line in Iraq in consideration of supply of crude from Iraq**

3804. SHRI N. K. SANGHI:  
SHRI NAWAL KISHORE SHARMA:  
SHRI M. S. SANJEEVI RAO:

Will the Minister of RAILWAYS be pleased to state :

(a) whether India has offered to undertake a feasibility study for a 120 km Railway line in Iraq and also for conversion of a metre gauge line to standard gauge;

(b) whether it is also a fact that India has agreed to undertake the above work on the basis of barter deal against supply of crude from Iraq and if so, the broad outlines of the deal; and

(c) whether the above deal will necessitate deployment of Indian know-how and export of goods and if so, the extent thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) :**

(a) and (b). A request was received from the Iraqi Government for carrying out a Feasibility Study for a railway line (120 Km. long) to connect Hsaibah with the phosphate mines at Akasha as supplementary to the feasibility study carried out earlier for a railway line from Baghdad to Hsaibah (404 Kms.) and also for an Economic Study of the composite project—Baghdad-I Hsaibah-Akasha (524 Kms.) It was indicated to the Iraqi Government that the Indian Railways would be willing to take up these Studies under the same terms as for the earlier feasibility study for the railway line to connect Baghdad with Hsaibah.

Another request has also been received whether Indian Railways could undertake the conversion of the existing metre gauge line from Baghdad to Arbil to Standard Gauge (about 427 Km. together with construction of ancillary lines in and around Baghdad with bridges and improvement of Baghdad East Station etc. on a barter deal against supply of Iraqi crude. The proposal is under consideration of the Government.

(c) Indian Railways have the necessary expertise and know how for this job. I will also be possible to export the rails girders, rolling stock, signalling equipment etc. required for the project, if the same is entrusted to the Indian Railways.

**Public Relation Officer in D.V.C.**

3805. SHRI SHYAM SUNDER MOHAPATRA : Will the Minister of IRRIGATION and POWER be pleased to state:

(a) whether there is any Public Relations Officer in Damodar Valley Corporation at present;

(b) whether there is any Chief Information Officer in Damodar Valley Corporation; and

(c) if not, who is doing the Public Relations Work?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) to (c). There is no Chief Information Officer in Damodar Valley Corporation. The post of Public Relations Officer is lying vacant at present consequent on the retirement of its incumbent. The work has been entrusted to another officer in the Headquarters by the Corporation pending appointment of a new Public Relations Officer.

**Appointment of an Oriya as head of the Organisation in Talcher Fertiliser Factory**

3806. SHRI SHYAM SUNDER MOHAPATRA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Government propose to employ an Oriya as head of the Organisation in Talcher Fertilizer Factory ;

(b) whether the head of Personnel Department is Oriya and if not, whether Government propose to secure services of local man; and

(c) when the project is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) : (a) Appointments to such top level posts are made on merit and the choice cannot be limited to persons from within the State in which the project is located.

(b) The Personnel Department of the Talcher project is presently headed by an officer who belongs to Orissa.

(c) According to present indications, the factory is likely to go into production by the middle of 1975.

**Deputation of an Engineer in Orissa for location of Bhimkund Project**

3807. SHRI DEVENDRA SAT-PATHY : Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the State Government of Orissa have requested the Central Water and Power Commission for deputing an Engineer to help the State Government in deciding the location of the Bhimkund Project; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :

(a) and (b). The State Government of Orissa had requested that a team of engineers from the Centre may be sent to visit the alternative sites for deciding on the location of Bhimkund dam. The State Government had been requested to work out in the first instance the relative economies of the two sites namely Nospara and Balijori and also the details of the area that would be submerged. This information has been received from the State Government and has also been discussed with the State Officers. The question of deputing the team is now under consideration.

**Profit earned by I. D. P. L. from sale of drugs imported by S.T.C.**

3808. SHRI K. S. CHAVDA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the Indian Drugs and Pharmaceuticals Ltd. (I.D.P.L.) is distributing some of the bulk drugs imported by S.T.C.;

(b) if so, what are the names of these drugs; and

(c) what is the total profit earned by the I.D.P.L. from the sale of these drugs during the last three years?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):** (a) to (c). Yes, Sir. The following drugs, imported by the S. T. C. are distributed by Indian Drugs and Pharmaceuticals Limited.

- (i) Streptomycin sulphate
- (ii) Tetra-ycline, Base/Hcl.
- (iii) Sulphadimidine.
- (iv) Analgin.
- (v) Vitamin B1, Hcl, Mono-nitrate
- (vi) Vitamin B2.
- (vii) Sulphaguanidine.
- (viii) Folic Acid
- (ix) Phenobarbitone
- (x) Piperazine hexahydrate.

The distribution of these drugs along with their own production is done by the Marketing Division of I. D. P. L. This scheme came into effect only from 1970-71. The profitability of the Marketing Division in the trading of drugs during the years 1970-71 and 1971-72 after allowing for reimbursement of the difference between notified price, for indigenous materials and the pooled price, to the indigenous producers including themselves was as follows:—

1970-71 Loss Rs. 18.87 lakhs

1971-72 Loss Rs. 66.57 lakhs

**Purchase of a Concern from E. Foster and Co. and increase in Equity Investment achieved by M/s. Glaxo Laboratories**

3809. SHRI K. S. CHAVDA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) when M/s. Glaxo Laboratories purchased a running concern from E. Foster and Co. and for what amount;

(b) what was their initial equity investment and what is the present equity investment; and

(c) whether the increase in equity investment has been achieved by fresh investment from abroad or by profits earned in this concern;

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) :** (a) M/s. Glaxo Laboratories was registered as a private limited company on 13th November 1924 under the name of H. J. Foster and Co. Ltd. The name of the company was changed to Glaxo Laboratories (India) Limited on 1st March, 1950.

(b) The initial equity capital was Rs. 1.5 lakhs while the present equity is Rs. 720 lakhs.

(c) Increase in foreign equity has been achieved predominantly from the profits earned in this country. Whether any fresh investment from abroad was also made is being ascertained.

#### **POWER FAILURE DUE TO POLLUTION**

3810. SHRI Y. ESWARA REDDY : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether pollution has caused power failure in certain cities in the country; and

(b) if so, the names of the places where the power failure occurred on this account?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :** (a) and (b). Sir. pollution has sometimes caused power failures in coastal areas and towns like Bombay, Tarapore and Trombay.

बाराबंकी—समस्तीपुर भोटर गेज लाइन  
को बाढ़ गेज में बदलना

3811. श्री महा शीषक रिह शांख : क्या इस मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर-पूर्व रेलवे की बाराबंकी—समस्तीपुर भोटर लाइन को बड़ी लाइन में बदलने की सरकार ने स्वीकृति दे दी है; और

(ब) यदि हाँ, तो यह कार्य कब से आरम्भ हो जायेगा, इस पर कुल कितना खर्च होगा और कार्य को शुरू करने में देरी करने के क्या कारण हैं ?

रेल मंत्रालय भें उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) जी हाँ ।

(ब) 46.34 करोड़ रुपये की अनुमानित लागत से इस बदलाव परियोजना की स्वीकृति 25-4-1972 को दी गयी थी। इस परियोजना पर कार्य शुरू किया जा चुका है और कार्यक्रम के अनुसार काम हो रहा है। 1977 तक इस काम के पूरा हो जाने की आशा है।

**Dispute regarding share of Bias and Ravi waters between Punjab and Haryana**

3812. SHRI MUKHTIAR SINGH MALIK:

SHRI BIRENDER SINGH RAO :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Central Government have settled the disputes regarding the share of Bias and Ravi Waters between Punjab and Haryana States;

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

(c) if not, the time by which the decision is likely to be taken ?

THE DEPUTY MINISTER OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (c). No decision has so far been taken on the allocation, amongst Punjab and Haryana, of the additional waters, that would have become available to the erstwhile Punjab, as a result of the Beas Project. Efforts are continuing to reach an equitable solution to the satisfaction of both the States.

**Supply of Wagons to Garhwa and Daltonganj Railway Stations**

3813. KUMARI KAMLA KUMARI: Will the Minister of RAILWAYS be pleased to state :

(a) the number of wagons supplied to Garhwa and Daltonganj Railway stations during the last three months ;

(b) the number of wagons required at these stations ; and

(c) whether Government propose to allot wagons on priority basis for these stations and if not, the reasons therefore ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The number of wagons supplied to Garhwa and Daltonganj stations during December 1972, January 1973 and February 1973 was as follows:—

Month	Garhwa	Daltonganj
December'72	71	243
January'73	30	292
February'73	18	247

(b) The number of wagons required at these stations was as follows :—

Month	Garhwa	Daltonganj
December'72	257	1226
January'73	231	984
February'73	205	532

(c) No; the traffic offering for despatch at Garhwa and Daltonganj stations is of low priority being mostly timber, bamboo, bidi leaves and other items of forest produce. Special efforts have, however, been made to step up the loading.

**Nation-wide drive to check thefts and pilferages w. e. f. 26th January 1972**

3814. SHRI ANNASAHEB GOT-KHINDE : Will the Minister of RAILWAYS be pleased to state :

(a) whether on the 26th January, 1972 he launched a nation-wide drive to check thefts and pilferages on the Railways ;

(b) if so, the number of cases since detected, their nature and the value of the goods involved; and

(c) how these figures compare with those in the corresponding period in the preceding calendar year ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes. (b) and (c). The following table gives the number of cases of thefts pilferages of booked consignments registered and value of goods involved in these during the years 1971 and 1972.

Year	No. of cases registered	Value of property involved. (Rs.)
1971	40,337	1,87,13,994
1972	44,914	1,70,78,934

Although due to the drive for better registration of cases the number cases registered had increased yet the value of goods stolen was less in 1972 as compared to 1971.

The principal commodities involved in the thefts and pilferages are grains and pulses, sugar, iron and steel, cotton piece goods and Coal.

**Irrigation Schemes for Fifth Plan submitted by Jammu and Kashmir**

3815. SHRI SARJOO PANDEY : Will the Minister of IRRIGATION & POWER be pleased to state :

(a) whether the Jammu and Kashmir Government have submitted any irrigation schemes in the State to be taken up in the Fifth Plan;

(b) if so, the main features thereof and the estimated expenditure thereon ; and

(c) whether the Centre have approved the schemes ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) and (b). One major and two medium schemes have been received from the Jammu & Kashmir Government. Their particulars are detailed below :

Name of the Scheme	Estimated cost (Rs. lakhs)	Benefit in lakh hectares
1. Ravi Canal	2800.00	0.533
2. Munawar Tawi Lift Irrigation Scheme	115.67	0.02
3. Banimula	87.67	0.025

(c) These Schemes are under processing.

**Medium Irrigation Projects in Gulbarga**

3816. SHRI DHARAM RAO AFZAL-PURKAR : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the number of medium-irrigation projects sanctioned and under operation in the District of Gulbarga ; and

(b) the number of persons given employment therein since September, 1972 ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) Hathikoni medium irrigation scheme is under construction in Gulbarga district.

(b) No information is available at the Centre.

रामगंगा बहुप्रयोजनीय परियोजना की क्रियान्वित

3817. श्री नरेन्द्र सिंह बिष्ट : क्या सिचाई और बिद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) रामगंगा बहुप्रयोजनीय परियोजना की क्रियान्वित की वर्तमान स्थिति क्या है, इससे किन-किन क्षेत्रों को सिचाई होगी और किन-किन क्षेत्रों को बिजली दी जायेगी;

(ख) इस में सभी वर्गों के ग्रालग-ग्रालग कितने कर्मचारी हैं तथा उनमें स्थानीय कर्मचारियों की संख्या कितनी है; और

(ग) क्या स्थानीय व्यक्तियों की संख्या सरकारी आवेदनों द्वारा निर्धारित मानदंड से कम है; यदि हां, तो इसके क्या कारण हैं और सरकार का इसमें सुधार करने के लिए क्या कदम उठाने का विचार है ?

सिचाई और बिद्युत मंत्रालय में उपमंत्री (श्री बाल गोविन्द वर्मा) : (क) रामगंगा बराज का कार्य, फाटकों के प्रतिष्ठापन को छोड़ कर जो कि प्रगति में है, हर प्रकार से पूरा हो गया है। नदी नियन्त्रण संबंधी कार्यों की भी लगभग पूर्ति हो गई है। कीडर जल-मार्ग भी खो बांध के साथ-साथ जिसमें फाटकों का प्रतिष्ठापन सम्मिलित है, पूरा हो गया है। 'प्रोसेसिंग प्लाट' आदि के लिट मुख्य बांध, "सैडल बांध", "सूट स्पिलवे", बारो क्षेत्रों में कार्य प्रगति पर है। जून, 1974 तक जलाशयों में जल संचित किये जाने की संभावना है तथा जून, 75 तक सम्पूर्ण सिचाई कार्यों के पूरे होंगे जाने की संभावनाएँ हैं। प्रथम, द्वितीय तथा तृतीय बिद्युत उत्पादन यूनिट को क्रमशः दिसम्बर, 1974—मई, 1975 तथा दिसम्बर, 1975 तक चालू किये जाने की संभावना है। जल सिचाई के लिए लोअर गंगा नहर प्रणाली में उपयोग में लाया जायेगा। एटा, मैनपुरी, फरुखाबाद, इटावा, कानपुर

तथा इलाहाबाद के जिले लाभान्वित होंगे। विद्युत शक्ति केन्द्र से राज्य के पश्चिम प्रिंड के लिए विद्युत प्रबन्ध किया जायेगा।

(ख) और (ग) सूचना एकत्र की जा रही है तथा इसे सभा पटल पर यथाशीघ्र रखा जायेगा।

उत्तर प्रदेश में नई रेलवे लाइनों का निर्माण तथा मीटर गेज लाइनों को ब्राड बैंड में बदलना

3818. श्री नरेन्द्र सिंह बिष्ट : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) चौथी पंचवर्षीय योजना में उत्तर प्रदेश में किन-किन नई रेलवे लाइनों का निर्माण हुआ, कौन-कौन सी रेलवे लाइनें नेरो गेज से मीटर गेज में और मीटर गेज से ब्राड गेज में बदली गईं;

(ख) पांचवीं पंचवर्षीय योजना में उत्तर प्रदेश में कौन-कौन सी नई रेलवे लाइनें बिछाने का विचार है; और

(ग) पर्वतीय क्षेत्रों के रमणीक स्थलों को मैदानी स्थानों से रेलमार्ग द्वारा शीघ्रता-शीघ्र जोड़ने का क्या कोई कार्यक्रम क्रियान्वित करने का विचार है, यदि हां, तो उसका व्यूहार क्या है और यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री (श्री भूहम्मद शफी कुरेशी) : (क) एक नयी रेल सम्पर्क लाइन अर्थात् सिगरौली-ओवरा (57 कि.मी. 2डी लाइन) जो अधिकांशतः उत्तर प्रदेश में है, राज्य की चौथी योजना अवधि में पूरी हो गयी है और यातायात के लिए खोल दी गयी है।

(ख) रेलवे का विकास राज्यवार या क्षेत्रवार धारणाओं के आधार पर नहीं बल्कि समग्र राष्ट्रीय हित के आधार पर किया जाता है। इसके अलावा, पांचवीं योजना में शुरू की

जाने वाली नयी लाइनों के प्रस्तावों को असी अन्तिम रूप नहीं दिया गया है। अन: यह बताना कठिन होगा कि पांचवीं योजना अवधि में राज्य में कौन सी नयी लाइनें बनायी जायेंगी।

(ग) धन की कमी के कारण और यातायात के पर्याप्त औचित्य के प्रभाव में निकट अविद्य में ऐसे प्रस्तावों पर विचार करना कठिन होगा।

#### **Closure of Benches of various High Courts**

3819. SHRI S. N. MISRA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government propose to accept the recommendation of the Law Commission for closing the various Benches of High Courts in various States ; and

(b) if so, what steps have been taken by Government in this regard ?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H.R. GOKHALE): (a) and (b). Law Commission has made no specific recommendation for abolition of existing benches, but in its Fourth and Fourteenth Reports, the Law Commission had expressed themselves against the division of a High Court into Benches. In the past, Benches of certain High Courts had to be created because of the reorganisation of States and other historical reasons. It is inexpedient to close such Benches. The recommendations of the Law Commission are kept in view while considering any fresh proposal for the setting up of a Bench at a place away from the principal seat of the High Court.

#### **Tax Free Salary to Judges of High Courts**

3820. SHRI S. N. MISRA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government propose to give tax free salary to the Judges of the High Courts.

(b) whether Government have examined the legal implication of the proposal that Judges should be given salary without deduction of income-tax ; and

(c) if so, the outcome thereof ?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H.R. GOKHALE) : (a) No such proposal has been considered.

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

#### **Running of trains on time between Tundla Shikohabad and Farukhabad and Kanpur to Kanauj and Farukhabad**

3821. SHRI S. N. MISRA: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the deteriorating train services between Tundla, Shikohabad and Farukhabad and Kanpur to Kanauj and Farukhabad ;

(b) if so, the percentage of trains on these lines which have not run on time during the last two years; and

(c) what steps are proposed to be taken to ensure fast and punctual running of trains on these lines ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI (MOHD. SHAFI QURESHI) : (a) to (c). Railways are aware that the punctuality performance of passenger carrying trains on Farukhabad-Shikohabad Tundla and Kanpur to Kanauj and Farukhabad section has not been very satisfactory ; the percentage of trains running late has varied from 20 per cent to about 60 per cent and from 3 per cent to about 30 per cent respectively in 1971 and 1972. The machinery for keeping a watch on the punctual running of trains on these sections is being tightened up. To minimise the effect of alarm-chain in pulling cases on punctuality, the alarm chain apparatus on some trains has been blanked off.

**Transfer of Puisne Judges of High Court**

3822. SHRI S. N. MISRA : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether any transfer of the Puisne Judge has been made from one High Court to the other; and

(b) if so, when and to which High Courts during the last five years ?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) and (b). During the last five years there was no transfer of a Puisne Judge from one High Court to another in the same capacity. There were however three appointments of Puisne Judges as Chief Justices of other High Courts. In one case a Judge of the Allahabad High Court was appointed as Chief Justice of the Madhya Pradesh High Court with effect from 19-3-1969. The other two cases relate to the appointments of two Judges of the Allahabad High Court in succession as Chief Justice of the Himachal Pradesh High Court, the first appointment being from 25-1-1971 and the second appointment being from 18-3-1972.

**Nationalisation of privately run power Houses**

3823. SHRI G. Y. KRISHNAN :  
SHRI M. S. PURTY :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether a decision has been taken on the proposal to nationalise the management of privately run Power Houses all over the country; and

(b) if so, the main features thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) and (b) : Taking over the private electricity supply undertakings including those having generating stations was considered and it is thought that for the present, it may be left to the States to take over such of those undertakings as may be considered necessary.

The States have been advised accordingly and they have also been informed to suggest amendments to the provisions of the Central Act in case they experience any difficulty in their application to achieve the objective.

**Introduction of New Trains, Zonewise**

3824. SHRI G. Y. KRISHNAN : Will the Minister of RAILWAYS be pleased to state :—

(a) the number of new trains introduced by Government during the last two years, Zone-wise; and

(b) the number of persons employed as a result thereof and how many of them were in the drought affected areas ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) The total number of non-suburban trains introduced/extended during 1971-72 and 1972-73 (upto Feb., 73) zone-wise is indicated below :—

Railway	No. of trains introduced/extended.
Central . . . .	16
Eastern . . . .	6
Northern . . . .	26
North Eastern . . . .	20
Northeast Frontier. . . .	16
Southern . . . .	22
South Central . . . .	22
South Eastern. . . .	8
Western . . . .	8

(b) Figures of the number of persons employed on account of the introduction of new trains are not separately maintained Division-wise or Zone-wise, as additional staff are sanctioned upon significant increase in overall work load and not specifically train

by train. The new trains may or may not have led to employment in drought-affected areas, as this depends upon the area of the runs of the trains and the location of the headquarters of the sheds and depots.

**Charging Freight on Perishable Articles on Central Railways**

3825. SHRI PRAVINSINH SOLANKI:  
SHRI CHANDRIKA PRASAD:

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5041 on the 19th December, 1972 regarding outstanding amount of undercharge on consignment and state :

(a) the total number of consignments of perishable parcels booked from 1st April 1970 to 15th July, 1971, separately, on each Division of Central Railways ;

(b) whether Government have worked out under-charges on all consignments as referred to in part (a) above, and if so, the total amount worked out, separately, on each Division of Central Railway ; and

(c) the action taken or proposed to be taken against the Officers who issued orders under misconception as stated in reply to part (b) of the above question ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Such statistics are not maintained.

(b) The amount of undercharges raised against the different Divisions of Central Railway for booking perishables at Scale 5 rates instead of at the chargeable Scale 4 of parcel rates was as under :—

Name of the Divison	Amount of under charges.	Rs. P.
(i) Jhansi . . .	969.70	
(ii) Bhusaval . . .	933.30	
(iii) Jabalpur . . .	35.20	

These outstandings have since already been cleared.

(c) No action has been taken or is proposed to be taken. The mistake was rectified by the Railway Administration.

**Setting up of an oil refinery at Gujarat**

3826. SHRI PRAVINSINH SOLANKI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether in order to avail of the vast opportunities available in the State of Gujarat for setting up of an Oil Refinery Government propose to formulate a coordinated approach with the help of the State Government and its people; and

(b) if so, the main features of the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) :

(a) and (b). An oil refinery with a capacity of 4.3 million tonnes is already functioning at Koyali in Gujarat. This refinery has been processing the crude oil from the Ankaleswar and North Gujarat oil fields. To meet the growing demand for petroleum products in the area it is proposed to expand the refinery to a capacity of 7.3 million tonnes. The expansion contemplates processing of imported crude in addition to indigenous crude. The imported crude would be received at an off-shore terminal in the Gulf of Kutch and transported through a pipeline to Koyali. It is proposed to have a branch line to Koyali from the main line which would carry imported crude to the Mathura Refinery. The refinery expansion project is estimated to cost Rs. 28.08 crores with a foreign exchange component of Rs. 7.67 crores. The project would be executed by the Indian Oil Corporation and the Corporation would seek the assistance and cooperation of the Government of Gujarat to the extent necessary.

## Electrification of Villages in Gujarat

3827. SHRI ARVIND M. PATEL :  
SHRI VEKARIAH :

Will the Minister<sup>1</sup> of IRRIGATION AND POWER be pleased to state :

(a) the total number of villages electrified so far in Gujarat State, District-wise ; and

(b) the total number of villages proposed to be electrified at the end of Fourth Plan Period ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA)  
(a) Out of 18584 villages in Gujarat, 5151 villages have been electrified by 31-1-73. The District-wise break up of these villages is given below:

Bulsar . . . . .	305
Surat . . . . .	349
Dangs . . . . .	22
Broach . . . . .	278
Baroda . . . . .	495
Panchmahal . . . . .	194
Kaira . . . . .	548
Ahmedabad . . . . .	267
Ghandinagar . . . . .	64
Sabarkantha . . . . .	328
Mehsana . . . . .	374
Banskantha . . . . .	183
Kutch . . . . .	203
Rajkot . . . . .	345
Surendranagar . . . . .	154
Bhavnagar . . . . .	246
Amreli . . . . .	198
Jamnagar . . . . .	197
Junagarh . . . . .	401
<b>TOTAL . . . . .</b>	<b>5,151</b>

(b) It is expected that about 5840 villages will be electrified in Gujarat by the end of Fourth Plan period.

इलाहाबाद से दक्षिण भारत तक बैकल्पिक रेल-मार्ग

3828. श्री शिव कुमार शास्त्री : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने इलाहाबाद से दक्षिण भारत जाने के लिए नई रेल लाइनें बिल्डाकर बैकल्पिक रेल-मार्ग निकालने की सम्भावना पर विचार किया है ; और

(ख) यदि हां, तो इस मामले में अब तक क्या प्रगति हुई है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

दैनिक यात्री संघ, पटना का ज्ञापन

3829. श्री रामावतार शास्त्री : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या मन्त्री महोदय को पटना यात्रा के समय दैनिक यात्री संघ की ओर से कोई ज्ञापन दिया गया था ; और

(ख) यदि हां, तो उसका व्यौरा क्या है और उसके प्रति सरकार की क्या प्रतिक्रिया है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : दैनिक यात्री संघ, पटना के महासचिव से एक ज्ञापन मिला है जिसमें संलग्न विवरण में उल्लिखित सुझाव दिये गये हैं। इन पर विचार किया जा रहा है।

## विवरण

(1) राजेन्द्र नगर में हाल्ट स्टेशन खोलना ।

(2) पटना जंकशन के दक्षिण की ओर बुकिंग और निकास मार्ग की व्यवस्था ।

(3) बक्सर/दिल्ली एक्सप्रेस को पटना जंकशन तक बढ़ाना ।

(4) आरा और मोकामा के बीच अधिक स्थानीय गाड़ियाँ।

(5) मण्डल रेल उपयोगकर्ता परामर्श समिति, दानापुर में प्रतिनिधित्व।

(6) 40 डाउन जनता एक्सप्रेस को खुसरूपुर पर ठहराना।

(7) 13 अप्रैल को गुलजार बाग पर ठहराना।

(8) तूफान एक्सप्रेस को फुप्हा पर ठहराना।

(9) पटना एक्सप्रेस को गुलजार बाग पर ठहराना।

(10) पाटलीपुर एक्सप्रेस को पटना सिटी और बाद पर ठहराना।

(11) दानापुर तेज सवारी गाड़ी को रामपुर झुमस और अध्यमल गोला पर ठहराना।

(12) 11 अप्रैल/12 डाउन में मोकामा जंक्शन की दूरी सम्बन्धी प्रतिबन्ध हटाना।

(13) खुसरूपुर (रेलवे) स्टेशन के ढांचे में परिवर्तन।

(14) स्थानीय गाड़ियों में पुराने रेक के बदले नये रेक लगाना।

(15) 1972-74 के लिए धनबाद मण्डल में सार्वजनिक सुविधाओं पर व्यय की स्वीकृति।

(16) बिल्डिंगरपुर में विश्रामालय की व्यवस्था।

(17) विहार के स्थेशनों को सुविधाओं के मामले में उचित हिस्सा; और

(18) 389 अप्रैल/395 अप्रैल 396 डाउन/390 डाउन का पटना जंक्शन पर मेल।

पटना की आल इण्डिया रेलवेज मिनिस्टी-रियल स्टाफ एसोसिएशन द्वारा दिया गया ज्ञापन

3830. श्री रामावतर शास्त्री: क्या रेल मन्त्री यह बताने की कृपा करेगे कि:

(क) क्या उनको पटना के दौरे के दौरान आल इण्डिया रेलवेज मिनिस्टीरियल स्टाफ एसोसिएशन की ओर से कोई ज्ञापन प्राप्त हुआ था;

(ख) यदि हाँ, तो उसका व्यौरा क्या है; और

(ग) इस पर सरकार की क्या प्रतिक्रिया है।

रेल बन्द्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी): (क) जी हाँ; दानापुर शाखा ने एक ज्ञापन दिया था।

(ख) ज्ञापन में उठाये गये प्रश्न इस प्रकार हैं—येड I और येड II के लिपिकों के बेतन-मानों का एकीकरण और लिपिक-वर्गीय कर्मचारियों के पदोन्नति कोटा के प्रतिशत में वृद्धि।

(ग) जब केन्द्रीय सरकार के कर्मचारियों की बेतन संरचना और सेवा की जातों के सम्बन्ध में विचार करने के लिए नियुक्त तीसरे बेतन आयोग की रिपोर्ट मिल जायेगी और उस पर विचार कर लिया जायेगा तो सरकार आवश्यक कार्यवाही करेगी।

#### Duties of Clerks Grade I and Grade II

3831. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4001 on the 12th December, 1972 regarding merger of scales of Clerks Class I and II in Railway Accounts Office and state:

(a) whether the revision of scales of pay of all Central Government employees including Clerks Grade I and II in Railways accounts offices is under consideration of Third Pay Commission;

(b) whether en-masse upgradation of Train Examiners grade 'D' to 'C' on Railways vide Railway Board's letter No. PC-69/PS-5/TP/1, dated the 30th October, 1972 has been ordered with effect from 1st November, 1972 ; and

(c) if so, the reasons therefor when the whole question is under the consideration of Pay Commission ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS : (SHRI MOHD. SHAFI QURESHI) : (a) Yes.

(b) Yes.

(c) With effect from 1-4-66 the cadre of Train Examiners was reorganised and all directly recruited persons were placed in the scale Rs. 205-280, leaving staff promoted from the ranks of artisans in the grade Rs. 180-240. On the ground of discrimination these orders of Railway Board were struck down by the Supreme Court as a result of a petition filed by the Train Examiners in Rs. 180-240 who had been promoted from the ranks. In order to satisfy this judgement, all Train Examiners in the grade Rs. 180-240 as on 1-4-66 were placed in the scale Rs. 205-280. In due course this led to a situation whereby Train Examiners promoted prior to 1-4-66 were in the scale Rs. 205-280 and Train Examiners promoted thereafter from the ranks were in the scale Rs. 180-240. It was mainly to remove this disparity that all Train Examiners were placed in the scale Rs. 205-280. Thus, the case of Train Examiners is on a footing different from other categories.

**Equal Scales of Pay for Staff holding Diplomas in Medical Laboratory Technician Course and Junior Laboratory Technician Certificate (North Eastern Railway)**

3832. SHRI RAMAVTAR SHASTRI : Will the Minister of RAILWAYS be pleased to state :

(a) the number of employees of North Eastern Railways holding Diploma in Medical Laboratory Technician Course from recognised Institute and scale of pay allotted to them with date ;

(b) the number of employees of North Eastern Railway holding Junior Laboratory/Technician Certificate with subjects and the scale of pay allotted to them with date and whether the staff are competent to conduct tests of food stuff and water ; and

(c) whether the scales of pay for both categories of staff are the same and if so, the reasons why higher scale of pay has not been given to such of the staff as were recruited with extra qualification ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (c). Information is being collected from the Railway and will be laid on the Table of the Sabha.

**Expansion of Cochin Oil Refinery**

3833. SHRI VAYALAR RAVI : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the salient features of the second stage expansion programme of the Cochin Oil Refinery ; and

(b) the measures Government have taken for the welfare of workers during the expansion programme ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) : (a) The expansion programme for increasing the refining capacity of the Cochin Refinery from 2.5 million tonnes per annum to 3.3 million tonnes is in progress and is expected to be completed by June 973. The total cost of the expansion project is estimated at Rs. 5.7 crores with foreign exchange component of a little less than Rs. 1 crore. The process design of expansion was obtained by Phillips Petroleum Co. and the construction contract was given to M/s. Engineers India Limited on the basis tenders. Alongwith the expansion scheme, the refinery is also adding facilities for the manufacture of liquified petroleum gas. The LPG manufacturing and bottling facilities are estimated to cost Rs. 42 lakhs.

(b) The expansion work is being done by Engineers India Limited as the main contractor and there are a very large number of sub-contractors. The labour for the expansion programme is obtained through these contractors who are responsible for their welfare. The normal welfare facilities like transport, canteen, etc. available to the employees of Cochin Refineries Limited, would also be available to the additional hands that may be recruited for running the expanded refinery in due course.

**Power Shortage in Kerala**

3834. SHRI VAYALAR RAVI :  
SHRIMATI BHARGAVI THAKKAPPAN :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the total outlay for the development of power in Kerala for the annual plan for 1973-74 and the share of central assistance;

(b) the total quantity of power expected to be produced in that State during this period and how it compares with actual demand; and

(c) the nature of discussions which the Kerala Ministers had with him in this connection and the outcome thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) The total outlay for the development of power in Kerala for the Annual Plan 1973-74 is Rs. 21 crores. Central assistance of Rs. 40.25 crores is being given to the State during the year, which includes the share of Central assistance for expenditure on power.

(b) During 1973-74, the installed capacity in Kerala will be 622 MW. The energy generation is expected to be about 2460 million kWh. The demand is assessed at 430 MW. corresponding to an annual energy requirement of 241 million kWh.

(c) During the meeting of the Idikki Review Board held on the 5th January, 1973 it was mentioned that additional funds to the tune of Rs. 3 crores requested

for from the Government of India will be made available when the actual expenditure exceeded Rs. 10.5 crores. Additional funds amounting to Rs. 3 crores have since been allocated.

**Railways Cheated of Goods at Banda by forged Receipt**

3835. SHRI P. GANGADEB :  
SHRI K. LAKKAPPA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways were cheated of goods in transit worth Rs. 22,000 on forged Railway receipt on October 28, 1972 at Banda ;

(b) whether the cheating came to light in December, 1972 ; and

(c) whether the culprit has been apprehended ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes.

(b) Yes.

(c) No arrests have so far been reported. Government Railway Police Banda has registered the case at crime No. 110/72, dated 18-12-72 under Sections 419, 420, 467, 468 I. P. C. and are making investigations.

**Translation of Law Passed by Parliament into Regional Languages**

3836. SHRI P. GANGADE  
SHRI P. M. MEHT

Will the Minister of LAW JUSTICE AND COMPANY AFFAIRS be pleased to State :

(a) whether Centre has decided to translate the laws passed by Parliament into all the languages recognised under the constitution ? and

(b) if so, in how many languages laws passed by the Parliament are translated at present ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY) : (a) One of the functions assigned to the Official Language (Legislative) Commission

constituted in pursuance of the direction issued by the President in his Order dated the 27th April, 1960, made under clause (6) of article 344 of the Constitution, is to arrange for the translation of Central Acts, Ordinances and Regulations promulgated by the President in the respective Official Languages of the States. The translation of Central enactments into the various regional languages is got done by the Commission through the agency of the State Governments concerned. The Commission also translates Central enactments into Hindi. The translations in Hindi are published in the Official Gazette under the authority of the President in pursuance of section 5(1)(a) of the Official Languages Act, 1963.

(b) In addition to Hindi, translations of Central enactments are at present prepared in Assamese, Bengali, Gujarati, Kannada, Malayalam, Marathi, Oriya, Punjabi, Tamil, Telugu and Urdu. It is also proposed to translate the Central enactments into Kashmiri.

**Visit of U.N. Experts to India to Identify Indian Geothermal Areas for Generating Power**

3837. SHRI P. GANGADEV :  
SHRI P. M. MEHTA :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether U.N. Experts have visited India to identify Geothermal areas for generating power ; and

(b) if so, the areas identified ?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :**

(a) One U.N. Expert is presently in India to assist in preparation of equipment specifications and planting for field investigations for geothermal power projects.

(b) The prospective areas for exploration are broadly North-Western Himalayan, Western Coast and parts of Bihar.

**Increase in refining capacity and advancing the date of refinery commissioning to save Foreign Exchange**

3838. SHRI P. GANGADEV :  
SHRI P. M. MEHTA :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether task force on petroleum refining has recommended to the Planning Commission to increase the total refinery capacity to 43 million tonnes by the end of the Fifth Plan; and

(b) whether it has also recommended to advance the date of refinery commissioning to save foreign exchange on import of petroleum products ?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) :**

(a) Yes, Sir.

(b) The Task Force on Oil Refining have suggested a time phasing for the commissioning of the refineries during the Fifth Plan. A study made in the Ministry has indicated that there will be considerable amount of saving in foreign exchange if the commissioning scheduled of some of the refineries proposed by the Task Force is advanced.

**Utilisation of Power Generation Resources in Jammu and Kashmir**

3839. SHRI JAGANNATH MISHRA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether power generation resources in Jammu & Kashmir State are reported to remain unutilised ; and

(b) if so, the reasons therefor ?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :**

(a) and, (b). Out of technically and economically utilisable hydro power potential of 3.6 million kW at 6c% load factor in Jammu and Kashmir State, potential aggregating to

0.3 million kW would be developed with the schemes in operation and currently under execution. While the development of hydro resources in the State was so far largely for meeting the power requirements with the State it is now being accelerated for the benefit of the Northern Region as a whole.

**Seniority List of Junior Surveyors on Central Railways**

3840. SHRI ATAL BIHARI VAJPEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is no seniority list of junior surveyors working on the Central Railway ;

(b) if not, when was the list prepared and circulated to the employees ;

(c) whether there are cases of surveyors whose seniority has been determined after seven years of their appointment resulting in huge financial loss to them ; and

(d) the number of such cases and the steps taken to redress their grievance ?

THE DEPUTY MINISTER IN THE MINISTRY RAILWAYS (SHRI MOHD. SHAFI QURESHI) :

(a) and (b). The seniority list was prepared and circulated on 12-4-1958. As no recruitment was made to the cadre of Assistant Surveyors after 1956, there was no occasion to prepare any fresh seniority list thereafter.

(c) and (d). While there are no cases of surveyors as such, about 22 Apprentice Assistant Draftsmen for whom there were not sufficient number of vacancies, were absorbed surveyors on the understanding that they will be brought on to Assistant Draftsman cadre as and when vacancy occurred and their seniority was continued on the Draftsman cadre. Subsequently, when the surveyors cadre was amalgamated with the Works cadre, these staff were absorbed as A.I.O.Ws, on their request after giving them appropriate training.

3891 L. S.—4

3841. SHRI YAMUNA PRASAD MANDAI : Will the Minister of RAILWAYS be pleased to state ;

(a) whether Railways plan to provide aid or finance to road transport in some areas especially in the South; and

(b). if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS SHRI MOHD. SHAFI QURESHI) :

(a) and (b) The Central Government (Railways) participate financially in the State Road Transport Corporations not on the consideration of their location in a particular area but under the Road Transport Corporations Act, 1950 for achieving coordination between the two modes of transport. The Corporations in which capital has been provided by them are given below :

- (1) Andhra Pradesh State Road Transport Corporation.
- (2) Assam & Meghlaya State Road Transport Corporation.
- (3) Bihar State Road Transport Corporation.
- (4) Gujarat State Road Transport Corporation.
- (5) Kerala State Road Transport Corporation.
- (6) Madhya Pradesh State Road Transport Corporation.
- (7) Maharashtra State Road Transport Corporation.
- (8) Mandi Kulu Road Transport Corporation.
- (9) Mysore State Road Transport Corporation.
- (10) North Bengal State Transport Corporation.
- (11) Pepsu Road Transport Corporation.
- (12) Rajasthan State Road Transport Corporation.

The Central Government (Railways) also hold shares in the Orissa Road Transport Company Ltd. which is a tri-partite Joint Stock Company.

**Construction of a Dam on River Mahanadi in Raipur District**

3842. SHRI SHASHI BHUSHAN : Will the Minister of IRRIGATION AND POWER be pleased to refer to the reply given to Unstarred Question No. 6727 on the 3rd August 1971 regarding construction of a dam on the river Mahanadi in Raipur District and state :

(a) whether the construction of the project has since been started ;

(b) if so, when and the progress made so far ;

(c) when the project is scheduled to be completed ; and

(d) whether the estimates of Phase I and Phase II have been revised, and if so, to what extent and the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) and (b). The Mahanadi Reservoir Scheme Phase I was accepted by the Planning Commission in November, 1971. Preliminary works have been already taken up by the Government of Madhya Pradesh.

(c) The project is expected to be completed by 1976.

(d) No revised estimate of Phase I has been sent up by the Government of Madhya Pradesh. The detailed estimates for Phase II of the project are yet to be received from the Government of Madhya Pradesh.

**Despatch of Wagons to wrong destinations**

3843. SHRI DEVINDER SINGH GARCHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether his attention has been drawn to a news-item appearing in the 'Indian Express' of 24th February, 1973 under the caption "100 wagons lost daily"; and

(b) if so, what steps are being taken to see that these wagons are properly utilised ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes.

(b) The Railway Administration is taking all possible measures to prevent wagons from becoming 'un-connected' or getting misdespatched. Some of the steps taken are—

(i) Instructions have been reiterated that wagon labels should be written out neatly in blue pencil, the name of the forwarding and destination stations being written in full in capital letters.

(ii) Railways have been instructed that if the number of wagons booked to the same station exceeds 20, names of forwarding and destination stations should be printed on labels.

(iii) Railways have been asked to ensure provision of paste-on-labels on inside panels of wagon doors of covered wagons and attach tie-on-label on the handle of wagon door on either side of the open wagon.

(iv) Railways have been instructed to conduct frequent inspections to ensure compliance of instructions regarding marking and labelling.

(v) A scheme of matching un-connected wagons with over -due wagons by a computer has been introduced.

It may also be stated that most of the wagons which become unconnected or misdespatched for want of labels or on account of illegible labels, are later on connected and delivered to the consignees.

**Oil Exploration in Kerala**

3845. SHRIMATI BHARGAVI THANKAPPAN : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether any fresh possibilities have been found in Kerala for oil exploration ; and

(b) if so, where ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) : (a) No, Sir.

(b) Does not arise.

**Clearance of Major and Medium Irrigation Projects in Kerala by C.W.P.C.**

3846. **SHRIMATI BHARGAVI THANKAPPAN** : Will the Minister of IRRIGATION AND POWER be pleased of state :

(a) whether a number of major and medium irrigation projects in the State of Kerala are awaiting clearance by the Central Water & Power Commission ; and

(b) if so, the reasons for delay in according clearance to the projects ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BLAGOVIND VERMA) : (a) and (b). Replies of the State to the comments of the Central Water and Power Commission on the following schemes are still awaited :—

**Major Project**

1. Banasurasagar
2. Tirunelli

**Medium Project**

1. Attappady
2. Noolpuzha
3. Maniat
4. Thendar

Replies sent by the State Government to the comments on the following projects are under scrutiny in the Central Water and Power Commission :—

**Major Project**

Edamalyar.

**Medium Project**

Karapuzha

Kerala Bhawani (tail race utilization).

**Construction of Kallada Irrigation Project in Kerala**

3847. **SHRIMATI BHARGAVI THANKAPPAN** : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the progress achieved so far in the construction of Kallada Irrigation Project in the State of Kerala; and

(b) the total amount spent so far ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :

(a) and (b). Kallada Irrigation project envisages the construction of a masonry dam at Parappar, and a pick-up weir at Ottakkal with left and right bank canals. The project is estimated to cost about Rs. 45 crores. The expenditure so far is about Rs. 3·4 crores. The foundation excavation of the dam at Parappar is complete except in about 60·96 M. width of the river through which the flows are diverted now. A portion of the dam up to R.L. 65·532 M (bed level of river PL 60·96M) has been taken up for construction of which about 15% is completed and the balance is programmed to be completed by the end of 1973-74. The pick-up weir at Ottakkal is complete except for the head regulators. The first two Km. length of the right bank canal including the head regulator is aligned along the present Quilon-Shenoccah Road. The work on the diversion road is in progress and is expected to be completed in 1973. Detailed designs and estimates have prepared for the first 16 Km. length of right bank canal and work on it is expected to be taken up shortly.

**Reduction in running time of Jayanti Janta Express from Delhi to Cochin and Mangalore**

3848. **SHRI C. K. HANDRAPPAN** : Will the Minister of RAILWAYS be pleased to state :

(a) whether it was a fact that the newly introduced "Jayanti Janta Express" from Delhi to Cochin and Mangalore had reached at most of the stations before time on its first running from Delhi; and

(b) whether in view of this Government propose to consider the possibility of reducing the running time further?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). On its first, run 132 Up New Delhi-Ernakulam/Mangalore Jayant' Janata Express reached a few stations before time. A review of its running has shown that the engineering time allowance was not fully utilised on Jhansi-Itarsi section and more time is also required at certain stations for carriage examination etc. Speeding up of this train at present is not, therefore, feasible.

**New Railway Line for Kerala during Fifth Five Year Plan**

3849. SHRI C. K. CHANDRAPPAN: Will the Minister of RAILWAYS be pleased to state:

(a) which are the new Railway lines proposed by the Kerala Government to be constructed in that State during the Fifth Five Year Plan period; and

(b) what is the decision of the Centre in the matter?

THE DEPUTY MINISTER IN (THE MINISTRY OF RAILWAYS SHRI MOHD. SHAFI QURESHI): (a) and (b). No specific proposals for new lines have been recommended by the Kerala State Government for consideration during the Fifth Five Year Plan period. However, the State Government had earlier written (1967) that the Mysore-Tellicherry line may be included in the Fifth Plan. The Survey for this line revealed that this link would be highly unremunerative, and is likely to result in heavy recurring losses to the Railways.

मध्य प्रदेश में रेलवे सुरक्षा बल के कर्मचारियों की सहया

3850. श्री गंगाचरण दीक्षित: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) मध्य प्रदेश में रेलवे सुरक्षा बल के कर्मचारियों की संख्या कितनी है; और

(ख) गत तीन वर्षों में उन पर कुल कलाना व्यय किया गया?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद राफी कुरेशी) : (क) 2,796।

(ख) लगभग 1,88,89,757.00 रुपये।

भोपाल रेलवे स्टेशन (मध्य रेलवे) के कर्मचारियों के कार्य करने के बांटों में बढ़ि

3851. श्री गंगाचरण दीक्षित: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या मध्य रेलवे ने भोपाल स्टेशन पर तलवे कर्मचारियों के काम करने के बांटों को 8 घण्टे से बढ़ाकर 12 घण्टे कर दिया है; और

(ख) यदि हाँ तो इसके क्या कारण हैं?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद राफी कुरेशी) : (क) जी नहीं।

(ख) प्रम्य नहीं उठता।

मध्य प्रदेश में सुकता बांध का निर्माण

3852. श्री गंगाचरण दीक्षित: क्या सिवाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने मध्य प्रदेश में सुकता बांध के निर्माण संबंधी प्रस्ताव की स्वीकृति दे दी है; और

(ख) यदि हाँ, तो इसमें अब तक कितनी प्रगति हुई है और यह कब तक पूरा हो जायेगा?

सिवाई और विद्युत मंत्रालय में उपमंत्री (श्री बाल शोबिन्द बर्मा) : (क) सुकता परियोजना, जैसा कि मध्य प्रदेश सरकार द्वारा पहले प्रस्तावित की गयी थी, पर 632 लाख

रुपए की लागत का अनुमान था। 1969 में राज्य सरकार द्वारा यह सूचित किया गया कि परियोजना प्रस्तावों में परिवर्तन किया जा रहा है। परिवर्तित रिपोर्ट अभी तक राज्य सरकार से प्राप्त नहीं हुई है।

(ख) प्रश्न नहीं उठता।

**सिचाई और विद्युत मंत्री की मध्य प्रदेश की सिचाई परियोजनाओं की यात्रा**

3853. श्री गंगावरण दीक्षित : क्या सिचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उन्होंने मध्य प्रदेश की कुछ सिचाई योजनाओं का 1972 में निरीक्षण किया था और यदि हां, तो उनके नाम क्या हैं;

(ख) क्या उन्होंने 1972 में मध्य देश की कुछ सिचाई योजना की क्रियान्विति के बारे में मध्य प्रदेश सरकार के प्रतिनिधियों से कुछ बात-चीत की थी और यदि हां, तो उसका व्यौरा क्या है;

(ग) क्या मध्य प्रदेश सरकार ने कुछ सिचाई परियोजनाओं को पूरा करने के लिए उनसे सहायता का अनुरोध किया है; और

(घ) यदि हां, तो इस पर सरकार की क्या प्रतिक्रिया है?

(श्री बाल गोविंद बर्मा) : (क) और (ख). सिचाई और विद्युत मंत्री को वर्ष 1972 में मध्य प्रदेश की सिचाई परियोजनाओं का निरीक्षण करने के काम अवसर प्राप्त नहीं हुआ है।

(ग) और (घ). मध्य प्रदेश सरकार ने 1972 के दौरान किसी भी सिचाई परियोजना के लिए विशेष केन्द्रीय सहायता

के संबंध में कोई अनुरोध प्राप्त नहीं हुआ है। फिर भी, देश में कुछ चुनी हुई सिचाई परियोजनाओं, जिनमें मध्य प्रदेश की तरा परियोजना भी शामिल है और जिनसे निकट भविष्य में महत्वपूर्ण अतिरिक्त लाभ प्राप्त हो सकते हैं, के निर्माण में तेजी लाने का प्रश्न योजना आयोग के विचाराधीन है।

**Violence of Companies Act by Mysore Cement Limited**

3854. SHRI K. LAKKAPPA : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) the number of complaints received against Mysore Cements Ltd., in Mysore State regarding violation of Companies Act by the management during the last three years; and

(b) the action taken against the management?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN) : (a) During last three years, only one memorandum containing some allegations against the company was received from the villagers residing near the factory of the company. The allegations were enquired into and it was found that there has been no violation of any of the provisions of the Companies Act, 1956 on the part of the company.

(b) Does not arise.

**Setting up of Oil Refinery in Mysore**

3855. SHRI C. K. JAFFER SHARIEF : SHIR D. B. CHANDRA GOWADA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Government of Mysore have urged upon the Central Government for the establishment of an Oil Refinery in the State; and

(b) if so, the reaction of Central Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) :

(a) Yes, Sir.

(b) The proposal to set up a new refinery on the West Coast as one of the Fifth Plan projects is presently under the consideration of the Government.

**Investigaion into Financial Position of Sick Concerns.**

3856. SHRI M. S. SANJEEVI RAO : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether Association of Cost Accountants of India has urged the Central Government to investigate the financial position of the companies which turn sick overnight and come for Government assistance; and

(b) if so, the reaction of Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN) : (a) No representation from the Association of Cost Accountants of India has been received in the Department of Company Affairs.

(b) Does not arise.

**Completion of Western Kosi Canal in Indian Territory**

3857. SHRI BHOGENDRA JHA : Will the the Minister of IRRIGATION AND POWER be pleased to refer to the reply given to Unstarred Question No. 108 on the 20th February, 1973 regarding completion of Kosi Canal in Nepalese territory i state:

(a) the time schedule for completion of survey and investigation and for acquisition of land and beginning of excavation of the Western Kosi Canal in Indian Territory ;

(b) whether the proposed provision of only Rs. 2,500 lakhs by the State Government in the Fifth Plan will ensure completion of this project by the end of the Fifth Plan ;

(c) whether it is proposed to take over this project by the Central Government and ensure earliest possible completion not exceeding the Fifth Plan period ; and

(d) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :

(a) The Government of Bihar have stated that in order to allow no time lag in utilisation of the potential that would be created from time to time, they have decided to undertake the construction of the portion of the Western Kosi Canal lying in Bihar in two well defined phases. The first phase will cover the portion from Indo Nepal Border to Kamla-Balan and the second from Kamla-Balan to tail end.

The surveys and investigations for the main canal from the Indo-Nepal Border to Kamla Balan crossing have been completed and those for distribution system are in progress. The preparation of the Investigation Report for this reach is likely to be completed by June, 1973. The surveys and investigations in the second reach i.e. beyond Kamla-Balan to tail end are also in progress and the Investigation Report will be completed as expeditiously as possible.

Necessary preparation of land acquisition plans will be taken up after the finalisation of the Investigation Reports.

According to the revised phased programme prepared by the Government of Bihar, work in the first reach is expected to be completed by 1976-77 and the work in the second reach is proposed to be taken up from 1975-76 and substantially completed by 1978-79 i.e. end of the Fifth Five Year Plan.

(b) The Government of Bihar have proposed a provision of Rs. 2,500 lakhs for the construction of the Bihar portion of Western Kosi Canal in the Fifth Five Year Plan which has not yet been finalised. However this amount will not be sufficient for completion of the Canal in all respects by the end of the Fifth Five Year Plan.

(c) and (d). It is not proposed to take on this project for execution by the Central Government as it is considered that the State Government is competent to execute it according to the schedule prepared by them.

**Extension of Kamala River Embankments**

3858. SHRI BHOGENDRA JHA : Will the Minister of IRRIGATION AND POWER be pleased to refer to the reply given to Unstarred Question No. 109 on the 20th February, 1973 regarding extension of Kamala river embankments and state :

(a) whether the entire project of extending Kamala embankment beyond Jainagar falls in Nepalese territory ; and

(b) if so, whether the Central Government propose to ensure finance for and execution of the project on their, own, and if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) The proposed extension of Kamala embankments from Jamnagar to Mirchia lies entirely in Nepal territory.

(b) There is no proposal for financing the execution of the scheme by the Centre as it is primarily for protecting areas in Bihar. Flood protection measures form part of State Plan for which Central assistance is provided in the form of bulk loans and grants without trying them to any particular scheme or sector of development.

**Restoration of Recognition to North Eastern Railway Mazdoor Union**

3859. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to refer to the reply given to the Unstarred Question No. 110 on the 20th February, 1973 regarding recognition of North Eastern Railway Mazdoor Union and state :

(a) whether the Registrar of Trade Unions, Kanpur, has restored the registration of the Union while the faction having got itself registered at Patna stands de-registered and

the Allahabad High Court has also disposed of the case on 16th February, 1973 dismissing the case filed by the opposite faction ;

(b) if so, whether it is proposed to restore recognition to Union registered at Kanpur ; and

(c) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (c). The position of registration of the Union at Kanpur and Patna remains the same as stated in reply to Unstarred Question No. 110 on 20-2-1973.

Certified copy of the judgement of the Allahabad High Court has just been received and the matter is receiving consideration.

**Demand for Halts at Muraiha between Kamtaul and Jogiara and Korhia between Jaynagar and Khajauli (N.E. Railway)**

3860. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a long standing demand for creating halts at Muraiha between Kamtaul an Jogiara stations and at Korhia between Jayanagar and Khajauli stations under Samastipur Division of North Eastern Railway and the local people and Member of Parliament have offered to undertake to complete the entire earth work voluntarily free of cost ; and

(b) if so, whether the issue is being re-examined, and if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes.

(b) The proposals were re-examined but were not found financially justified.

**Licensed capacity of Caustic Soda Factory in North Kanara District of Mysore**

3861. SHRI B. V. NAIK: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) what is the licensed capacity of caustic soda factory in North Kanara District of Mysore State;

(b) what is the rated annual production of soda ash ; and

(c) what is the annual requirement of raw material in the form of common salt ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):

(a) Caustic Soda 33,000 tonnes/annum

Hydrochloric Acid 10,000 tonnes/annum

Liquid Chlorine 16,500 tonnes/annum

The hydrochloric acid produced would be utilised for manufacture of Sodium Tripolyphosphate.

(b) Does not arise as soda ash is not an item of production mentioned in the licence.

(c) 60,000 tonnes per annum as indicated by the firm in the application for industrial licence.

देश के विभिन्न भागों में हड्डतालों और उपद्रवों के कारण रेल गाड़ियों का

रद्द करना

3862. श्री भारत सिंह चौहान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन मास में देश के विभिन्न भागों में हड्डतालों और उपद्रवों के परिणामस्वरूप प्रत्येक मास में कितनी रेलगाड़ियां रद्द की गई ;

(ख) कम से कम और अधिक से अधिक कितनी अवधि के लिए रेलगाड़ियां रद्द की गई ; और

(ग) रद्द की गई यात्री गाड़ियों के नाम क्या हैं ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) से (ग). सूचना इकठ्ठी की जा रही है और सभा पटल पर रख दी जायेगी ।

रेलवे के किराये और माल भाड़े में वृद्धि

3863. श्री भारत सिंह चौहान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि गत तीन वर्षों में, वर्षवार रेलवे के किराये और माल भाड़े में कितनी वृद्धि हुई है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : एक विवरण सभा पटल पर रखा है । [प्रन्थालय में रखा गया । देखिए संख्या LT-4538/73]

तीसरे दर्जे में यात्रा करने वाले यात्रियों को दी जाने वाली अतिरिक्त सुविधाओं का व्यूह

3864. श्री भारत सिंह चौहान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि गत तीन वर्षों में तीसरे दर्जे में यात्रा करने वाले यात्रियों को दी जाने वाली सुविधाओं का व्यूह क्या है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : गत तीन वर्षों में तीसरे दर्जे के यात्रियों को जो सुविधायें प्रदान की गयीं उनमें तीसरे दर्जे के नये प्रतीक्षालयों की व्यवस्था, तीसरे दर्जे के मौजूदा प्रतीक्षालयों में सुधार/विस्तार, अतिरिक्त टिकट खिड़कियों की व्यवस्था, स्टेशनों पर पीने के पानी की सप्लाई की व्यवस्था, तीसरे दर्जे के प्रतीक्षालयों में रोशनी और पंखे, विश्रामालय, गाड़ियों में तीसरे दर्जे के अतिरिक्त शयनयानों की व्यवस्था और अधिक जनता गाड़ियों बलाने के काम शामिल हैं ।

**Rigging of Election in 1972 Assembly Poll in West Bengal**

3865. SHRI S.M. BANERJEE : Will the Minister LAW JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the charge of wide-spread rigging of elections in 1972 Assembly Poll in West Bengal has been investigated by the Election Commission ;

(b) if so, whether this charge has been refuted ; and

(c) whether a copy of investigation report will be laid on the Table of the House ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS : (SHRI NITIRAJ SINGH CHAUDHARY) : (a) to (c). In its report on the fifth General Elections in India 1971-72, the Chief Election Commissioner has discussed in detail the charge of rigging of election made in connection with the 1972—Fifth General Election to the Legislative Assembly of West Bengal.

He has come to the conclusion that the charge of rigging in the election "does not stand the test of close scrutiny".

Copy of the report was laid on the Table of the Lok Sabha on 27th February, 1973.

**Consideration of Bonus issue after the Publication of Pay Commission Report**

3866. SHRI S. M. BANERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether an assurance has been given to the Railway employees by the Railway authorities that the question of Bonus will be considered after the publication of the Pay Commission Report ; and

(b) if so, the reaction of the recognised Federation to this assurance ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAHI QURESHI) : (a) No.

(b) Does not arise

**High Powered Meeting of Ministers in Delhi on Power Shortage**

3867. SHRI S. M. BANERJEE : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether a high-powered meeting of the officials and Ministers connected with power and irrigation in Uttar Pradesh, Punjab, Haryana, Rajasthan and Delhi was held in Delhi in the month of February, 1973 to discuss the question of acute shortage of power in Uttar Pradesh and other States ; and

(b) if so, the decisions taken at the meeting ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) and (b). No high-powered meeting of officials and Ministers connected with power shortage in Northern Region was held in Delhi in February, 1973. The position is however being watched closely.

**Expansion of I.O.C.**

3868. SHRI S. M. BANERJEE : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Indian Oil Corporation is likely to be expanded during the Fifth Plan ;

(b) whether any scheme has been chalked out in this regard ; and

(c) if so, the salient features thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) : (a) and (b). Yes, Sir.

(b) The following are the salient features of IOC's proposals :

(A) *Marketing Division*

In order to cater to the increased volume of sales, the Marketing Division is required to develop the necessary distribution and operating facilities like storage, retail outlet

consumer pumps etc. The capital expenditure during the 5th Plan period on this account is estimated to be of the order of Rs. 57 crores. This is based on an anticipated sales volume of 48.3 million K.L. during the final year of the 5th Plan. This is in line with the anticipated market participation of about 75 percent by the I.O.C.

(B) *Refineries and Pipe, lines Division.*

The total outlay for the Refineries and Pipelines Division during the 5th Plan period is estimated to be of the order of Rs. 239.28 crores. The project-wise details of the total cost and the anticipated expenditure during the 5th Plan period are indicated below:—

	Estimated cost.	Expenditure during 5th Plan
	(Rs. crores) (Rs. crores)	
Processing of 1.2 million tonnes of imported crude oil at Barauni Refinery	7.60	4.10
Gujarat Refinery expansion by 3 million tonnes	28.08	26.73
North-West Refinery Project (New Project) (by 6 million tonnes)	96.80	91.45
Salaya-Koyal N. W. crude oil pipeline including crude unloading and storage facilities (1200 Kms.)	120.00	117.00

**Memorandum from Young Chartered Accountants**

3869. DR. RANEN SEN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Young Chartered Accountants' Forum has submitted any memorandum to Government;

(b) if so, what are the main demands mentioned in the memorandum; and

(c) Government's decisions thereon?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) A memorandum dated the 15th December, 1972 to the Prime Minister of India was received in the Department of Company Affairs.

(b) The memorandum raises mainly the following points:—

(1) Appointment of Chartered Accountants as Directors of the Nationalised Banks.

3891 L.S.—5

(2) Monopoly operation of some Chartered Accountants and concentration of audit in the hands of a few firms of Chartered Accountants.

(3) Changes in the manner of appointment of auditors of the Government Companies on the advice of the Comptroller & Auditor General of India.

(4) Enlargement of the scope of audit by way of amendment of the Companies Act, 1956.

(5) Constitution of a high Powered Committee by the Government to review the working of the Institute of Chartered Accountants of India.

(6) Appointment of Chartered Accountants in Government Departments.

(7) Statutory provision for audit of accounts of firms by way of amendments of the Partnership Act; and

(c) The memorandum was received in the Department of Company Affairs

on 24th February, 1973. No decisions have yet been taken on the memorandum.

**Institute of Chartered Accountants**

3870. DR. RANEN SEN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) what is the present membership of the Institute of Chartered Accountants :

(b) what are the rights and obligations of the members;

(c) how the finances of the Institute are organised and what are the specific functions discharged by the Institute ; and

(d) whether there is any proposal to introduce changes in the administrative set up and functions of the Institute ?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN):** (a) The number of members of the Institute of Chartered Accountants as on 1st February, 1973 was 13,079.

(b) The rights and obligations of the members are governed by the Chartered Accountants Act and the regulations made thereunder. Particular attention is invited to Sections 2(2) and 6 of the Act read with Regulations 167 and 9 respectively and the schedules to the Chartered Accountants Act.

(c) The functions of the Institute are enumerated in Section 15 of the Chartered Accountants Act. The Institute is financed by the fees collected from its members and the students undergoing the Chartered Accountants Course.

(d) The changes in the administrative set up and functions of the Institute is a continuous process and appropriate changes as may be necessary are made from time to time.

**Drilling Oil at Bodra and Barasat**

3871. DR. RANEN SEN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the Chief Minister of West Bengal has requested the Central Government for drilling oil at Bodra and Barasat ; and

(b) if so, the reaction of Central Government thereto ?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):**

(a) No, letter to this effect has been received from the Chief Minister of West Bengal in recent years.

(b) Does not arise.

**Rigging of Poll by C.P.M.**

3872. SHRI BIBHUTI MISHRA: Will the Minister of LAW JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to the news-item appearing in *Parior* dated the 18th February, 1973 under the caption "Rigging of Poll by C.P.M. proved"; and

(b) if so, reaction of Government thereto ?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY):**

(a) and (b). Government has seen the press report published in the *Parior* of the 18th February, 1973. The High Court which is the forum before which such matter can be agitated in its Order dated 16th February, 1973, is the only election petition which was filed in connection with the general election to the West Bengal Legislative Assembly held in 1972 (*Gobinda Chatterjee versus Santasri Chattopadhyay and Others* has not referred to the rigging of election).

पूर्वोत्तर रेल में भीटर गेज लाइन को  
ब्राड गेज लाइन में बदलना

3873. श्री विष्वृति मिश्र : क्या रेल  
मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने देश में विशेष-  
कर पूर्वोत्तर रेलवे में सभी भीटर गेज लाइनों  
को ब्राड गेज लाइनों में बदलने की कोई  
योजना बनाई है ; और

(ख) यदि हां, तो योजना का व्यौरा  
क्या है ?

रेल मंत्रालय में उत्तमंत्री (श्री मुहम्मद  
शाकी कुरेशी) : (क) और (ख). सभी  
भीटर लाइनों को बड़ी लाइनों में बदलने  
के बारे में इस समय इसलिए विचार नहीं  
किया जा सकता क्योंकि इस काम पर भारी  
खर्च (2,000 करोड़ रुपए से अधिक)  
होगा और परियोजना के निष्पादन के  
द्वितीय यातायात गंभीर रूप से अस्त-अस्त  
हो जायेगा। लेकिन देश की 3200 किलो-  
भीटर लम्बी उन महत्वपूर्ण भीटर लाइनों  
को बड़ी लाइनों में बदलने के लिए एक  
संदर्भ योजना बनाई गयी है जिन पर यातायात  
का धनत्व अत्यधिक है। इस योजना को  
230 करोड़ रुपए की लागत पर अगले 10  
से 15 वर्षों में कार्यान्वित किया जायेगा।  
इस कार्यक्रम में पूर्वोत्तर रेलवे के निम्नलिखित  
भीटर लाइन खण्ड शामिल हैं :-

- (i) वाराणसी-भटनी-गोरखपुर ।
- (ii) बाराबंकी-नांडा-गोरखपुर ।
- (iii) भटनी-बरौनी-कटिहार ।

(iv) समस्तीपुर-रक्सौल (मुजफ्फर-  
पुर के रास्ते या दरभंगा के रास्ते) इस संदर्भ  
योजना में शामिल 121 करोड़ रुपए की  
अनुसानित लगात से लगभग 1661.29  
किलोभीटर भीटर लाइनों को बड़ी लाइनों में  
बदलने के लिए मंजूरी पहले ही दी जा चुकी  
है जिसमें पूर्वोत्तर रेलवे के बाराबंकी-

समस्तीपुर भीटर लाइन खण्ड का बदलाव  
(603.89 किलोमीटर, लागत-46 करोड़  
रुपए) भी शामिल है।

कानूनों के अंग्रेजी भाषा में होने के कारण  
गैर-अंग्रेजी लोगों को होने वाली  
कठिनाईयां

3874. श्री विष्वृति मिश्र : क्या विधि,  
न्याय, और कल्पनी कार्य मंत्री यह बताने  
की कृपा करेंगे कि :

(क) क्या देश की 90 प्रतिशत जनता  
हिन्दी अथवा क्षेत्रीय भाषा जानती है;

(ख) क्या केन्द्रीय तथा राज्यों के सभी  
कानून अंग्रेजी में हैं ; और

(ग) यदि हां, तो गैर-अंग्रेजी भाषी  
जनता को न्याय देने के लिए सरकार ने  
क्या योजना बनाई है ?

विधि, न्याय और कल्पनी कार्य मंत्रालय में  
राज्य मंत्री (श्री नीतिराज सिंह चौधरी) :  
(क) यह सच है कि देश के अधिकतर  
लोग हिन्दी या अन्य प्रादेशिक भाषाओं को  
जानते हैं।

(ख) और (ग). संविधान के अनुच्छेद  
348 के अधीन, जब तक संसद विधि द्वारा  
अन्यथा उपबंध न करे, तब तक जो अधिनियम  
संसद द्वारा या राज्य के विधान मंडल द्वारा  
पारित किए गए हों, उन सबके प्राधिकृत  
पाठ अंग्रेजी भाषा में होंगे तथापि राजभाषा  
अधिनियम, 1963 की धारा 5(1) के अधीन  
राजपत्र में राष्ट्रपति के प्राधिकार से प्रकाशित  
हिन्दी अनुवाद उसका हिन्दी में प्राधिकृत  
पाठ समझा जाएगा। राजभाषा  
अधिनियम, 1963 की धारा 5(1) (क)  
के अनुसरण में 185 केन्द्रीय अधिनियमों के  
हिन्दी में प्राधिकृत पाठ राष्ट्रपति के प्राधिकार  
से प्रकाशित किए जा चुके हैं। भारत सर-  
कार ने विभिन्न राज्य सरकारों के सहयोग

से केन्द्रीय विधियों के विभिन्न प्रादेशिक भाषाओं में अनुवाद करने के लिए इंतजाम कर लिए हैं।

संविधान के अनुच्छेद 348 के खंड 3 में उपबंध किया गया है कि जहां किसी राज्य के विधान मण्डल ने उस विधान मण्डल में पुरस्त्यापित विधेयों या उसके द्वारा पारित अधिनियमों में अथवा उस राज्य के राज्यपाल द्वारा प्रस्तापित अध्यादेशों में प्रयोग के लिए अंग्रेजी भाषा से अन्य किसी भाषा को विहित किया है वहां उस राज्य के सूचना पत्र में उस राज्य के राज्यपाल के प्राधिकार से प्रकाशित अंग्रेजी भाषा में उसका अनुवाद अंग्रेजी भाषा में उसका प्राधिकृत पाठ समझा जाएगा। इस उपबंध के अनुसरण में बिहार, मध्य प्रदेश, राजस्थान और उत्तर प्रदेश राज्यों के विधान मण्डलों द्वारा अधिनियमित विधियां हिन्दी भाषा में हैं जो इन राज्यों की राजभाषा है। जहां तक अहिन्दी भाषी राज्यों का संबंध है आसाम, अन्ध्र प्रदेश, गुजरात, जम्मू और कश्मीर, केरल, महाराष्ट्र, मैसूर, उड़ीसा, पंजाब, तमिल नाडु और पश्चिम बंगाल राज्यों ने अपनी अपनी राज भाषाओं को अपने विधान मण्डलों की भाषाओं के रूप में अभी अंगीकृत नहीं किया है। हालांकि इन राज्यों के विधान मण्डल अपनी अपनी अधिनियमितियों को अंग्रेजी में ही जारी रखते हैं तथापि इन अधिनियमितियों के उन राज्यों की राजभाषाओं में अनुवाद आम जनता के फायदे के लिए प्रकाशित किए जाते हैं।

संविधान के अनुच्छेद 348(2) के अधीन किसी राज्य का राज्यपाल राष्ट्रपति की पूर्व सम्मति से हिन्दी भाषा का या उस राज्य की राजकीय प्रयोजन के लिए प्रयुक्त होने वाली किसी अन्य भाषा का प्रयोग उस राज्य में मुच्य स्थान रखने वाले उच्च न्यायालय की कार्यवाहियों के लिए प्राधिकृत कर सकेगा। राजभाषा अधिनियम, 1963 की बारा 7 में, जिसमें अन्य बातों के साथ-साथ संविधान का उपर्युक्त उपबंध सम्मिलित

किया गया है, यह उपबंध किया गया है कि नियत दिन से ही या तत्पश्चात् किसी भी दिन से किसी राज्य का राज्यपाल राष्ट्रपति की पूर्व सम्मति से अंग्रेजी भाषा के प्रतिरक्त हिन्दी या उस राज्य की राजभाषा का प्रयोग उस राज्य के उच्च न्यायालय द्वारा पारित या दिए गए किसी निर्णय, डिक्री या आदेश के प्रयोजन के लिए प्राधिकृत कर सकेगा। इस बारा के उपबंधों के अधीन राज्य सरकार की सिफारिश पर राष्ट्रपति ने अंग्रेजी भाषा के प्रतिरक्त हिन्दी का प्रयोग इलाहाबाद, राजस्थान और पटना उच्च न्यायालय द्वारा पारित या दिए गए निर्णय, डिक्री या आदेश के प्रयोजनों के लिए प्राधिकृत कर दिया है।

भारत सरकार साधारण जनता, विधिज्ञ परिषद् के सदस्यों, विधि के विद्यार्थियों आदि के फायदे के लिए उच्चतम न्यायालय निर्णय पत्रिका और उच्च न्यायालय निर्णय पत्रिका नाम की दो मासिक विधि पत्रिकायें भी हिन्दी में प्रकाशित कर रही हैं जिसमें उच्चतम न्यायालय और उच्च न्यायालयों के महत्वपूर्ण निर्णय प्रकाशित किए जाते हैं। सरकार ने एल०एल० बी० काशाओं के विद्यार्थियों के लिए हिन्दी में विधि की मौलिक मानक पुस्तकें प्रकाशित करने के लिए तथा विधि की जिन पुस्तकों ने गोरव ग्रन्थों का स्थान प्राप्त कर लिया है उनका हिन्दी में अनुवाद करने के लिए भी एक योजना प्रारम्भ की है।

#### Electrification of Railway station in Gujarat

3875. SHRI VEKARIA: Will the

Minister of RAILWAYS be pleased to state :

(a) the total number of Railway stations in Gujarat ;

(b) the number of Railway stations which have been electrified so far; and

(c) the time by which the remaining Railway stations are likely to be electrified ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) 799

(b) 351

(c) Electrification of 6 stations has been sanctioned, 5 stations programmed and 49 stations under negotiations with the State Electricity Board and at the balance 391 stations there is no electric supply available nearby and as such no definite time schedule could be given.

**Setting up of Fertilizer Factories during Fifth Plan**

3876. SHRI VEKARIA : Will the Minister of PETROLEUM AND CAEMICALS be pleased to state :

(a) the number of fertilizer factories proposed to be set up in the country during the Fifth Plan period ;

(b) whether any of these fertilizer factories is proposed to be set up in Gujarat ; and

(c) if so, the broad outlines thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) : (a) About 12 fertilizer plants, over and above the projects which are under various stages of implementation or in the process of being firmed up, would have to be set up during the Fifth Plan period to meet the projected level of demand by 1978-79.

(b) and (c). Studies are presently under way in regard to possible locations where additional fertilizer capacity could be set up during the Fifth Plan. These studies also cover some locations in Gujarat State.

**Investigation on Mohana Reservoir Scheme in Gaya District of Bihar**

3877. SHRI SUKHDEO PRASAD VERMA : Will the Minister of IRRIGATION AND POWER be pleased to state ;

(a) whether Government had made investigation in regard to the Mohana reservoir scheme in Gaya District of Bihar State a few years ago ; and

(b) if so, the progress made so far in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) and (b). The Government of Bihar have stated that investigations for a reservoir scheme on river Mohana are still in progress and are expected to be completed by October 1973. The report of the Project is expected to be ready by December, 1973.

**Construction of an over-bridge between Karim Ganj and Dehla Mohalla near Gaya Junction**

3878. SHRI SUKHDEO PRASAD VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are considering a proposal to construct an over-bridge between Karim Ganj and Dehla Mohalla near Gaya Junction for the convenience of the general public ; and

(b) if so, the time by which the construction work will be undertaken ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) No.

(b) Does not arise.

**Checking rise in prices of Petroleum Products**

3879. SHRI SUKHDEO PRASAD VERMA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state.

(a) whether the prices of Petroleum Products are likely to go up as a result of fresh demand for increase in prices of imported crude by Foreign Oil Companies ; and

(b) if so, the measures Government propose to take to check the price rise ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) :

(a) and (b). As the ceiling selling prices of bulk refined petroleum products are fixed

by Government under the present pricing arrangement, all the refining companies in India, including the foreign oil companies, processing imported crude oil have asked for increase in product prices to compensate for the increase in the price of crude oil. The matter is under the consideration of Government.

**Upper Sikri Reservoir Scheme of Navada District of Bihar**

3880. SHRI SUKHDEO PRASAD VERMA : Will the Minister of IRRIGATION AND POWER be pleased to state :

- (a) whether the Upper Sikri Reservoir Scheme of Navada District of Bihar has not so far been completed ;
- (b) if so, the main reasons therefor ; and
- (c) whether Government have any proposal under consideration to complete this scheme by the end of Fourth Five Year Plan ?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :** (a) to (c). The Government of Bihar have stated that the investigations for Upper Sikri reservoir scheme in Navada district are expected to be completed by the end of December, 1973. The Project report is expected to be ready by June, 1974. The scheme is included in the Fifth Five Year Plan of the State Government and will be executed depending upon the financial resources.

**Location for setting up a Thermal Station in Tamil Nadu**

3881. SHRI R. P. ULAGANAMBI : Will the Minister of IRRIGATION AND POWER be pleased to state :

- (a) whether any Committee of experts has investigated or propose to investigate the best location for setting up a Thermal Station in Tamil Nadu ;

(b) if so, the outcome thereof ; and

(c) whether the Central Government have taken any decision as to the extent of Central Assistance to be given to the new Thermal Power Station ?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :**

(a) to (c). The Central Government has not appointed any Committee to investigate sites for the location of thermal power stations in Tamil Nadu.

**Delay in the Commissioning of Sharavathi and Kothagudem Power Projects**

3882. SHRI R. P. ULAGANAMBI : Will the Minister of IRRIGATION AND POWER be pleased to state :

- (a) whether commissioning of Sharavathi and Kothagudem power projects have been delayed considerably ;
- (b) if so, the reasons therefor ; and
- (c) the steps taken or proposed to be taken in the matter ?

**THE DEPUTY MINISTER IN MINISTRY OF IRRIGATION AND POWER (SHRI BAL GOVIND VERMA) :** (a) to (c). The commissioning of the Sharavathi and Kothagudem Power Projects has been delayed by about one year. At Kothagudem there has been delay in the supply of plant and equipment as also in civil works. At Sharavathi there has been delay in the supply of plant and equipment by indigenous manufacturers.

The progress of power projects in an advanced stage of construction is being constantly monitored and steps have been taken to expedite the supply of plant and equipment for these projects.

**Neyveli Power Project**

3883. SHRI R.P. ULAGANAMBI : Will the Minister of IRRIGATION AND POWER be pleased to state :

- whether Neyveli Power Project has been completed ;
- if not, the stage up to which the work on the project has been completed ; and
- the reasons for delay in execution of the project according to schedule ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) to (c). The last stage of the Neyveli Thermal Power Project comprising two units of 100 MW each was completed in 1969-70.

**Beas-Sutlej Link Project**

3884. SHRI R.P. ULAGANAMBI : Will the Minister of IRRIGATION and POWER be pleased to state :

- whether the Beas-Sutlej Link Projects has been completed ;
- if not, the time by which it is expected to be completed ;
- the causes of delay ; and
- the names of the contractors who are responsible for the completion of the project ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :

- : No, Sir.
- The project is expected to be completed in 1974.
- The Project is scheduled to be completed in June 1974. However, some delay may be caused due to the following reasons :
  - Difficult and unpredictable tunnelling conditions ;
  - Delay in the availability of equipment and materials ; and
  - Power cuts.
- The work on this Project is being done departmentally.

मध्य प्रदेश में लकड़ी के व्यापार के लिये बैगन।

3885. श्री धनशाह प्रधान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पर्याप्त मात्रा में बैगन उपलब्ध न होने के कारण मध्य प्रदेश में लकड़ी के व्यापार पर बुरा प्रभाव पड़ा है ; और

(ख) यदि हाँ, तो मंत्रालय ने इस उद्योग की बैगनों की मांग पूरी करने के लिए क्या कार्यवाही की है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) घोर (ख). इमारती लकड़ी की ढुलाई आम तौर पर निम्नतम प्रप्रता श्रणी 'ड' में के अन्तर्गत की जाती है। अतएव जिन क्षेत्रों से उच्चतर अग्रता वाला यातायात होता है, उन क्षेत्रों में मांगों को पूरा करने में कुछ विलम्ब हो जाता है। तथापि, लदान में बृद्धि की गयी है और अगस्त, 1972 से जनवरी, 1973 तक की अवधि में कुल 8,589 माल डिब्बों में इमारती लकड़ी का लदान किया गया जबकि 1971-72 की इसी अवधि में कुल 7,949 माल डिब्बों का लदान हुआ था। इस यातायात की यथा सम्बद्ध शीघ्र निकासी के लिए प्रयास किये जाते रहेंगे।

केन्द्रीय सरकार के प्रतिष्ठानों की विजली की आवश्यकताओं की पूर्ति के लिये मध्य प्रदेश में विजली पेंदा करने के लिए अतिरिक्त आर्थिक सहायता

3886. श्री धनशाह प्रधान : क्या सिक्काई और बिल्लू मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश में केन्द्रीय सरकार के प्रतिष्ठानों की विजली की आवश्यकताओं की पूर्ति के लिए अतिरिक्त विजली पेंदा करने हेतु कोई अतिरिक्त आर्थिक सहायता दी जा रही है ; और

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

विचार्य और विद्युत भवालय में उपमंडी (वैवाल गोविन्द वर्मा): (क) और (ख). राज्य में केन्द्रीय सरकार के प्रतिष्ठानों की विद्युत मांगों को पूरा करने के लिए मध्य प्रदेश को राज्य योजना से बाहर कोई वित्तीय सहायता नहीं दी जा रही है।

Efficiency Bar Test for Senior Scale Officers at Baroda House, Northern Railway

3887. SHRI DHAN SHAH PRADHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether some senior scale officers were called on 19th June and 20th June, 1972 in Northern Railway Headquarters' Office, Baroda House, New Delhi for efficiency bar test ;

(b) if so, whether these officers were caught red-handed copying from reference books in the test;

(c) if so, whether after declaring null and void the test of 19th June, 1972, examination for both the papers was held on 20th June, 1972; and

(d) what action was taken against the officers at fault ?

THE MINISTER OF RAILWAYS (SHRI L.N. MISHRA) (a) Yes Sir.

(b) and (c) . The officers were found using the reference books under a misapprehension that use of such books was permissible. After checking up that this was not correct, the test on 'Transportation' held on 19-6-1972 was cancelled. The written test on 'Transportation' was held afresh on 20-6-1972. The written test on 'Commercial' was held the same day, i.e. on 19-6-1972 from 14:30 hours.

(d) Does not arise.

Imported Zinc Ingots and Slabs found missing from Wagons at Meerut City Station

3888. SHRI DHAN SHAH PRADHAN : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3821 on the 25th April, 1972 regarding imported zinc Ingots and slabs found missing from wagons at Meerut City Station and state:

(a) whether the enquiry has been since completed ; and

(b) if so, the action take against defaulting staff ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). The enquiry is still in process, and action will be taken against the defaulting staff after the completion of the enquiry.

Number of Wells Drilled by O. & N.G.C

3889. SHRI RAJDEO SINGH : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the Oil and Natural Gas Commission had drilled 982 wells by the end of September, 1972;

(b) if so, how many of them proved Oil bearing;

(c) whether Oil India Ltd. too drilled some wells; and

(d) if so, the figure of oil bearing wells to its credit ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) : (a) Yes, Sir.

(b) Of those, 520 wells have proved to be oil bearing.

(c) and (d). Upto September, 1972 the Oil India Limited drilled 323 wells, of which 238 have proved to be oil bearing.

**Posts of Station Masters and Asstt.  
Station Masters lying vacant**

3890. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state the number of posts of Station Masters and Asstt. Station Masters lying vacant, Grade-wise and Division-wise and when these will be filled up ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : The information in respect of Central, Eastern, Northern, Northeast Frontier, Southern, South Central, South Eastern and Western Railways is given in the statement laid on the Table of the House [Placed in Library. Sec No. LT-4539/73] Information relating to North Eastern Railway is being collected and will be laid on the Table of the Sabha. Necessary steps are being taken to fill up the vacancies as early as possible.

**Non-payment of Daily Allowance  
for attending Break-down Duties by  
Signal Staff, Delhi Division  
(Northern Railway)**

3891. SHRI RAJDEO SINGH: will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3941 on the 29th August, 1972 regarding payment of daily allowance in lieu of break-down allowance on Railways and state :

(a) whether all the claims of daily allowances for attending break-down duties by Signal Staff of Delhi Division are still not paid ;

(b) if so, the reasons therefor; and

(c) whether Government propose to take action against the authorities responsible for non-payment ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. (SHAFI QURESHI) : (a) No.

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

**Powers to Officers to Waive  
Demurrage and Wharfage**

3892. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) total amount of demurrage and wharfage foregone by the authorities of different levels i.e. Divisional Zonal and Central, year-wise, or the years 1970, 1971 and 1972, separately and the reasons therefor; and

(b) whether Government have received reports that demurrage and wharfage are foregone by officers in collusion with the traders and if so, what steps have been taken so far to stop such corruption ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) The amount of demurrage and wharfage charges waived by each Zonal Railway during the financial years 1969-70 1970-71 and 1971-72 is indicated in the attached statement. Statistics of the amount waived by each category of officer in each Division, along with the reasons for waiver in each case are not maintained. Full powers for waiving demurrage and wharfage charges have been delegated to the Zonal Railways and these powers are not exercised by the Railway Board.

Generally, demurrage and wharfage is wholly or partly waived, considering the following factors:—

- (i) The nature and the value of the goods in relation to the freight and wharfage or demurrage charges due;
- (ii) the extent of damage or deterioration the goods might have suffered;
- (iii) the cause for delay in taking delivery of the goods and extenuating circumstances, if any; and
- (iv) the circumstances under which the wharfage or demurrage charges accrued were really beyond the control of the consignor or consignee, and whether he took reasonable precautions to avoid the incurrence of the delay.

(b) There have been some complaints alleging waiver of demurrage and wharfage charges by officers in collusion with the traders. Such complaints, whenever received, are enquired into and necessary action taken in the light of the results of enquiries.

### Statement

Amount of Demurrage and Wharfage charges waived by Zonal Railways during 1969-70, 1970-71 and 1971-72.

(In thousands of rupees.)

Railway	1969-70	1970-71	1971-72
1. CENTRAL . . . . .	78,26	75,55	1,05,60
2. EASTERN . . . . .	82,85	89,48	1,33,83
3. NORTHERN . . . . .	77,02	78,76	1,17,74
4. NORTH EASTERN . . . . .	7,18	14,16	12,93
5. NORTHEAST FRONTIER . . . . .	18,30	20,66	17,88
6. SOUTHERN . . . . .	47,35	36,67	38,25
7. SOUTH CENTRAL . . . . .	25,52	44,47	39,42
8. SOUTH EASTERN . . . . .	33,07	41,96	51,55
9. WESTERN . . . . .	40,60	44,34	51,41
<b>TOTAL . . . . .</b>	<b>4,10,15</b>	<b>4,46,05</b>	<b>5,68,61</b>

**Increase of Sales and Profits by I. O. C. During 1971-72**

3893. SHRI SHRIKISHAN MODI : SHRI P.M. MEHTA :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Indian Oil Corporation has increased sales and profits during 1971-72; and

(b) if so, to what extent and what further steps are envisaged in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) :

(a) Yes, Sir.

(b) The extent of increase in sales and profits of the Indian Oil Corporation Limited from 1969-70 onwards is given in the following Table :—

	1969-70	1970-71	1971-72
(i) Sales (in million Kilolitres) . . . . .	10.46	11.61	13.68
(ii) Profits (in Rs./crores) . . . . .			
(a) Profit after depreciation & interest but before tax provision. . . . .	20.41	15.77	36.94
(b) Profit after depreciation & interest & tax provision. . . . .	20.41	15.77	31.94

For the year 1972-73 against the sales target of 15.70 million Kls, actual sales were 11.02 million Kls till December 1972. By the end of the year, it is expected that the current year's sales target will be achieved. To meet the increased volumes of business the Corporation is gradually expanding its storage, handling and distribution facilities all over the country.

**Railway Lines for which Traffic Surveys were conducted and completed**

3894. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state :

(a) the names of the proposed Railway lines for which the traffic appreciation or traffic-cum-engineering surveys were conducted and completed by the Railways during the last three years ;

(b) the names of the Railway tracks which were revealed to be financially remunerative and financially un-remunerative ;

(c) whether any such lines as were found financially un-remunerative, have also been sanctioned on certain considerations; and

(d) if so, the broad outlines of each such proposed line and the consideration on which each one of them has been sanctioned alongwith the dates of sanction ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (d). A statement is laid on Table of the House [Placed in Library. See. No. LT-4540/73].

**Setting up of Five Regional Boards for Development of Hydro Electric Power**

3895. PROF. NARAIN CHAND PARASHAR : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government are considering a proposal to set up five Regional Boards in the country for the development of Hydro Electric Power ;

(b) if so, the main features of the proposal and the States and Union Territories to be included in each region ; and

(c) whether the State Governments concerned have been sounded about this proposal and if so, whether they have concurred with this scheme ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) to (c). For the purpose of inter-connecting State power systems into regional grids, the country has been divided into five regions as below :—

*Northern Region* : Comprising the States of Himachal Pradesh, Haryana, Jammu and Kashmir, Punjab, Rajasthan, Uttar Pradesh and the Union Territories of Chandigarh and Delhi.

*Western Region* : Comprising the States of Maharashtra, Gujarat, Madhya Pradesh and the Union Territory of Goa, Daman and Diu.

*Southern Region* : Comprising the States of Andhra Pradesh, Kerala, Mysore, Tamil Nadu and the Union Territory of Pondicherry.

*Eastern Region* : Comprising the States of Bihar, Orissa, West Bengal and the D.V.C. system.

*North Eastern Region* : Comprising the States of Assam, Nagaland, Manipur, Meghalaya, Tripura and the Union Territories of Arunachal Pradesh and Mizoram.

Regional Electricity Boards have been constituted for each of the above region and these are presently advisory bodies.

In order to meet the growing demand for power, the installed generating capacity in the country is likely to be increased from about 20 million kw at the end of the Fourth Plan to about 40 million kw at the end of the Fifth Plan. In the context of such large development programme and the need for providing economic power supply through

arge power stations and integrated operation of power systems, the question of restructuring the electricity supply industry including entrusting generation to Regional Electricity Boards in the new set up is under study. The States will be consulted at an appropriate stage.

**Charges Levelled in poster "Call of Sufferers". Regarding Rehabilitation of Pong Dam Oustees**

3896. PROF. NARAIN CHAND PARASHAR : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the attention of Government has been drawn to the poster entitled "Call of Sufferers", issued by the President, Oustees, Sufferers, Jan Sabha, Pong Dam Area, Mangawal, District Kangra, Himachal Pradesh; and

(b) if so, the reaction of Government to the complaints and charges made in the said poster?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :

(a) Yes Sir.

(b) The points raised in the poster were found to be receiving due attention. Compensation for land and property acquired in the reservoir area are being duly paid. An amount of over Rs. 20 crores has already been disbursed. It is proposed to acquire the remaining land and pay compensation by July this year.

The movement of the oustees to Rajasthan was held up due to certain divergence of views between Himachal Pradesh and Rajasthan. These have recently been ironed out and allotment work has already started. Movement of oustees is scheduled to commence on 13th instant. It is proposed to rehabilitate about 7000 oustees by July this year.

**Construction of Rail-Head at Kandrori (H.P.)**

3897. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether there was a proposal to construct a Rail-head at Kandrori (in Himachal Pradesh) on the Jullundur-Pathankot Railway line for the loading goods trains for the benefit of Himachal Pradesh;

(b) if so, the gist of this scheme and the likely date by which the Rail-head would come up; and

(c) whether there is likelihood of delay in the implementation of the scheme and if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (c). In 1970 a reference was received by the Divisional Superintendent, Northern Railway, Ferozpur from the Government of Himachal Pradesh for providing a half a mile long siding at Kandrori for goods traffic. The State Government were asked by the Railway to furnish details of the requirements but the same have not been received from the State Government so far. As such the matter could not be processed further by the Railway.

**Erosion of Flood waters of River Beas in Kangra District**

3898. PROF. NARAIN CHAND PARASHAR : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the lands and buildings on the right bank of River Beas of Dehra Town in Dehra Tehsil of Kangra District are in danger of being toppled down by erosion of the flood waters of River Beas, seepage of the impounding of Pong Dam Waters and rain action;

(b) if so, whether any representations have been made to the Central Government, General Manager, Beas Dam Project, and Deputy Commissioner of Rehabilitation and

Resettlement of Beas Dam Project by the residents of Dehra Town in Tehsil Dehra, District Kangra ; and

(c) if so, the action taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :

(a) No Sir.

(b) Representations have been investigated and there appears to be no cause for concern.

(c) Does not arise in view of above.

संविधान के 24वें और 25वें संशोधनों के विरुद्ध उच्चतम न्यायालय में लेखा याचिका पर भारत सरकार की ओर से पंरवी करने वाले व्यक्ति

3899. श्री मूलचन्द डागा : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) उच्चतम न्यायालय में इस समय तक रही संविधान के 24वें और 25वें

संशोधनों सम्बन्धी लेखा याचिकाओं में सरकार की पंरवी करने के लिए नियुक्त किये गये व्यक्तियों के नाम क्या हैं ;

(ख) सरकार द्वारा उन्हें कितमा मेहनताना देने का निर्णय किया गया है ; और

(ग) उन्हें अब तक कितनी राशि दी जा चुकी है ?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री एच० आर० गोखले) : (क) संविधान के बौद्धीसर्वे और पञ्चीसर्वे संशोधनों के बारे में छह रिट अर्जियां हैं जिनकी भारत के उच्चतम न्यायालय में सुनवाई हो रही है। इस काम के सम्बन्ध में भारत संघ की ओर से नियुक्त काउंसिलों के नाम इस प्रकार हैं :—

1. श्री निरेन डे	.	.	अटर्नी जनरल
2. श्री एन० एन० सिन्हा	.	.	महा सालीसिटर
3. श्री डी० पी० सिंह	.	.	ज्येष्ठ अधिवक्ता
4. श्री एम० के० राममूर्ति	.	.	ज्येष्ठ अधिवक्ता
5. श्री एन० एन० प्रसाद	.	.	भारत संघ के स्थायी काउंसिल
6. श्री जी० एल० सांधी	.	.	भारत संघ के स्थायी काउंसिल
7. श्री आर० एच० डेवर	.	.	अधिवक्ता
8. श्री राम पंजवानी	.	.	अधिवक्ता
9. कुमारी सुमित्रा चक्रवर्ती	.	.	अधिवक्ता
10. श्री आर० एन० मचदे	.	.	सरकारी अधिवक्ता
11. श्री बी० डी० शर्मा	.	.	अपर सहकारी अधिवक्ता
12. श्री एस० पी० नायर	.	.	उप सरकारी अधिवक्ता

(ब) काउंसल को कोई मानदेय संदत्त नहीं किया जाता। केवल फीस दी जाती है जो इस प्रकार है: —

1. श्री निरेन डे	800 रु प्रति दिन प्रति मामला
2. श्री एल० एन० सिन्हा	800 रु प्रति दिन प्रति मामला
3. श्री डी० पी० सिंह	निश्चित की जानी है
4. श्री एम० के० राममूर्ति	निश्चित की जानी है
5. श्री एस० एन० प्रसाद	450 रु प्रति दिन प्रति मामला
6. श्री जी० एल० सांघी	450 रु प्रति दिन प्रति मामला
7. श्री आर० एच० डेवर	निश्चित की जानी है
8. श्री राम पंजवानी	300 रु प्रति दिन प्रति मामला
9. कु० सुमित्रा चक्रवर्ती	300 रु प्रति दिन प्रति मामला
10. श्री आर० एन० सचदे	ये सरकारी अधिवक्ता हैं इसलिये कोई फीस सदैय नहीं है।
11. श्री बी० डो० शर्मा	—प्रयोक्त—
12. श्री एस० पी० नाथर	—प्रयोक्त—

सो.ओ/बब्डों के आरक्षण के मामले में छप्ट तरीके अपनाने के लिये कर्मचारियों को सेवा से मुक्त करना

3900. श्री बूल चन्द डामा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे विभाग में सीटों/बब्डों का आरक्षण करने में जनता को भारी परेशानी उठानी पड़ती है और कई बार रेलवे कर्मचारी इस मामले में छप्ट तरीके अपनाते हैं; और

(ख) आरक्षण के मामले में अनियमितताएं बरतने के कारण गत तीन बब्डों में कितने

रेलवे कर्मचारियों को सेवा से मुक्त किया गया है ?

रेल मंत्रालय में उपलब्धी (श्री मुहम्मद शाफी कुरेशी) : (क) विशेष रूप से भीड़-भाड़ वाले समय सीट/शायिकाएं आरक्षित कराने में यात्रियों को कठिनाई होती है क्योंकि महत्वपूर्ण गाड़ियों में जितना स्थान उपलब्ध होता है उससे मांग अधिक होती है। इस सम्बन्ध में रेल कर्मचारियों के अप्टाचार की जब कभी शिकायत मिलती है तो उसकी जांच की जाती है और मामले सिद्ध होने पर सम्बन्धित कर्मचारी के विशद कठोर कार्रवाई की जाती है।

(ख) एक।

गंडक परियोजना का जल

3901. श्री डॉ एन० तिवारी : क्या सिवाई और विद्युत मरी यह बताने की कृपा करेंगे कि :

(क) क्या गंडक परियोजना का पानी 3 दिसम्बर, 1972 को सारन (अबसोवान) जिले में आगे के बाद अभी तक वहाँ से आगे नहीं बढ़ा है जहाँ तक उक्त तारीख को पहुंचा था ;

(ख) यदि हाँ, तो उसका क्या कारण है ;

(ग) यदि यह आगे बढ़ा है तो कितना ; और

(घ) इतनान बुवाई मौसम में कितने एकड़ भूमि की सिचाई के लिए पानी दिया जा सकेगा ?

सिचाई और विद्युत भवालय में उत्तमांशी (श्री आलगोविन्द वर्मा) : (क) से (ग). बिहार सरकार ने सूचित किया है कि गंडक परियोजना से 3 दिसम्बर, 72 से सोबत जिले को जल सप्लाई किया गया है क्योंकि इसके अन्तर्गत केवल यही क्षेत्र सिचाई प्राप्त करने के लिए तैयार है ।

(घ) बिहार सरकार ने चालू बुवाई-अहु में 50,000 एकड़ क्षेत्र सिचित करने के लिए शक्यता पैदा की है ।

**"4m Kw Power Lost"**

3902. SHRI JYOTIRMOY BOSU : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether his attention has been drawn to a news published in the 'Hindustan Standard' (Calcutta Edition), dated the 20th February, 1973 under the caption "4m Kw power lost"; and

(b) if so, the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) and (b). The report published in the 'Hindustan Standard' has referred to an estimated loss of 3-4 million KW in transmission and distribution.

Losses in transmission, transformation and distribution cannot be eliminated altogether as losses include energy required for transmittal of power and are largely unavoidable. These have, however, to be kept down by careful planning and design and by providing adequate transmission facilities. Apparent high losses are also due to unmetered supply in some cases and widely scattered rural loads. The losses are therefore high in predominantly agricultural areas. These are much lower in West Bengal and Orissa where rural and agricultural loads are not high.

To minimise losses by improving power factor, synchronous condensers and capacitors are being installed commensurate with availability of funds which have to be apportioned between such installations and construction of additional lines and strengthening existing one. A Committee of Engineers has been set up to go into this problem. The Power Research Institute, Bangalore is also conducting field experiments and after the data is obtained, specific steps to reduce the losses in different States will be taken.

**"Clash" at Monopolies Commission Hearing**

3903. SHRI JYOTIRMOY BOSU : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to a report published on page 1 of the 'Economic Times', dated the 21st February, 1973 under the caption "Clash at M.R.T.P. hearing"; and

(b) if so, Government's reaction thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN : (a) and (b). The press report relate to a proposal referred to the Monopolies and Restrictive Trade Practices Commission under Chapter III of the Monopolies and Restrictive Trade Practices Act for further enquiry and report. The Commission has not yet submitted its report to the Central Government.

नागदा रेलवे स्टेशन पर 25 अप्रैल 26 डाउन रेल गाड़ियों का रोका जाना

3904. श्री फूल चन्द बर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या नागदा रेलवे स्टेशन पर 25 अप्रैल और 26 डाउन रेलगाड़ियों नहीं रुकती हैं, जिससे वहां के यात्रियों को बम्बई और दिल्ली जाने के लिए रत्नाम जाना पड़ता है;

(ख) क्या यही रेलगाड़ियां शामगढ़ में ठहरती हैं जो नागदा से छोटा है, और यदि हाँ, तो इसके क्या कारण हैं;

(ग) क्या उनके मंत्रालय का ध्यान संसद-सदस्यों एवं नागरिकों द्वारा कई बार इस समस्या की ओर दिलाया गया है; और

(घ) यदि हाँ, तो क्या उनका मंत्रालय नागदा में उक्त ट्रेनों को ठहराने पर विचार कर रहा है और यदि हाँ, तो इस सम्बन्ध में कब तक निर्णय हो जायेगा ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शाफ़ी कुरेशी) : (क) से (घ). नं० 25/26 बम्बई-नगरी दिल्ली/ग्रन्तमर बातानुकूल/पश्चिम एक्सप्रेस गाड़ियां, जो नागदा स्टेशन पर नहीं ठहरतीं, मुख्यतः परिचालनिक आवश्यकताएं पूरी करने के लिए शामगढ़ स्टेशन पर ठहरती हैं। यद्यपि इन गाड़ियों को

नागदा स्टेशन पर ठहराने के लिए सुझाव प्राप्त हुए हैं, परन्तु इसका शैचित्र्य नहीं पाया गया, क्योंकि बम्बई और दिल्ली की ओर यात्रा करने वाले व्यक्तियों के लिए विकल्प के रूप में नागदा से 3/4 फॉटियर मेल गाड़ियां, 19/20 देहरादून एक्सप्रेस और 23/24 जनता एक्सप्रेस पहले से उपलब्ध हैं।

#### Setting up of Fertilizer Factory in Goa by Birla

3905. SHRI PRIYA RANJAN DAS MUNSI : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the proposed scheme of setting up a Fertilizer Factory in Goa by Birla has been finalised ;

(b) if so, the total amount of primary investment thereon; and

(c) the approximate number of persons likely to be employed therein ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):

(a) The construction of the fertilizer factory in Goa has been completed and trial runs are in progress.

(b) Rs. 56.55 Crores.

(c) When on stream, the plant would employ around 580 persons.

#### Introduction of Bills in the Language of the Union in Parliament.

3906. SHRI S. C. SAMANTA : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether there is any proposal under consideration to introduce various Bills in Parliament in the official language of the Union;

(b) if so, the progress made so far and by what time would it be possible to introduce various motions and pieces of legislation in Parliament in both Hindi and English;

(c) whether any scheme for training suitable personnel in drafting Central legislation in Hindi has been formulated; and

(d) if not, the reasons therefor, and if so, the broad outlines thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAI SINGH CHAUDHARY) : (a) No, Sir.

(b) Does not arise.

(c) and (d). There is no scheme as such for training of personnel in the drafting of Central legislation in Hindi. However, the draftsmen in the Official Language (Legislative) Commission who are highly proficient in law and Hindi and who are at present translating the Bills introduced in and Acts passed by Parliament into Hindi will be in a position to take up original drafting of Central legislation in Hindi, when it becomes necessary to do so.

#### Switch over to Official Language from English

3907. SHRI S. C. SAMANTA : Will the Minister of RAILWAYS be pleased to state :

(a) what are the reasons that most of the work in the Railways including corresponding with the users most of whom are not well conversant with English is being carried out through the medium of English ;

(b) what percentage of the Railway employees including administrative staff knows Hindi and whether there is any scheme in operation for teaching Hindi to the Railway employees; and

(c) what is the programme of the Railway Ministry for switching over to the official language of the Union or to other languages spoken and understood in various zones ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) There is no bar on railway employees doing their work in Hindi. As regards correspondence

with the public, all communications received in Hindi are always replied to in Hindi ;

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

(ii) Railway employees are being imparted training in Hindi under and as per the Hindi Teaching Scheme of the Ministry of Home Affairs.

(c) Policy and programme formulated by the Ministry of Home Affairs is adopted and followed by the Ministry of Railways.

#### Achievements in Modernisation of Indian Railways

3908. SHRI S. C. SAMANTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any cell in the Ministry to study the development in the Railways of other countries in order to keep in touch with the modern trends and advise Government to introduce them in the Indian Railways ; and

(b) if so, the achievements of the cell so far ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS : (SHRI MOHD. SHAFI QURESHI) : (a) There is no special cell of the type referred to in the Ministry of Railways. The Research, Designs and Standards Organisation at Lucknow, which is an attached office of this Ministry, keeps itself in touch with all new developments in railway technology and makes a continuous review of the latest innovations and sophistications used on other railway systems with a pragmatic assessment of the feasibility of the economics of their introduction on the Indian Railways.

(b) As a result of the work undertaken by this Organisation, Indian Railways are now self-sufficient in regard to all aspects of design manufacture, operation and maintenance of track equipment, bridges, locomotives, carriages and wagons except in regard to the most sophisticated traction and electronic equipment for which the know-how is also being progressively developed.

**Control of Floods of Brahmaputra River**

3909. SHRI TARUN GOGOI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether any significant progress has been made in controlling the floods of the Bramhaputra river ;

(b) if not, what are the reasons therefor and what measures have been taken and contemplated in this direction;

(c) whether the State Government and M.P.s. from the State have made several representations to him to take over the responsibility for the flood control works there; and

(d) if so, whether Government have taken any decision in this direction ?

THE DEPUTY MNISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) and (b). A large number of flood protection works have been implemented in the Brahmaputra valley in Assam during the last 18 years. These include about 2900 K.M. of flood embankments and 700 K.M. of drainage channels which have provided protection to about 6.3 lakh ha. 50 Town protection schemes have also been implemented of which the important are Dibrugarh Gauhati, Goalpara and Nowgong. Further works are being implemented. The Brahmaputra Flood Control Commission is presently engaged in the preparation of a comprehensive plan of flood control in the valley.

(c) Yes, Sir.

(d) The proposal to take over the responsibility of flood control in the Brahmaputra valley has been agreed to by the Centre and details are being worked out.

**Extension of Taj Express upto Gwalior**

3910. SHRI RANABAHADUR SINGH: Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a demand that the Taj Express which goes upto Agra may be extended upto Gwalior; and

(b) if so, the reaction of Government thereto ?

THE DEPUTY MNISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes.

(b) The proposed extension has not been considered justified and feasible.

**Funds for Integrated Power Development Schemes at Satna in M.P.**

3911. SHRI RANABAHADUR SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Central Government have given an assurance to provide necessary funds in 1973-74 plan for a scheme of intergrated power development in Satna region in Madhya Pradesh ; and

(b) if so, the main features thereof ?

THE DEPUTY MNISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) : (a) and (b). No funds are being provided in 1973-74 outside the State Plan for power development in Satna region of Madhya Pradesh.

**Double Track beyond Kiul via Bhagalpur**

3912. SHRI BHAGWAT JHA AZAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether survey has been made to lay double track beyond Kiul via Bhagalpur on the loop line; and

(b) if so, when will the work start ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) No.

(b) Does not arise.

**Lack of Oxygen supplies for production of coaches at Integral Coach Factory, Madras.**

3913. SHRI NAWAL KISHORE SHARMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether manufacture of Rail coaches at the Integral Coach Factory, Madras has been hard hit as a result of lack of oxygen supplies ;

(b) if so, the extent to which the production of coaches has been affected ;

(c) the steps being taken by Government to regulate the supply of Oxygen to keep the production of coaches ; and

(d) the nature and extent of loss suffered at the factory as a result thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes. The production of coaches has been affected as a result of reduced supplies of liquid oxygen in the months of February and March, 1973.

(b) The production of components and sub-assemblies to the extent of 30 to 35 coach shells has been affected during these months. The supply of spares to open line railways has also been severely affected.

(c) Supply of oxygen is dependent on availability of power to suppliers, viz. Indian Oxygen Ltd. and Asiatic Oxygen Ltd. Supply of oxygen was affected due to power cuts on these firms. Supply of electricity to these two firms is the responsibility of Tamil Nadu State Government, who have now given relaxation in power cuts to both the firms. I.C.F. has also agreed to spare some power out of C.F.'s quota to these firms to ensure at least

80 to 85% of normal supply of liquid oxygen every month. I.C.F. is maintaining close liaison with the firms and the State Electricity Board in this regard.

(d) Due to short and erratic supplies of oxygen in the month of February, 1973 it has been necessary to adopt alternative means of material processing involving more time to reduce dependence on oxygen. This has affected manufacture of components and assemblies. Manufacturing cycle time for shells at Integral Coach Factory is three months. Shortage of oxygen in February and March, 1973 will reflect in reduced outturn of shells in the months of March to May, 1973. Drop in outturn of shells will reflect in drop in outturn of fully furnished coaches in April, May and June 1973, as given in reply to part (b) of the question above.

**Time limit for completing Surveys for Broad Gauge Lines in areas formerly served by Martin Light Railways**

3914. SHRI SAMAR GUHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether any time limit has been set for completion of the engineering-cum-traffic survey of broad gauge lines in the area served by erstwhile Martin Light Railways in West Begnal ; and

(b) if so, what ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). The surveys are expected to be completed by October, 1973.

**Broadcast of Bengali News in Rajdhani Express**

3915. SHRI SAMAR GUHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether a demand has been made by a number of Members of Parliament for inclusion of Bengali news for broadcast in Rajd

Express particularly when it goes through the Eastern region ; and

(b) if so, the reaction of Government thereto ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) :** (a) Yes from one Member of Parliament.

(b) The existing system of news broadcast in Hindi and English from All India Radio has been appreciated by the passengers. There is no proposal to relay regional news in Rajdhani Express.

**Re-drawing Time Schedule of Arrival of Rajdhani Express from Howrah to Delhi**

3916. SHRI SAMAR GUHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Rajdhani Express from Howrah to Delhi reaches the suburb of Delhi regularly about an hour before the scheduled time of its arrival ;

(b) whether the train slows down its speed in order to reach New Delhi at the scheduled time ; and

(c) if so, whether Government propose to re-draw the time schedule of arrival of Rajdhani Express at New Delhi with a view to avoid unnecessary delay by lowering its speed while reaching New Delhi ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS. (SHRI MOHD. SHAFI QURESHI) :** (a) No.

(b) No. However, 101 Up Rajdhani Express is booked at lower speeds in Delhi area on account of engineering restrictions.

(c) Does not arise.

**Funds to Kerala for Irrigation Projects.**

3917. SHRI VARKEY GEORGE : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether extra funds have been made available to the Kerala State Government for

the continuing irrigation projects of Kuttiyad, Pamba, Periyar Valley, Chitturpuzha, Kanhirapuzha, Pazhassi and Kallada ; and

(b) if so, the amount of funds made available for the purpose and progress achieved in this regard ?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :**

(a) and (b). The Government of Kerala have been urging from time to time that special Central assistance outside the State Plan framework may be given to them for the irrigation projects in their State. The question of providing special assistance to selected major irrigation projects in the country, including some irrigation projects of Kerala, whose accelerated construction can help to create significant additional irrigation potential in the next three years, is being looked into by the Planning Commission.

**Foreign Companies engaged in production of Fertilizers and Chemicals**

3918. SHRI VARKEY GEORGE : Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to the reply given to Unstarred Question No. 4076 on the 12th December, 1972 regarding Foreign Companies in production of Fertilizers and Chemicals and state :

(a) whether the information has since been collected ; and

(b) if so, the outlines thereof and if not, the reasons therefor ?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) :**

(a) and (b). Yes, Sir. Reserve Bank of India had attempted some time back a category-wise classification of foreign controlled companies for the purpose of Section 18A of the Foreign Exchange Regulation Act. A list of such companies engaged in the production of fertilizers and chemicals has been obtained. A statement giving information on installed and utilised capacity in respect of

such companies engaged in the manufacture of fertilizers & Chemicals (other than drugs and pesticides) dealt with in the Ministry of Petroleum & Chemicals is laid on the table of the House. [Placed in Library. See No. LT-4541/73.]

**Dispute on Siruvani waters between Tamil Nadu and Kerala.**

3919. SHRI VARKEY GEORGE: Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the dispute between the Tamil Nadu and Kerala on Siruvani Waters has since been resolved ; and

(b) if so, the main features of the agreement reached and progress made in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) No, Sir. The Government of Kerala have reported that further discussion between the two State Governments is likely.

(b) Does not arise.

**Discussion on Chaliyar Waters by States of Tamil Nadu and Mysore**

3920. SHRI VARKEY GEORGE: Will the Minister of IRRIGATION AND POWER be please to state :

(a) whether any discussions were held between the States of Tamil Nadu and Mysore regarding the Chaliyar Waters, particularly the Pandiyar-Punnapuzha scheme; and

(b) if so, the salient features of the discussions held and decisions arrived at ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) and (b). The Government of Tamil Nadu have intimated that discussion were held between them and the Government of Kerala on Pandiar Punnapuzha scheme on 23rd and 24th February 1973; during the discussions, Tamil Nadu proposed alternative schemes which would assure Kerala same

amount of regulated supply for irrigation and Power and at the same time enable Tamil Nadu to divert 9 TMC of water; and that the Government of Kerala promised to consider the feasibility of these alternative schemes

**Funds for Anti-Sea Erosion in States**

3921. SHRI VARKEY GEORGE: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government had agreed to sanction any funds for anti-Sea Erosion works to some of the States in the Country; and

(b) if so, the amount of funds sanctioned and utilised State-Wise during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) and (b). Anti-sea erosion works form part of the flood control sector of the State Plan, for which, according to the present procedure, Central assistance is provided in the form of block loans and grants without tying them to any particular scheme or head of development. However, a special assistance of Rs. 20 lakhs outside the Plan was sanctioned to the State Government of Kerala during 1970-71 for undertaking urgent anti-Sea erosion works.

Taking into account the magnitude of the problem and the need for speedy implementation of anti-sea erosion measures in Kerala, the Government of India have agreed to provide special financial assistance during the last two years of the Fourth Plan to enable the State Government to implement a programme of Rs. 4 crores a year. This assistance will be released to meet the expenditure over and above the provisions made in the State Plan of Rs. 1.3 crores in 1972-73 and Rs. 1.5 crores in 1973-74.

**Charge-sheet served on Parcel Clerks,  
Meerut Station**

3922. SHRI ONKAR LAL BERWA : Will the Minister of RAILWAYS be pleased to state :

(a) whether some Parcel Clerks (Grade Rs. 205—280) now working at Meerut City station were charged-sheeted for malpractices, careless working and slack supervision in the year 1972 on the basis of reports of Vigilance Department ;

(b) if so, whether these charge-sheets have been filed by the administration ; and

(c) if so, the reasons therefor ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI)** (a) and (b). On Delhi Division there is only one Parcel Clerk in the Grade Rs. 205—280 currently working as Chief Parcel Clerk, Meerut City. During the year 1972, action as for a minor penalty was initiated against him in two separate cases for slack supervision and careless working. In one case the penalty of withholding of increment for one year has been imposed on the Parcel Clerk. The other case is expected to be finalised shortly.

(c) Does not arise.

**Suburban Railway Transport for Delhi**

3923. SHRI R. S. PANDEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are considering development of suburban Railway transport to meet the growing transport requirements in Delhi ;

(b) If so, the broad outlines of the proposal in this regard ; and

(c) whether Government have also taken into consideration the recommendation made by the Railway Convention Committee in this regard and if so, their reaction thereto ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI)** : (a) Yes.

(b) A survey is already under way by the Metropolitan Transport Project Organisation (Railways) to examine and recommend measures to meet the traffic requirements for dealing with the projected suburban as well as intra city transport for Delhi Metropolitan area.

(c) The recommendations of the Railway Convention Committee are under examination.

**Rationing of Diesel and Petrol**

3924. SHRI R. S. PANDEY : SHRI SHASHI BHUSHAN :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Government propose to introduce rationing of diesel and petrol to ensure supply of these products at fair prices in the wake of their prevailing shortage in the country ;

(b) if so, the main features of the proposal ; and

(c) the steps taken so far in this regard ?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH)** :

(a) No, Sir. Though some sporadic shortages were created in some parts of the country during the last two months due to the unusual increase in demands particularly for diesel oil caused by acute power shortages, drought, etc. dislocation of transport in some areas, difficulties in getting import from world markets, etc., the general availability of these products is sufficient to meet the country's normal requirements in full. Some special steps have however been taken recently to increase the availability of these products further during the next few months to meet the spurt in demands.

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

**Maximum Development of Oil Refineries**

3925. SHRI R. S. PANDEY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the steps taken so far to ensure maximum development of oil refineries and the results achieved the refrom?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) There are nine refineries in operation in the country, five in the public sector and four in the private sector. All the public and private sector refineries except Barauni and Cochin have achieved crude throughput over and above their installed capacity. There was a slight drop in the throughput of the Cochin Refinery on account of frequent interruptions in power supply and other reasons. The Barauni Refinery is operating below its capacity on account of the limitations in supply of indigenous crude oil. A scheme for processing of imported crude in addition to indigenous Assam crude at Barauni is in progress.

To meet the growing demand for petroleum products, proposals are being progressed for augmenting the refinery capacity to a level of 43 million tonnes by the end of the fifth Plan period. These include the commissioning of a 2.5 million tonnes capacity refinery at Haldia, expansion of Cochin and Koyali Refineries, putting up of new refineries at Bongaigaon in Assam and Mathura in U.P., etc.

**Compulsory Registration of Marriages**

3926. SHRI BHAGIRATH BHANWAR: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether there is a proposal under consideration to make registration of marriages compulsory to discourage early marriage; and

(b) If so, the salient features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY): (a) No, Sir.

(b) Does not arise.

**Separate Pools for allotment of Type IV accommodation for running Staff and non-running Staff**

3927. SHRI PANNA LAL BARUPAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are separate pools for allotment of Type IV accommodation for running staff and non-running staff;

(b) whether Divisional Superintendent, Ajmer has allotted Type IV Quarters from running pool to non-running staff in violation of orders on the subject;

(c) whether All India Loco Running Staff Association and other recognised Unions had protested to the General Manager by wires for cancellation of such allotments; and

(d) if so, what action had been taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Yes. Prior to the formation of these pools, certain running staff not entitled to such type of quarters were occupying such quarters. Recently, a type IV quarter in occupation of a Driver not entitled to it was vacated by him on retirement and a type III quarter in lieu of above quarter was transferred to the pool of essential running staff, there being no loss to the pool for essential running staff.

(c) and (d). Protests from these Associations were received by the Divisional Superintendent, Ajmer. Separate waiting lists both for essential running staff and non-essential running staff are being maintained to ensure that the quarters vacated are allotted to the respective staff.

**Protests against the attitude of R.P.F.  
by Miraj Branch of All India Railway  
Commercial Clerks Association**

3928. SHRI PANNA LAL BARUPAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Miraj Branch of All India Railway Commercial Clerks Association has sent a telegram and issued a pamphlet during the month of January, 1973 against the attitude of the personnel of Railway Protection force;

(b) whether General Secretary, All India Railway Commercial Clerks Association, has addressed a letter to him requesting him to take immediate steps in the matter;

(c) if so, the action taken by Government in the matter?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) and (b). A letter has been received from the General Secretary, All India Railway Commercial Clerks Association, enclosing the pamphlet referred to.

(c) The matter is under inquiry.

**Decision to Launch Agitation by All India Railway Commercial Clerks Association**

3929. SHRI PANNA LAL BARUPAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Central Executive Committee of All India Railway Commercial Clerks Association at its meeting at Dhanbad on 21st January, 1973 had taken a decision to launch agitational movement in case their demands were not fulfilled;

(b) if so, their main demands; and

(c) the action taken by Government in this regard?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) to (c). The information is being collected and will be laid on the table of the Sabha.

बीकानेर, श्रीकोलायल, फलोदी,  
जैसलमेर और राजस्थान मेर से होती हुई  
रेलवे लाइनों पर कान्डला को जोड़ने  
के लिये सर्वेक्षण

3930. श्री पन्ना लाल बाकपाल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बीकानेर, श्रीकोलायल, फलोदी, जैसलमेर तथा बाइमेर होते हुए कान्डला तक रेलवे लाइन जोड़ने सम्बन्धी सर्वेक्षण का कोई प्रस्ताव विचाराधीन है; और

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

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी): (क) जी नहीं।

(ख) प्रश्न नहीं उठता

बीकानेर डिवीजन (उत्तर रेलवे) पर रंगमहल और पीलीबांगा स्टेशन के बीच रेलवे लाइन से संलग्न जंशी का ठेका/नीलामी

3931. श्री पन्ना लाल बाकपाल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे के बीकानेर डिवीजन, के रंगमहल और पीलीबांगा स्टेशनों के बीच रेलवे लाइन के साइड में खड़ी झाड़ियों को अकालग्रस्त क्षेत्रों के मरवेसियों की चराने के लिये ठेके पर या बोली लेने पर लेने के लिये किसी ने मांग की है;

(ख) क्या इन झाड़ियों को नीलामी पर लाउड दिया गया था और यदि हां, तो रेलवे ने कितने दिन का नोटिस दिया था

और नीलामी कहां पर और किस समय पर की गई और किन-किन व्यक्तियों ने बोली दी थी और कितनी बोली पर नीलामी की गई थी ; और

(ग) क्या वर्ष 1970-71 और 1971-72 में उक्त रेलवे स्टेशन के पास सरकारी परती भूमि भी काश्त पर दी गई थी और यदि हां, तो यह भूमि किस व्यक्ति को दी गई थी और सरकार को उससे कितनी व्यनराशि प्राप्त हुई ?

रेल मंत्रालय में उपमंत्री (बी मुहम्मद शकी कुरेती) : (क) जी हां ।

(ख) जी हां । 15 दिन का नोटिस देकर 10-1-1973 को सूरतगढ़ में ज्ञाडियों की नीलामी रखी गयी थी । कूंकि बोली देने के लिये कोई व्यक्ति नहीं आया इसलिये इस नीलामी को 17-1-1973 के लिये स्थगित कर दिया गया । 17-1-1973 को सर्वश्री पतराम, रावत राम और जेठा राम ने बोली देने वालों के रूप में नीलामी में भाग लिया । 85 रुपये की अधिकतम बोली को स्वीकार कर लिया गया ।

(ग) 1970-71 और 1971-72 के द्वारान किया रेलवे स्टेशन के निकट रेलवे को कोई भूमि काश्त के लिये नहीं दी गई है ।

#### Broad Gauge Line between Hyderabad and Bangalore

3932. SHRI K. RAMAKRISHNA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any scheme to link Hyderabad and Bangalore by Broad gauge; and

(b) If so, the outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) (a) and (b). Works if already in progress for conversion

from metre gauge to broad gauge of the line from Bangalore to Dharmavaram, and construction of a parallel BG line from Dharmavaram to Guntakal. A traffic survey for a new BG line from Guntakal to Secunderabad has also been sanctioned and the survey is in progress. A decision regarding this line will be taken, as soon as the report is received, and examination thereof completed.

#### Report of Committee of State Power Ministers

3933. SHRI R. P. ULAGANAMBI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the terms of reference of the Committee of the State Power Ministers headed by Shri N. D. Tewari;

(b) the time by which the report is likely to be submitted by the Committee; and

(c) whether a copy thereof will be laid on the Table when it is submitted to Government ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA)

(a). The terms of reference of the Committee of Ministers reindicated below:—

(i) To determine the adequacy of indigenous capacity for supply of power equipment to meet the time bound generation programme in the Fifth Plan.

(ii) To examine the capability of the manufacturers to engineer and deliver the associated sub-systems in the coordinated manner along with the main equipment.

(iii) To examine the practicability of the generation programme and preparedness of the project organisations by way of capability for project preparation and execution in conformity with the programme.

(iv) To suggest measures for improvement & ensuring success of the power Plan.

(b) The Committee is likely to submit its report by mid-May 1973.

(c) The report will be available in the Library of the Parliament.

**Technical Aid or Collaboration in Coal-Based Fertilizer Units by Foreign Countries**

3934. SHRI D. D. DESAI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) which countries had offered technical aid or collaboration in coal-based fertiliser Units;

(b) the progress made so far in setting up coal-based units; and

(c) whether Government are satisfied about the technical and economic feasibility of coal-based fertiliser plants?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) For the two coal based plants at Rangundam and Talcher, process know-how agreements have been entered into with M/s Koppers & Lurgi (West Germany) and M/s Montedison (Italy).

(b) Design and engineering work has been substantially completed. Earth work in the factory area and boundary wall are almost complete. Civil works on plant and non-plant buildings are in progress. Major part of the plant and machinery has been ordered.

(c) Yes, Sir.

**Wagon Shortage for Lime Industry in Madhya Pradesh**

3935. SHRI NARENDRA SINGH  
SHRI HUKAM CHAND  
KACHWAI :

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that due to shortage of wagons the lime industry in Madhya Pradesh is sinking; and

(b) What measures Government are taking to make regular supply of wagons?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI), (a) and (b): Limestone is mainly offered for despatch from stations in Madhya Pradesh located on the Jabalpur Division of Central Railway. Efforts have been made to step up wagons supplies for movement of limestone. During the period 1st October, 1972 to 10th March, 1973, 15,878 wagons were loaded with limestone as compared to 12,585 wagons loaded during the corresponding period of 1971-72.

**Railway Lines for Mining Area of Madhya Pradesh**

3936. SHRI MAHADEEPAK SINGH  
SHAKYA:  
SHRI HUKAM CHAND  
KACHWAI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to lay lines in the important mining area of Madhya Pradesh; and

(b) the gist of the proposal in this regard and the progress made in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). A traffic survey of for a B.G. line from Dhalli-Rajhara to Dantewara/Jagdalpur has recently been completed and the report is as present under examination of the Railway Board. Meanwhile detailed Engineering Survey for this line has also been taken up. Further consideration to this proposal will be given after the results of this survey become known.

**Powers of Negotiation of claims to Claims Tracers and Asstt. Commercial Inspectors on Indian Railways**

3937. SHRI CHANDRIKA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a Schedule of powers for settlement and negotiation of

compensation Claims for Officers, Inspectors and Claims Tracers on the Indian Railways;

(b) if so, the broad outlines thereof;

(c) whether the Claims Tracers and Asstt. Commercial Inspectors are generally entrusted with the work of Negotiation of claims, irrespective of their value; and

(d) If so, the reasons therefor?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) to (c). The following is the delegation of powers for settlement and payment of compensation claims:—

Designation	Schedule of Powers
General Managers . . .	Full powers.
Chief Commercial Superintendents . . .	upto Rs. 10,000
Dy. Chief Commercial Superintendents . . .	upto Rs. 5,000
Senior Commercial Officers upto Rs. 2,000	
Asstt. Commercial Officers upto Rs. 1,000	
Station Master of selected important stations/Claims Inspectors. upto Rs. 100	

Claims Tracers are not empowered to settle any 1 claim.

There is no schedule of powers for negotiation of a claim. Inspectors and, sometimes, claims Tracers are deputed to verify claims. In a few cases, under the specific orders of the Claims Settlement Officers, Inspectors/Tracers are also deputed to obtain terms of settlement from the claimants without prejudice and without any commitment. The decision to accept the terms of settlement is taken by the authority competent to sanction the claim.

(d) In view of the position explained above, the question does not arise.

**Decision taken on the Report of the Committee on Uniforms**

**3938. SHRI CHANDRIKA PRASAD: SHRI PANNA LAL BARUPALI:**

Will the Minister of RAILWAYS be pleased to state

(a) whether recommendation of the Committee appointed by the Railway Administration to suggest Uniforms to be supplied to the different categories of Railway employees have since been examined; and

(b) if so, the decisions taken thereon?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) (a) Yes.**

(b) It has been decided to implement most of the recommendations made by the Committee.

**Workload in III Class Booking Office Ajmer Station (Western Railway)**

**3939. SHRI ONKAR LAL BERWA: SHRI DHARAMGAJ SINGH:**

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3212 on the 18th, April, 1972 regarding work-load in III Class Booking Office, Ajmer Station (Western Railway) and state;

(c) the allotted quota for reservation of III Class berths and seats every day, separately in each train starting or passing from Ajmer Station;

(b) the yardstick laid down by the Railways Administration for providing the Reservation Clerks on the Railways;

(c) the total number of Reservation Clerks for the passengers of III Class provided and required as per the yardstick; and

(d) the deficiencies, if any and the reasons therefor and Government's proposals to make up the deficiencies?

THE DEPUTY MINISTER IN THE  
MINISTRY OF RAILWAYS (SHRI  
MOHD. SHAFI QUERESHI) (a) A statement is attached.

(b) and (c) No yardstick has been prescribed for the purpose. Further, no separate Reservation Clerks have been provided for third class reservation.  
(d) Does not arise.

*Statement*

**III CLASS RESERVATION QUOTAS ALLOTTED AT AJMER**

Trsin No.							Third Class	
	Berths;			Seats				
69 UP AII-KNW (3 tier)	.	.	.	.	.	.	54 10 (upto RTM)	34
Do. AII-Kacheguda (3 tier)	.	.	.	.	.	.	64	..
14 DN AII-DLI (2 tier)	.	.	.	.	.	.	9 7(upto JP)	17 31(upto JP)
7 UP AII-KNW (3 tier)	.	.	.	.	.	.	64	..
32 DN AII-DLI	.	.	.	.	.	.	12	16
6 DN AII-AF	.	.	.	.	.	.	8	..
DN AII-AF(2 tier)	.	.	.	.	.	.	16	48 17(KNB)
2 DN AII-DLI	.	.	.	.	.	.	8	16 (3 tier) 12 (slip coach)
3 UP AII-DLI	.	.	.	.	.	.	6	..
AII-JU (par 3 tier)	.	.	.	.	.	.	24	32
AII-AD1	.	.	.	.	.	.	..	17 (slip coach). 16 (2 tier)
15 UP AII-UD AII-KNW	.	.	.	.	.	.	6	..
5 UP AII-GIM (2 tier)	.	.	.	.	.	.	16	48

**Upgradation of certain Posts of Commercial Clerks (Western Railway)**

3940. SHRI ONKAR LAL BERWA:  
SHRI DHARAMGAJ SINGH:

Will the Minister of RAILWAYS be pleased to state:—

(a) whether Chief Commercial Superintendent Western Railway, *vide* his letter No. E/2614/39, of 9th November, 1971 ordered the upgradation of certain posts of commercial clerks over West Zone;

(b) whether the orders have been implemented by the Divisional Superintendent of Western Railways.

(c) if so, the comparative position of the highest graded posts, separately, in each Division and in each grade after and before the issue of the above orders; and

(d) the dates on which the orders were carried out in each division?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QUERESHI) (a) to (d). Requisite information is being collected from the Western Railway and will be laid on the table of the Sabha.

**Senior Doctors of Ajmer Hospital getting less pay than Juniors.**

**3941. SHRI ONKAR LAL BERWA  
SHRI DHARAMGAJ SINGH :**

Will the Minister of RAILWAYS be pleased to state :

(a) Whether on Western Railway the posts of Assistant Surgeons were upgraded and re-designated as Assistant Medical Officers in 1966, giving option to the Doctors to opt for the new grades of A.M.O. either from 1st January, 1966 or from the date of their due increment ;

(b) whether the Doctors who opted from the date of their original increment and who were senior, are getting less pay than those juniors who opted from 1st January, 1966 ;

(c) the reasons therefor and reaction of Government thereto; and

(d) the action taken by Government in the fixation of pay of the Doctors ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Yes.

(b) to (d). Before the Graduate Assistant Surgeons were fitted in the revised scale Rs. 350-900, they were given the opportunity to come on to the revised scale either from 1-1-1966 or the date of next or subsequent increment in their pre-revised scale under Rule 2019 (F.R. 23) R II as advantageous to them. Option under Rule 2019 (F.R. 23) RII once exercised is final. Having extended the benefit of option under the said rule if by reason of their own option certain individuals get less pay at a later stage, the same cannot be helped.

**Installation of Transmission Lines Sanctioned in Orissa by R.E.C.**

**3942. SHRI CHINTAMANI PANIGRAHI :** Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) how many schemes for installation of transmission lines in Orissa have been

sanctioned so far by the Rural Electrification Corporation and at what cost; and

(b) which are the Districts covered by these schemes ?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :** (a) and (b). The Rural Electrification Corporation have so far sanctioned four schemes of Orissa for installation of special transmission and distribution lines in Bolangir, Kalahandi, Ganjam, Balasore, Cuttack and Mayurbhanj Districts for loan assistance of Rs. 289.07 lakhs.

**Promotional Quota for Guard 'C'  
Lucknow Division (Northern Railway )**

**3943. SHRI DHARAMGAJ SINGH :  
SHRI ONKAR LAL BERWA :**

Will the Minister of RAILWAYS be pleased to state :

(a) the promotional quota for Guard, Gr. 'C' post fixed for each of the categories of Trains Clerks, Ticket Collectors, TTEs, ASMs, Brakemen, Coaching Clerks and Goods Clerks on the Indian Railways ;

(b) the total number of posts of Guards Gr. 'C' which have fallen vacant in Lucknow Division of Northern Railway during last three years ;

(c) the number of employees of the categories referred to in part (a) above promoted as Guard Gr. 'C' during the period; and

(d) the reasons for deficiency in any category and remedial measures taken by Government in this regard ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a). Subject to complying with a directive from the Railway Board that Trains Clerks should have at least 31% of the vacancies the quota fixed for various categories for promotion as Guard Grade 'C' vary from Railway to Railway. Information from

Railways other than Northern Railway is being collected and will be placed on the Table of the Sabha. The Northern railway have fixed the following quota for this purpose :

(i) Trains Clerks	31%
(ii) Commercial staff	20%
(iii) Yard staff	16-2/3%
(iv) Brakemen	10%

The balance is to be filled by direct recruitment.

Assistant Station Masters and Travelling Ticket Examiners are not eligible for promotion as Guard Grade 'C'.

(b) 36.

(c) Trains Clerks.	..	16
Commercial Staff.	..	6
Yard Staff.	..	6
Brakemen.	..	Nil.

(d) No brakeman could be promoted due to non-availability of suitable candidates. Similarly there was a small deficiency in filling the quota for Commercial staff. The shortfall has been made good by promotion of Trains Clerks.

#### Construction of Retiring Rooms at Patna City Railway Station

3944. SHRI R. P. YADAV: Will the Minister of RAILWAYS be pleased to State

(a) whether Retiring Rooms are under construction of Patna City Railway Station and if so, how many rooms and dormitories are under construction; and

(b) when they are likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes. One 2-bed Retiring Room and one 4-bed Dormitory are under construction.

(b) The work is expected to be completed within six months.

#### Arrangements at Patna City Railway Station

3945. SHRI R. P. YADAV: Will the Minister of RAILWAYS be pleased to state :

(a) whether there is no Enquiry or Reception provided at Patna City Station and if so, why; and

(b) whether there is no proper parking space provided for cars, rickshaws and tongas there and if so, why?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):

(a) An Enquiry-cum-Reservation office is provided at Patna City station.

(b) Parking space for cars, rickshaws and tongas is available at Patna City station

#### Improving the condition of Culvert No. 102 near Patna City Railway Station

3946. SHRI R. P. YADAV: Will the Minister of RAILWAYS be pleased to state :

(a) whether Culvert No. 102 near West of Patna City Railway Station is in very bad condition in as much as water and mud lie accumulated round the year and the Divisional Office, Danapur, has taken no action to improve it;

(b) whether the said Culvert No. 102 which is known as "Chhatanki Ka Pul" is being used by thousands of villagers of Chakai, Mandai, Baria, Mircha-Mirchi and it is a main thoroughfare: and

(c) whether the Railway Administration proposes to make one or two man-holes in the said Culvert, so that water and mud may not accumulate in it?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):

(a) The culvert in question is a drainage opening. The bridge structure is in good condition. However, being a drainage opening, the waterway may be wet and muddy for some time after the Rainy season.

(b) Quite a large number of local people use this opening for movement to the other side of the yard in dry season but such movement is unauthorised as the bridge is a drainage opening and not a sub-way.

(c) No.

**Dirty Waiting Rooms at Patna City and Patna Junction**

3947. SHRI M.D. JAMILURRAHMAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that Waiting Rooms at Patna City and Patna Junction Railway Stations remain dirty and unhygienic ;

(b) whether the Retiring Rooms are reserved after charging one rupee extra from each passenger and whether Chowkidars allegedly have a hand in it ; and

(c) if so, what steps are proposed to improve upon the existing situation ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) No.

(b) No complaint or report of this nature has been received.

(c) Does not arise.

**Complaint by Worker of Carriage Shop, Western Railway**

3948. SHRI ONKAR LAL BERWA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the attention of Government has been drawn towards a news-item which appeared in 'Nav Jyoti' (Hindi Edition) of 18th January, 1973 published from Ajmer (Rajasthan) regarding a complaint from a worker of Carriage Shop for forcible collection, of Rs. 6 each from the employees of 26th shop by the Western Railway Employees' Union through the help of Foreman;

(b) if so, the gist of the incident and action taken thereon ; and

(c) if not, the action Government proposes to take against its Intelligence Branch, which failed to report such a vital case in time ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) :** (a) An anonymous letter appeared in the Nav Jyoti (Hindi Edition) of Ajmer alleging that collection was made forcibly in connection with the ballot taken by the Union.

(b) When the matter was investigated, there was no complaint from the staff about forcible collection and not even one employee alleged any malpractice.

(c) Does not arise.

**Rail Link for Koraput in Orrisa and Bastar in Madhya Pradesh**

3949. SHRI K. PRADHANI : Will the Minister of RAILWAYS be pleased to state

(a) whether Government propose to give Rail Link to most backward areas like Koraput in Orissa and Bastar in Madhya Pradesh ;

(b) if so, when and how ; and

(c) if not, the reasons therefor ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Koraput, in Orissa and Bastar in Madhya Pradesh are already linked by railway line.

(b) and (c). Do not arise. However, a traffic survey for a B.G. line from Dhalli-Rajhara to Dantewara/Jagdalpur in Bastar District has recently been completed and the report is at present under examination of the Railway Board. Meanwhile detailed Engineering Survey for this line has also been taken up. Further consideration to this proposal will be given after the results of this survey become known.

### Electrification of D.B.K. Railway Line

3950. SHRI K. PRADHANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether electrification of D.B.K. Railway line is expected to be completed shortly; and

(b) if so, whether passenger-cum-goods trains will be run on that line after electrification?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The electrification of Waltair-Kirandul Section (D.B.K. Railway line) is expected to be completed sometime in 1975-76.

(b) The proposal will be considered after the electrification of the section is completed.

### Extension of Broad Gauge Line from Gandhidham to Bhuj/Lakhpur via Mandvi

3951. DR. MAHIPATRAY MEHTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey report on the extension of broad-gauge Railway line from Gandhidham to Bhuj and to Lakhpur via Mandvi has been completed; and

(b) if so, whether Government are contemplating to start the earth work to give purposeful employment to the people of this famine-stricken area?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) A decision regarding construction of this line will be taken after the examination is completed from all angles.

पश्चिम रेलवे के सीकर-लोहारु भाग पर मोटर-बोर्ड सेवा

3952. श्री विश्वनाथ सिंह: क्या रेल मंत्री वह बताने की कृपा करेंगे कि:

(क) क्या 1947 से पूर्व भी मुबह के समय सीकर से लोहारु (पश्चिम रेलवे)

तक और सायकाल के समय लोहारु से सीकर तक एक मोटर बोर्ड चला करती थी;

(ख) क्या तब से अब तक यातायात में बदल हो गयी है और मुबह के समय सीकर से लोहारु तक और सायकाल के समय लोहारु से सीकर तक के लिये कोई रेल सुविधा उपलब्ध नहीं है; और

(ग) यदि हां, तो क्या इस मार्ग पर यातायात सुविधा उपलब्ध करवाने के लिये सरकार का विचार कोई शटल गाड़ी चलाने का है जिससे कि इस प्रदेश के यात्रियों को लोहारु से बीकानेर (ओर दिल्ली) जाने के लिये दोपहर को और जयपुर, सवाई माधोपुर, अहमदाबाद आदि के लिये सायकाल के समय गाड़ियां मिल सकें?

रेल मन्त्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी): (क) 1947 से पूर्व लोहारु और सीकर के बोर्ड एक जोड़ी रेल मोटर डिव्हिंग चला करता था;

(ख) और (ग), सीकर-लोहारु खण्ड पर एक आतिरिक्त गाड़ी चलाने के लिये यातायात की ट्रैटिंग से फिलहाल कोई आविष्यक नहीं है, क्योंकि खण्ड पर चलने वाली दो जोड़ी वर्तमान गाड़ियों में उपलब्ध स्थान का पूरा उपयोग नहीं हो रहा है।

राजस्थान में गैस, पेट्रोल और मिट्टी के तेल की एजेंसियां

3953. श्रीशिवनाथ सिंह: क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि:

(क) इण्डियन आयल कम्पनी ने 1972-73 में राजस्थान में किन-किन स्थानों पर गैस, पेट्रोल और मिट्टी के तेल की एजेंसियां स्थापित की हैं; और

(ख) वर्ष 1973-74 में किन-किन स्थानों पर नयी एजेंसिया स्थापित की जानी हैं?

पैट्रोलियम और रसायन भंवालय में उपमंत्री (श्री दलबीर सिंह) : (क) और (ख). अपेक्षित सूचना प्राप्त की जा रही है और सभा-पटल पर रख दी जायेगी।

### राजस्थान में भंजर की गई प्रामीण विद्युतीकरण योजनाये

3954. श्री शिवनाथ सिंह : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि केन्द्रीय सरकार द्वारा प्रामीण विद्युतीकरण योजना के अन्तर्गत राजस्थान के मुन्हान जिले में गांवों के विद्युतीकरण के लिये स्वीकृत की गई योजनाओं के नाम क्या हैं और जिन योजनाओं के सम्बन्ध में सर्वेक्षण किया जा रहा है उनके नाम क्या हैं और स्वीकृत योजनाओं का कार्य कब तक प्रारम्भ होगा तथा सर्वेक्षण सम्बन्धी वर्तमान स्थिति क्या है ?

सिंचाई और विद्युत मंवालय में उपमंत्री (श्री बाल गोविन्द बर्मा) : ग्राम विद्युतीकरण निगम ने नवम्बर, 1972 में राजस्थान राज्य विजली बोर्ड की 53.542 लाख रुपये की ऋण सहायता के लिये एक स्कीम रिपोर्ट को स्वीकृति प्रदान की है, जिसका उद्देश्य 68 ग्रामों को विद्युतीकरण करना, 1020 पम्पसेटों को अंजित करना तथा मुन्हान जिले की खेती तथा चिरावा हानीलों में 165 लघु तथा दृष्टि उद्योगों को विद्युत करेकरण प्रदान करना है। इस स्कीम की चार वर्षों में पूर्ण करने के लिये चरणबद्ध किया गया है।

जैसा कि राजस्थान राज्य विजली बोर्ड ने सूचित किया है, इस स्कीम का कार्य अप्रैल, 1973 में आरम्भ होने की सम्भावना है। मुन्हान जिले के विद्युतीकरण की कोई अन्य स्कीम प्रामीण विद्युतीकरण निगम से स्वीकृति प्राप्त करने हेतु बोर्ड द्वारा अभी तक तैयार नहीं की जा रही है।

3891 L.S.—7

गंगा नदी के जल को राजस्थान के जिलों में ले जाने की योजना

3955. श्री शिवनाथ सिंह : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गंगा नदी के जल को राजस्थान के पूर्वी और उत्तरी जिलों के अंतर, मुन्हान, चुक में ले जाने की योजना है और योजना का मवेषण हो रहा है ; और

(ख) यदि हां, तो उसकी वर्तमान स्थिति क्या है ?

सिंचाई और विद्युत मंवालय में उपमंत्री (श्री बाल गोविन्द बर्मा) : (क) और (ख). राजस्थान राज्य के इंजीनियरों ने गंगा बाढ़ नियन्त्रण आयोग को एक मुझाव की रूपरेखा भेजी है जिसमें राजस्थान के क्षेत्रों की आवश्यकताओं की पूर्ति के लिये गंगा के 40,000 क्यूसेक्स जल के व्यवहार की परिकल्पना की गई है। उनके प्रयेष के इंजीनियरों ने सूचित किया है कि गंगा के जल के व्यवहार का कोई प्रस्ताव उनके विचाराधीन नहीं है। उन्होंने यह भी कहा कि विजनीर, मुरादाबाद तथा बदायू जिलों के सूखे क्षेत्रों को सिंचित करने के लिये प्रस्तावित वांध और एक बायालट नहर के निर्माण के पश्चात् हरिद्वार में गंगा का जल उनकी आवश्यकताओं को पूरा नहीं कर पायेगा।

राष्ट्रीय जल प्रिड के अन्वेषण के समय किसी भी राज्य को सिंचाई आवश्यकताओं को प्रभावित किये बिना जल के अन्तः बेसिन अन्तरण की सम्भावनाओं का आवश्यक जल विज्ञानिक तथा स्वलाहृतिक (टीपो-ग्राफिकल) सर्वेक्षणों सहित अध्ययन किया जायेगा।

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**CORRECTION OF ANSWER TO USQ NO. 1028 DATED 21-11-1972 RE : FINALISATION OF TENDERS FOR GOODS HANDLING CONTRACT AT KANPUR CENTRAL GOODS-SHED AND JUHI INCLUDING FAJALGANJ**

**THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA):** In the reply for part (c) of Unstarred Question No. 1028 asked in the Lok Sabha by Shri Ishwar Chaudhry on 21-11-1972, the following information was given :

"The percentage increase allowed to Janata Labour Co-operative Society, Kanpur over the previous contract rates is 29% in case of handling contract of Kanpur Central Goods Shed and 13% in case of Juhi Transhipment and Goods Shed including Fazalganj."

The correct reply of the above Unstarred Question (Part C) referred to is as under :-

"The percentage increase allowed to Janata Labour Co-operative Society, Kanpur over the previous contract rates is 32% in case of handling contract of Kanpur Central Goods Shed and 13% in case of Juhi Transhipment and Goods Shed including Fazalganj."

The error was discovered while answering a similar Question in the Rajya Sabha on 4-12-1972. After verification, it was found that the correct figure was 32%. This was an inadvertant error. The delay in rectifying the error is regretted.

12.28 hrs.

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

**REPORTED POLICE IN ACTION IN APPREHENDING CULPRITS HARASSING INMATES OF MIRANDA HOUSE HOSTEL.**

**श्री अटल बिहारी वाजपेयी (गवालियर) :**  
अध्यक्ष महोदय, इस काल अटेंशन के बारे में मेरा व्यवस्था का प्रश्न है। मझे यह निवेदन करना है कि हमने

काल अटेंशन गृह मंत्री को दिया था। उन्ह इसका जवाब देना या क्योंकि यह कानून और व्यवस्था का मामला है। शिक्षा मंत्री इसका जवाब देंगे? वह लड़कियों के पढ़ाई के बारे में जवाब दे सकते हैं, उनके साथ छेड़छाड़ के बारे में कैसे जवाब देंगे? होम मिनिस्ट्री को इसका जवाब देना चाहिये।

**SHRI S.M. BANERJEE (Kanpur) :** Let the Home Minister reply to it.

**MR. SPEAKER :** Please sit down. This matter was directed to the Education Minister. If you want it to be directed to the Home Minister—

**SHRI SHYAMNANDAN MISHRA : (Begusarai) :** A large number of Members have addressed it.

**MR. SPEAKER :** The first Member, according to the ballot, addressed it to the Education Minister. The second Member also addressed it to the Education Minister.

**SHRI S.M. BANERJEE :** This is a law and order question.

**MR. SPEAKER :** It is left to the Members; if it should have been addressed to the Home Ministry, you should have addressed it to the proper Ministry. Whom do you want? Should I direct it to the Home Minister? (Interruption) The Home Minister will come here and let us wait for him.

**SHRI G.VISWANATHAN (Wardiwash) :** Let it be in the afternoon.

**MR. SPEAKER :** He will come at 1 p.m.

**श्री अटल बिहारी वाजपेयी :** अध्यक्ष महोदय, जरा इस कालिंग अटेंशन नोटिस के शब्द देखिये :

"The situation arising out of the reported police inaction in apprehending the culprits....."

How does the Education Minister come in here?

MR. SPEAKER : We have made it clear very often in this House that we take the Member's indication; when the Member addresses it to a Ministry, we always forward it to that Ministry.

SHRI SHYAMNANDAN MISHRA : But if there is a contradiction between the subject and the Ministry, the Member must be set right.

SHRI PILOO MODY (Godhra) : It depends on how you conduct the ballot. If two or three are addressed to the Education Minister and the last two are addressed to the Home Minister, a certain amount of discretion on your part would be necessary.

MR. SPEAKER : We take the first Member's indication or direction, and others are clubbed to it; that is what we had been following.

SHRI SHYAMNANDAN MISHRA : Why not your Secretariat pass it on to the Home Ministry? They should also exercise care.

SHRI P. VENKATASUBBAIAH (Nandyal) : How can the Speaker's secretariat go into it? ....(Interruption)

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (PROF S. NURUL HASAN) : I had no choice; I obeyed your orders.

श्री शशि भूषण (दिल्ली) : अध्यक्ष महोदय, शिक्षा मंत्री का स्टेटमेंट संकुलित हो गया है। क्या अब दूसरा स्टेटमेंट होम मिनिस्टर का आयेगा? अच्छा है, हाउस के सामने दो व्यूज आ जायेंगे।

अध्यक्ष महोदय : हम इस कालिग एटेन्शन नोटिस को 5 बजे लेंगे।

श्री अटन बिहारी बाजपेयी : अध्यक्ष महोदय, इसको 4 बजे लिया जाये। यह बड़ा गम्भीर मामला है। यह काफी समय तक चलेगा।

अध्यक्ष महोदय : साढ़े चार बजे उड़ीसा का बजट वेश किया जायेगा।

SHRI S. M. BANERJEE : Sir, you are aware that the working journalists are on strike throughout the country for a wage-board. ....

MR. SPEAKER : I have not allowed it; I will call you at the appropriate time.

SHRI PILOO MODY : There has been a slight deviation from parliamentary practice about which I wrote to you also, on Dr. Karan Singh's resignation. He came and made a statement over here.

MR. SPEAKER : It was received very late; I have not seen it; I shall look into it.

SHRI P. G. MAVALANKAR (Ahmedabad) : If through inadvertance or ignorance on the part of a Member, a Minister is wrongly addressed, would you not see that the matter is set right, by the Lok Sabha Secretariat, by initially sending it to the right Minister?

MR. SPEAKER : If we did that, Members object to it sometimes. Sometimes Members have already approached the Minister and the Minister agrees; after that the call attention comes and our office is not expected to know anything about it.

SHRI H. N. MUKERJEE (Calcutta—North-East) : In the early days of Parliament, it was the normal practice that the Secretariat would offer advice and unstinted assistance to Members wherever such purely technical correction was needed, a name here or a name there; that kind of assistance was always forthcoming.

MR. SPEAKER : In this case, it was clearly indicated that it was directed to the Education Minister. (Interruptions).

SHRI PILOO MODY : Dr. Karan Singh had made a statement in which he had offered to resign after having taken permission from the Prime Minister to do so. According to normal parliamentary practice the minister makes a statement in Parliament only after his resignation has been accepted. Since Dr. Karan Singh chose to make a statement before, and since he had the permission of the Prime Minister to make

[Shri Piloo Mody]

statement before, I think another statement is called for from Dr. Karan Singh as to what transpired that changed the situation materially.

MR. SPEAKER: I will examine it.

(*Interruptions*).

MR. SPEAKER: Mr. Samar Guha, I did not allow anything. Don't force yourself on me. I am not permitting it.

12.36 hrs.

#### PAPER LAID ON THE TABLE

THE MINISTER OF WORKS AND HOUSING (SHRI BHOLA PASWAN SHASTRI): I beg to lay on the Table a copy of Notification G.O.Ms. No. 397 (Hindi and English versions) published in Andhra Pradesh Gazette dated the 6th July, 1972 making certain amendments to the Andhra Pradesh Housing Board (Appointment and payment of fees to the Counsel) Rules, 1968, under sub-section (3) of section 70 of the Andhra Pradesh Housing Board Act, 1956, read with clause (c)(iii) of the Proclamation dated the 18th January, 1973 issued by the President in relation to the State of Andhra Pradesh. [Placed in library. See No. LT-4537/73.]

12.36½ hrs.

#### MESSAGE FROM RAJYA SABHA

SECRETARY: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

'I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Monday, the 12th March, 1973, adopted the following motion in regard to the Committee on the Welfare of Scheduled Castes and Scheduled Tribes:—

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do elect one

member to the Committee on the Welfare of Scheduled Castes and Scheduled Tribes in the vacancy caused by the appointment of Shri Sukhdev Prasad as Deputy Minister, and resolves that the House do proceed to elect, in accordance with the system of proportional representation by means of the single transferable vote, one member from among the members of the House to the said Committee to fill the vacancy."

I am further to inform the Lok Sabha that in pursuance of the above motion, Shri Kalyan Chand, Member, Rajya Sabha has been duly elected to the said Committee.

12.37 hrs.

#### BUSINESS ADVISORY COMMITTEE

##### TWENTY-SIXTH REPORT

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHURAMAIAH): Sir, I beg to move :

"That this House do agree with the Twenty-sixth Report of the Business Advisory Committee presented to the House on the 16th March, 1973."

MR. SPEAKER: The question is :

"That this House do agree with the Twenty-sixth Report of the Business Advisory Committee presented to the House on the 16th March, 1973."

*The motion was adopted.*

12.37½ hrs.

#### UNION TERRITORIES TAXATION LAWS (AMENDMENT) BILL\*

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F.H. MOHSIN): I beg to move for

Leave to introduce a Bill further to amend certain taxation laws in the Union territories.

MR. SPEAKER : The question is :

"That leave be granted to introduce a Bill further to amend certain taxation laws in the Union territories."

*The motion was adopted.*

SHRI F. H. MOHSIN : I introduce† the Bill.

12.38 hrs.

RE. STRIKE BY WORKING JOURNA-  
LISTS, ETC.

SHRI A.K. GOPALAN (Palghat) : Under rule 377 of the Rules of Procedure, I raise the following matter in the House and request the concerned minister to make a statement :

"Token strike by working journalists throughout the country today to press their case for a third wage board, revision of D.A. and interim relief, etc."

SHRI S. M. BANERJEE (Kanpur) : Will you ask the Labour Minister to make a statement? The working journalists are agitated over this.

MR. SPEAKER : I will convey it to him.

SHRI A. K. GOPALAN : I want to know when the Minister will make his statement.

SHRI S. M. BANERJEE : Is he going to make it today?

MR. SPEAKER : I will convey it to him.

SHRI S. M. BANERJEE : Why don't you direct him to make a statement?

MR. SPEAKER : My conveying it to him means that I am sending it on to him.

श्री हरि किशोर सिंह (दिल्ली) : अध्यक्ष महोदय, यह आज अखबारों के कर्मचारियों की हड़ताल हो रही है यह देश में सबसे बड़ी हड़ताल है और इसके बारे में मंत्री महोदय का बयान आना चाहिये।

अध्यक्ष महोदय : अब आप बैठिये।

SHRI HARI KISHORE SINGH (Pupri) : Sir, I want a statement to be made about the mine explosion in Dhanbad.

MR. SPEAKER : I have allowed a Calling Attention on that.

12.42 hrs.

STATEMENT RE. LETTER OF RESIG-  
NATION BY MINISTER OF TOURISM  
AND CIVIL AVIATION

THE MINISTER OF TOURISM  
AND CIVIL AVIATION (DR. KARAN  
SINGH) : Mr. Speaker, Sir, on Friday the 16th I had read out in this hon. House extracts of a letter I wrote to the Prime Minister, regarding my decision to resign from the Council of Ministers. As several hon. Members also remarked that day, it was the Prime Minister's prerogative to take a decision on my letter. On the 18th evening she informed me that she had considered the matter, but was not accepting my resignation, and would like me to continue as Minister. In deference to her wishes, I will continue to have the privilege of serving her and the country in my present capacity.

I may add that, with regard to Avros, we have decided to institute a high-level examination of all aspects involved. I hope to be able to announce the details of this within the next few days.

May I, once again express my deep gratitude to the hon. Members and to you, Sir, for the generosity with which you have treated me?

†Introduced with the recommendation of the President.

बी बाट्टा बिहारी चालायरी : (बालियर) : अध्यक्ष महोदय, मेरा निवेदन है कि एवरो पर आज जो चर्चा रख रहे हैं वह जाव से पहले रखी जाये जिससे मंत्री महोदय को फैसला लेने में सदन के विचारों से भी लाप हो सके। एवरो के बारे में हम लोगों ने भी प्रस्ताव दे रखा है।

MR. SPEAKER : I will look into this.

SHRI G. VISWANATHAN (Wandiwash) : That day it was almost a farewell function. Now, Sir, you have to take back whatever you said.

SHRI PILOO MODY (Godhra) : You must expunge your own remarks.

MR. SPEAKER : I said that day "unless the Prime Minister decides about it otherwise".

SHRI H. N. MUKERJEE (Calcutta—North-East) : That is exactly where the procedural point comes in. Quite apart from our personal liking for the Minister, the procedural aspect of the matter continues to irritate and puzzle many of us. You permitted a statement to be made the other day which was, obviously, premature. Obviously, the Prime Minister had either not communicated her refusal to accept his resignation, or had spoken to him in a very confusing manner. Last time we had already wasted the time of the House, every second of which is paid for by the people of this country, and that is why procedure becomes important. We are all fond of Dr. Karan Singh. Personally speaking, perhaps I am fond of him more than most of the members of this House. But, in so far as the procedure is concerned, I am deeply disturbed to find that the Prime Minister's allergy to have her presence in this House leads perhaps to all kinds of things coming up, leading to the waste of time of this House. We are wasting the time of this House with impunity.

SHRI PILOO MODY : Naturally, being a woman, she had second thoughts this time.

SHRI SHYAMNANDAN MISHRA : (Begusarai) : May I raise another point of procedure? Would it now be the normal practice in this House that when the resignation of a Minister is in the process of consideration, the Minister would come forward and make a statement in the House? Sir, you would remember that the statement of the Minister had an extremely confusing effect on the minds of most of the members present, and the Minister would not have come forward with that statement unless the Prime Minister had given an inkling of her mind that she was going to accept that resignation. That was the impression that we got.

12. 45 hrs.

SUPPLEMENTARY DEMANDS FOR:  
GRANTS (GENERAL), 1972-73  
—contd.

MR. SPEAKER : Shri K.R. Ganesh to continue his reply.

SHRI S. M. BANERJEE (Kanpur) : May I make a submission, Sir? There is a news-item that has appeared in *Patriot*—I quote :

"Rotten milk powder, ghee from W.E.P.—sold to the poor."

I have also given a Call Attention Notice on it. Because it comes under the Supplementary Demand for Grant relating to the Ministry of Agriculture, you may kindly allow me to make a submission and the Minister may reply to it. I will take only a minute.

MR. SPEAKER : The Minister is already replying to the debate.

SHRI S. M. BANERJEE : Suppose I interrupt him. This is a very important matter.

MR. SPEAKER : When the Minister is already replying to the debate, how can you make up another speech in between?

SHRI S. M. BANERJEE : Not a speech, only a submission.

श्री भारत विहारी बाजपेही (भालियर) : मंत्री महोदय के बोलने के बाद बैनर्जी साहब सवाल कर सकते हैं और वह जवाद दे सकते हैं।

SHRI S.M. BANERJEE : This is a very serious thing that has come out in the papers. It is a shame! (Interruption)

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K.R. GANESH) : Mr. Speaker, Sir, I am thankful to the hon. Members who have participated in the debate on the Supplementary Demands.

This is a third and last batch of Supplementary Demands presented during the current financial year. The high-light of these Supplementary Demands which have been debated is that a substantial allotment has been made for Defence Services, for giving grant-in-aid to States, for giving loan assistance to States and for giving assistance to Bangladesh. Apart from the additional demands of interest on debt and other charges, there has been a substantial increase in the share of States from the Union Excise duties. The demands are also characterised by payment of increased subsidy to Food Corporation of India, additional expenditure for the purchase of fertilisers and also for equity capital of Neyveli Lignite Corporation, for expenditure on non-coking coal mines and the Fertiliser Corporation of India.

There are two or three specific points which the hon. Members have raised and which require some reply. Shri S.M. Banerjee raised a question about the Implementation Cell to consider the Report of the Pay Commission. As he is aware, like the Last Pay Commission, the Implementation Cell is being set up in the Ministry of Finance. It is this Cell which will process the Report of the Pay Commission as expeditiously as possible. As far as the personnel of the Cell is concerned, it will be headed by an Additional Secretary and the proposals in this regard, for having the necessary personnel, have already been processed and sent to the Appointment Committee of the Cabinet.

SHRI S. M. BANERJEE : Is the Member-Secretary of the Pay Commission there?

SHRI K.R. GANESH : He is not going to head the Cell. Although I do not agree with the criticism that the hon. Member has made about the Member-Secretary, for the purpose of propriety, it will be headed by another officer, not by the Member-Secretary.

As far as the question of diffusion of press ownership is concerned, this question is engaging the attention of the Government. It is being examined in the light of the Supreme Court judgement on the earlier newsprint policy for 1972-73. It is engaging the attention of the Government at the highest level.

SHRI S. M. BANERJEE : Will you consider the question of pensioners?

SHRI K.R. GANESH : As regards pensioners, I have answered it a number of times. The question of pensioners will be dealt with when the Government has taken a decision on the question of emoluments and pensionary benefits to retiring Government employees. On the basis of that, the question of pensioners will be decided on merits.

With these few words, I commend these Demands for the acceptance of the House.

SHRI S.M. BANERJEE : This is a very important matter, Sir. I would, with your permission, invite his kind attention to the Press news in *Patriot* dated March 18, 1973 :

"Rotten Milk Powder, ghee from WFP sold to the poor.

"Several thousand tonnes of skimmed milk powder and butter oil (ghee) labelled 'buyers beware' and 'unfit for human consumption' were permitted by the Ministry of Agriculture to be sold among the section of people who are described as 'vulnerable', according to reliable source.

[Shri. S. M. Banerjee]

"The 'damaged' milk powder and butter oil were received by the Agriculture Ministry under the World Food Programme (WFP) plan operation project No. 618, the sources revealed.

"This consignment was so bad that it was giving an offensive odour and could not be utilised in milk processing by the Delhi Milk Scheme and other plants in three other metropolitan cities—Bombay, Calcutta and Madras.

"Therefore, the source pointed out, these articles were sold among the illiterates with the Agriculture Ministry's permission.

"The first consignment consisting of about 5,000 tonnes of milk powder and about 800 tonnes of butter oil was sold in bustees in the 'Rajasthan Canal Project'."

I would request the hon. Minister to tell us if he has any information on this. If he has no information, will the hon. Minister, Prof. Sher Singh, reply to this? This is a revealing news. Poor illiterates have been supplied these things.

SHRI K.R. GANESH : At the moment, I have no information on what the hon. Member has raised. My senior colleague is also here. He has also heard what the hon. Member has said. We will communicate.

SHRI S.M. BANERJEE : Will he make a statement?

MR. SPEAKER : You go to the extreme of getting commitments everywhere.

SHRI S.M. BANERJEE : What about those poor people, Sir?

MR. SPEAKER : That is why, I allowed it to be raised.

The question is :

"That the respective supplementary sums not exceeding the amounts shown in the third column of the order paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973

SHRI P.G. MAVALANKAR (Ahme-dabad) : On a point of order. Before you put the motion to the vote, may I submit that the House is not duly constituted? I want to suggest further that between 1.00 and 2.00 p.m. . . .

MR. SPEAKER : The number is being counted.

SHRI P.G. MAVALANKAR : The House is not duly constituted.

I can understand if there is no quorum between 1.00 and 2.00 p.m., during lunch hour, and after 6.00 p.m. . . .

MR. SPEAKER : You know what we have settled. Do not be very hasty in your observations.

SHRI P.G. MAVALANKAR : When they are having large sums voted, it is the obligation of the ruling Party to see to it that the House is duly constituted.

MR. SPEAKER : I know you are a very alert Member. I appreciate it and I am very happy about it. But, after all, we have such an understanding in the House, but if you do not want to follow it, I, as Speaker, have no alternative. (Interruptions) If there is no lunch hour, that does not mean that the lunch hour is suspended. It is only when we suspend the lunch-hour. . . .

SHRI P.G. MAVALANKAR : This is before lunch. But the House must be constituted correctly all the time.

MR. SPEAKER : In spite of that, when the whole House decides and the BAC has already agreed to it, we take it as a continuing sitting.

Any way, I am ringing the bell. . . .

Now, the House is duly—I won't use the word 'constituted'—the quorum is there.

The question is :

"That the respective Supplementary sums not exceeding the amounts shown in the third column of the order paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973

in respect of the following demands entered  
the second column thereof—

Demand Nos. 1 to 5, 7, 10, 11, 14, 18,  
20, 22, 27, 29, 31,  
33, 34, 37, 38, 40, 41,  
45 to 48, 57, 64, 66,  
70, 72, 75, 76 82, 83,  
85, 89, 90, 95, 96, 99,  
104, 105, 113, to 116,  
118, 120, 125, 126,  
129, 132, 133 and  
136."

*The motion was adopted.*

[The Motions for Supplementary  
Demands for Grants which were adopted by  
the Lok Sabha, are reproduced below—Ed.]

#### DEMAND NO. 1—MINISTRY OF DEFENCE

"That a Supplementary sum not exceeding Rs. 5,49,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Ministry of Defence'."

#### DEMAND NO. 2—DEFENCE SERVICES, EFFECTIVE—ARMY

"That a Supplementary sum not exceeding Rs. 1,53,65,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Defence Services, Effective—Army'."

#### DEMAND NO. 3—DEFENCE SERVICES, EFFECTIVE—NAVY

"That a Supplementary sum not exceeding Rs. 4,11,50,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Defence Services, Effective—Navy'."

#### DEMAND NO. 4—DEFENCE SERVICES, EFFECTIVE—AIR FORCE

"That a Supplementary sum not exceeding Rs. 27,71,20,000 be granted to the President to defray the charges which will come in course of payment during the year ending

the 31st day of March, 1973, in respect of 'Defence Services, Effective—Air Force'."

#### DEMAND NO. 5—DEFENCE SERVICES, NON-EFFECTIVE

"That a Supplementary sum not exceeding Rs. 3,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Defence Services, Non-Effective'."

#### DEMAND NO. 7—EDUCATION

"That a Supplementary sum not exceeding Rs. 5,26,50,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Education'."

#### DEMAND NO. 10—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF EXTERNAL AFFAIRS

"That a Supplementary sum not exceeding Rs. 80,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Other Revenue Expenditure of the Ministry of External Affairs'."

#### DEMAND NO. 11—MINISTRY OF FINANCE

"That a Supplementary sum not exceeding Rs. 47,78,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Ministry of Finance'."

#### DEMAND NO. 14—TAXES ON INCOME INCLUDING CORPORATION TAX, ETC.

"That a Supplementary sum not exceeding Rs. 1,30,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Taxes on income including Corporation Tax, etc'."

## DEMAND NO. 18—MINT

"That a Supplementary sum not exceeding Rs. 13,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Mint'."

## DEMAND NO. 20—OPIUM FACTORIES AND ALKALOID WORKS

"That a Supplementary sum not exceeding Rs. 1,42,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of Opium Factories and Alkaloid Works."

## DEMAND NO. 22—GRANTS-IN-AID TO STATE AND UNION TERRITORY GOVERNMENTS

"That a Supplementary sum not exceeding Rs. 1,05,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Grants-in-aid to State and Union Territory Governments'."

## DEMAND NO. 27—PAYMENTS TO THE INDIAN COUNCIL OF AGRICULTURAL RESEARCH

"That a Supplementary sum not exceeding Rs. 1,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Payment to the Indian Council of Agricultural Research.'"

## DEMAND NO. 29—DEPARTMENT OF FOOD

"That a Supplementary sum not exceeding Rs. 16,21,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Department of Food.'"

## DEMAND NO. 31—DEPARTMENT OF CO-OPERATION

"That a Supplementary sum not exceeding Rs. 93,78,000 be granted to the President to defray the charges which will come in course of payment during the

year ending the 31st day of March, 1973, in respect of 'Department of Co-operation.'"

## DEMAND NO. 33—FOREIGN TRADE

"That a Supplementary sum not exceeding Rs. 6,83,13,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Foreign Trade'."

## DEMAND NO. 34—EXPORT-ORIENTED INDUSTRIES

"That a Supplementary sum not exceeding Rs. 30,76,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Export-Oriented Industries.'"

## DEMAND NO. 37—MINISTRY OF HOME AFFAIRS

"That a Supplementary sum not exceeding Rs. 88,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Ministry of Home Affairs.'"

## DEMAND NO. 38—CABINET

"That a Supplementary sum not exceeding Rs. 14,21,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Cabinet.'"

## DEMAND NO. 40—POLICE

"That a Supplementary sum not exceeding Rs. 10,23,28,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Police.'"

## DEMAND NO. 41—CENSUS

"That a Supplementary sum not exceeding Rs. 19,15,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Census.'"

DEMAND NO. 45—DELHI

“That a Supplementary sum not exceeding Rs. 4,94,86,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Delhi’.”

DEMAND NO. 46—CHANDIGARH

“That a Supplementary sum not exceeding Rs. 1,82,89,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Chandigarh’.”

DEMAND NO. 47—ANDAMAN AND NICOBAR ISLANDS

“That a Supplementary sum not exceeding Rs. 1,47,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Andaman and Nicobar Islands’.”

DEMAND NO. 48—ARUNACHAL PRADESH

“That a Supplementary sum not exceeding Rs. 2,15,87,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of Arunachal Pradesh’.”

DEMAND NO. 57—INFORMATION AND PUBLICITY

“That a Supplementary sum not exceeding Rs. 56,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Information and Publicity’.”

DEMAND NO. 64—MINISTRY OF LAW AND JUSTICE

“That a Supplementary sum not exceeding Rs. 1,000 be granted to the President to defray the charges which will

come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Ministry of Law and Justice’.”

DEMAND NO. 66—MINISTRY OF PETROLEUM AND CHEMICALS

“That a Supplementary sum not exceeding Rs. 2,53,92,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Ministry of Petroleum and Chemicals’.”

DEMAND NO. 70—ROADS

“That a Supplementary sum not exceeding Rs. 2,39,44,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Roads’.”

DEMAND NO. 73—PORTS

“That a Supplementary sum not exceeding Rs. 2,81,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘PORTS’.”

DEMAND NO. 75—DEPARTMENT OF STEEL

“That a Supplementary sum not exceeding Rs. 7,35,73,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of Department of Steel.”

DEMAND NO. 76—DEPARTMENT OF MINES

“That a Supplementary sum not exceeding Rs. 8,57,41,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973 in respect of ‘Department of Mines’.”

DEMAND NO. 82—MINISTRY OF WORKS AND HOUSING

“That a Supplementary sum not exceeding Rs. 1,000 be granted to the President to defray the charges which will come in

course of payment during the year ending the 31st day of March, 1973, in respect of 'Ministry of Works and Housing'."

**DEMAND No. 83—PUBLIC WORKS**

"That a Supplementary sum not exceeding Rs. 14,38,20,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Public Works'."

**DEMAND No. 86—ATOMIC ENERGY RESEARCH AND NUCLEAR POWER SCHEMES**

"That a Supplementary sum not exceeding Rs. 2,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Atomic Energy Research and Nuclear Power Schemes'."

**DEMAND No. 89—POSTS AND TELEGRAPHS WORKING EXPENSES**

"That a Supplementary sum not exceeding Rs. 2,86,87,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Posts and Telegraphs Working Expenses'."

**DEMAND No. 90—POSTS AND TELEGRAPHS DIVIDEND TO GENERAL REVENUES, APPROPRIATIONS TO RESERVE FUNDS AND REPAYMENT OF LOANS FROM GENERAL REVENUES**

"That a Supplementary sum not exceeding Rs. 12,08,67,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of posts and Telegraphs Dividend to General Revenues, Appropriations to Reserve Funds and Repayment of Loans from General Revenues'."

**DEMAND No. 95—DEPARTMENT OF PARLIAMENTARY AFFAIRS**

"That a Supplementary sum not exceeding Rs. 90,000 be granted to the President to defray the charges which will come in

course of payment during the year ending the 31st day of March, 1973, in respect of 'Department of Parliamentary Affairs'."

**DEMAND No. 96—DEPARTMENT OF SCIENCE AND TECHNOLOGY**

"That a Supplementary sum not exceeding Rs. 1,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Department of Science and Technology'."

**DEMAND No. 99—DEPARTMENT OF SUPPLY**

"That a Supplementary sum not exceeding Rs. 2,97,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Department of Supply'."

**DEMAND No. 104—DEFENCE CAPITAL OUTLAY**

"That a Supplementary sum not exceeding Rs. 5,92,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Defence Capital Outlay'."

**DEMAND No. 105—OTHER CAPITAL OUTLAY OF THE MINISTRY OF DEFENCE**

"That a Supplementary sum not exceeding Rs. 15,30,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Other Capital Outlay of the Ministry of Defence'."

**DEMAND No. 113—LOANS AND ADVANCES BY THE CENTRAL GOVERNMENT**

"That a Supplementary sum not exceeding Rs. 15,55,07,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Loans and Advances by the Central Government'."

213 D. S. G. (Gen.) PHALGUNA 29, 1894 (SAKA) D. S. G. (Gen.) 214  
1972-73 1972-73

DEMAND NO. 114.—PURCHASE OF FOOD GRAINS AND FERTILIZERS

“That a Supplementary sum not exceeding Rs. 67,55,17,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Purchase of Foodgrains and Fertilizers.’”

DEMAND NO. 115.—OTHER CAPITAL OUTLAY OF THE MINISTRY OF AGRICULTURE

“That a supplementary sum not exceeding Rs. 1,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Other Capital Outlay of the Ministry of Agriculture’.”

DEMAND NO. 116.—CAPITAL OUTLAY OF THE MINISTRY OF FOREIGN TRADE

“That a Supplementary sum not exceeding Rs. 11,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Capital Outlay of the Ministry of Foreign Trade’.”

DEMAND NO. 118.—CAPITAL OUTLAY IN UNION TERRITORIES.

“That a Supplementary sum not exceeding Rs. 41,45,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Capital Outlay in Union Territories.’”

DEMAND NO. 120.—CAPITAL OUTLAY OF THE MINISTRY OF INDUSTRIAL DEVELOPMENT.

“That a Supplementary sum not exceeding Rs. 1,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Capital Outlay of the Ministry of Industrial Development.’”

DEMAND NO. 125.—CAPITAL OUTLAY OF THE MINISTRY OF PETROLEUM AND CHEMICALS

“That a Supplementary sum not exceeding Rs. 21,99,89,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Capital Outlay of the Ministry of Petrolcum and Chemicals’.”

DEMAND NO. 126.—CAPITAL OUTLAY ON ROADS

“That a Supplementary sum not exceeding Rs. 7,48,90,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Capital Outlay on Roads’.”

DEMAND NO. 129.—OTHER CAPITAL OUTLAY OF THE MINISTRY OF STEEL AND MINES.

“That a Supplementary sum not exceeding Rs. 36,97,01,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Other Capital Outlay of the Ministry of Steel and Mincs’.”

DEMAND NO. 132.—CAPITAL OUTLAY ON PUBLIC WORKS.

“That a Supplementary sum not exceeding Rs. 3,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Capital Outlay on Public Works’.”

DEMAND NO. 133.—DELHI CAPITAL OUTLAY

“That a Supplementary sum not exceeding Rs. 45,70,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Delhi Capital Outlay’.”

DEMAND NO. 136.—CAPITAL OUTLAY ON POSTS AND TELEGRAPHS (NOT MET FROM REVENUE).

"That a Supplementary sum not exceeding Rs. 1,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Capital Outlay on Posts and Telegraphs (Not met from Revenue)'."

12.58 hr.

APPROPRIATION BILL\*, 1973

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K.R. GANESH): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73."

*The motion was adopted.*

SHRI K.R. GANESH: I introduce the Bill.

I beg to move†:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73, be taken into consideration."

MR. SPEAKER: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from

and out of the Consolidated Fund of India for the services of the financial year 1972-73, be taken into consideration."

*The motion was adopted.*

MR. SPEAKER: The question is:

"That clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title stand part of the Bill."

*The motion was adopted.*

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

SHRI K.R. GANESH: Sir, I move:

"That the Bill be passed."

MR. SPEAKER: The question is:

"That the Bill be passed."

*The motion was adopted*

13 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS)\*, 1972-73

MR. SPEAKER: We shall now take up the Supplementary Demands for Grants (Railways) for 1972-73.

DEMAND NO. 1.—RAILWAY BOARD

MR. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 3,61,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Railway Board'."

DEMAND NO. 4.—WORKING EXPENSES—ADMINISTRATION

MR. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,80,56,000 be granted to the

\*Published in Gazette of India Extraordinary Part II, section 2, dated 20-3-73.

†Introduced/Moved with the recommendation of the President.

‡Moved with the recommendation of the President.

President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Administration'."

**DEMAND No. 5.—WORKING EXPENSES—REPAIRS AND MAINTENANCE :**

MR. SPEAKER : Motion moved.

"That a Supplementary sum not exceeding Rs. 18,23,21,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Repairs and Maintenance'."

**DEMAND No. 6.—WORKING EXPENSES—OPERATING STAFF**

MR. SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 1,21,45,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Operating Staff'."

**DEMAND No. 7.—WORKING EXPENSES—OPERATION (FUEL)**

MR. SPEAKER : Motion moved.

"That a Supplementary sum not exceeding Rs. 4,35,27,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Operation (Fuel)'."

**DEMAND No. 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL**

MR. SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 5,70,65,000 be granted to the President to defray the charges which will come in course of payment during the year

ending the 31st day of March, 1973, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

**DEMAND No. 9.—WORKING EXPENSES—MISCELLANEOUS EXPENSES.**

MR. SPEAKER : Motion moved:

"That a Supplementary sum not exceeding Rs. 2,35,47,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Miscellaneous Expenses'."

**DEMAND No. 10.—WORKING EXPENSES—STAFF WELFARE**

MR. SPEAKER : Motion moved:

"That a Supplementary sum not exceeding Rs. 74,76,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Staff Welfare'."

**DEMAND No. 12.—DIVIDEND TO GENERAL REVENUES.**

MR. SPEAKER : Motion moved:

"That a Supplementary sum not exceeding Rs. 3,48,76,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Dividend to General Revenues'."

**DEMAND No. 15.—OPEN LINE WORKS—CAPITAL, DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND**

MR. SPEAKER : Motion moved:

"That a Supplementary sum not exceeding Rs. 77,65,01,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

DEMAND NO. 16.—PENSIONARY CHARGES—  
PENSION FUND

MR. SPEAKER : Motion moved :

"That a supplementary sum not exceeding Rs. 92,76,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Pensionary Charges—Pension Fund'."

DEMAND NO. 17.—REPAYMENT OF LOANS  
FROM GENERAL REVENUES AND INTEREST  
THEREON—DEVELOPMENT FUND.

MR. SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 31,80,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Repayment of Loans from General Revenues and Interest thereon—Development Fund'."

The Demands are now before the House. Two hours have been allotted.

\*SHRI JAGADISH BHATTACHARYYA (Ghatal) : Sir prolonged discussion have already been held in this House on the Railway Budget. We have seen that a huge amount is earmarked in the Railway budget every year as expenditure on the Railway Board. This is an unnecessary expenditure and this amount can be saved and fruitfully utilised in other constructive fields. We believe that the Railways can very well run without the Railway Board. I will therefore suggest the the Railway Board may be abolished forthwith. I hope the Railway Minister will consider this suggestion. Further, Sir, we have seen that large stock<sup>s</sup> are purchased for the Railways and kept in storage. In the report of the Railway Convention Committee we have seen that the value of these stores will be in the region of Rs. 400 crores. The Railways are a commercial department and we feel that it is not

proper for them to block this huge amount of money in the form of locked up stores. But the Railways are in indulging in this sort of practice and on the other hand are constantly raising passenger fares and freight charges. Sir, I feel that there is need for using more and more electric and deisel engines in place of the existing steam locomotives because electric and diesel engines are much faster than the steam engines and they have a long life also. The steam engines moreover pollute the atmosphere and are a great health hazard. Therefore, the use of steam engines should be dispensed with. Sir, the freight charges on oil seeds, have been raised so much that if 3 quintals of oil seeds are transported from Agra to Calcutta, the freight charges will come to about 21 rupees. 3 quintals of oil seeds yield only 1 quintal of oil. But Sir, if one quintal of oil is transported from Agra to Calcutta, the freight will be Rs 9.25P. Therefore, Sir, when the mills in Calcutta and at other places in the Eastern regions like Bihar, Assam and Orissa, where mustard oil is mostly consumed, have to import oil seed for the production of oil, they will face an initial handicap by way of higher freights on oil seeds as compared to the freight on finished oil.

As a result of this freight policy of the Railways, the oil mills in the eastern region will face unequal and unfair competition from the oil mills of Northern India. Therefore this excessive freight on oil seed<sup>s</sup> must be immediately reduced in view of the need to reduce the price of mustard oil in the eastern region where this is an indispensable and essential item in every kitchen.

I will draw the attention of the Minister to another issue. Sir, the loco workers of Southern and South Central Railway embarked upon an agitation some time back. That agitation has since been withdrawn and an agreement had been arrived at. But even after that Sir, there are some workers against whom cases are pending or who have been detained under the MISA. When this

\*The Original Speech was delivered in Bengali.

agitation was withdrawn, I believe, the then Minister of Railways had given some hope that all the pending cases against those Railway workers will be withdrawn and that there will be no victimisation. I will therefore, request the new Railway Minister to initiate speedy action to withdraw the pending cases against those Railway workers and to withdraw the suspension orders etc. All the workers concerned may kindly be reinstated with full benefits of past service. Now, Sir, I will draw the attention of the Minister to the need of laying double tracks in many sections where only single tracks exist at present. We have seen that while travelling from Delhi to Amritsar or Mussorie, the Express trains are held up for long periods, sometimes for even half-an-hour, at way side stations for passing other trains. This causes much delay and inconvenience to the travelling public. Double tracks should be laid on all such routes. (Interruptions) Sir, double track should also be provided on the Khurda Road-Puri Section. We have spoken earlier also about the reopening of the Martin-Burn Railway in West Bengal. No action has yet been taken in this regard. We should be given a firm commitment about its reopening. We should like to know the date by which this Railway line is going to be recommissioned. There is also the need to convert the B D R. line into broad-gauge and to extend it. Sir, no express trains have been provided on the Purulia-Howrah line.

Only two slow trains run on that section. One express train must be provided on that Section. I sincerely hope Sir, that the Railway Minister will pay his attention to the points raised by me and will try his utmost to remove the inconveniences pointed out by me. With that Sir, I conclude my speech.

श्री श्री० बी० तरोङ्कर (नांदेड) :  
 प्रध्यक्ष महोदय, रेलवे डिमांड्स के ऊपर मुझे समय नहीं मिला था इसलिये आपने मुझे जो समय दिया है उसके लिये मैं आपका शुक्रगुजार हूँ। रेलवे मंत्री महोदय ने महाराष्ट्र में जो चार रेलवे लाइनें ली हैं उसके लिये मैं सब से पहले उनको

3891 L.S.—8\*

धन्यवाद देना चाहता हूँ। साथ ही साथ मैं मंत्री जी से प्रार्थना करूँगा कि जिस तरह से उन्होंने चार लाइनों के बारे में स्टेटमेंट दिया है, महाराष्ट्र में मराठवाड़ा जो है वहां पर इस समय बहुत बड़ा कहत है और वहां पर पांच जिलों में जिस समय प्राइम मिनिस्टर औरंगाबाद आई हुई थीं वहां पर आने के बाद उन्होंने जो स्टेटमेंट दिया था उसमें कहा था कि मनमाड से मुदखेड़ जो भीरगेज लाइन है उसका ब्रांडगेज में कन्वर्जन किया जायेगा। लेकिन मुझे यह कहते हुये खोद है कि जो स्टेटमेंट प्राया है, उसमें मनमाड से मुदखेड़ तक की रेलवे लाइन का कोई उल्लेख नहीं है। नांदेड़ महाराष्ट्र का सीमावर्ती डिस्ट्रिक्ट है। वह आन्ध्र प्रदेश से लगा हुआ और सबसे पिछड़ा हुआ डिस्ट्रिक्ट है। इस स्टेटमेंट के कारण नांदेड़ डिस्ट्रिक्ट की जनता में खलबली मच गयी है और वह आन्दोलन करने को उद्यत है। मैंने आप से यह निवेदन किया था कि आप इस बारे में रेल मंत्री जी से कहें और प्रधान मंत्री के स्टेटमेंट को दृष्टि में रखते हुये हमारी कुछ मदद करें। हमारा एक डेलीगेशन इस सम्बन्ध में रेल मंत्री से मिला था। रेल मंत्री ने यह वायदा किया था कि वह स्टेट गवर्नर्मेंट और चीफ मिनिस्टर से फिर बात करके इस बारे में फिर से विचार करेंगे। मैं उनसे फिर प्रार्थना करूँगा कि वह सप्लीमेंटरी ग्रान्ट्स की चर्चा का उत्तर देते समय इस सम्बन्ध में एक वक्तव्य दें। आज स्थिति यह है कि हम लोगों का वहां चलना फिरना मुश्किल हो गया है।

मनमाड से काचीगूडा रेलवे लाइन के कन्वर्जन के सिलसिले में मनमाड से परभनी तक का काम चालू है। मैं निवेदन करना चाहता हूँ कि उसके साथ साथ मुदखेड़ तक का काम भी जल्दी शुरू किया जाये।

मनमाड से पूर्ण तक जो ट्रेन लाई जा रही है, उसको मुदखेड़ तक लाया जाये।

[श्रो बो० बो० तरोडकर]

मराठवाडा में सबसे महत्वपूर्ण क्षेत्र नांदेड है। वह सिख धर्म का सबसे पर्याप्त स्थान है, क्योंकि वहां मुह योग्यिन्द्रियसिंह ये एक टैम्पल है, जिसको हुजूर साहब कहा जाता है। हर साल पांच लाख से ज्यादा सिख यात्री न केवल देश के इन्य भागों से बल्कि दूसरे देशों से भी, वहां आते हैं। जब उनको पता चलता है कि नांदेड तक पहुंचने के लिये एक जगह नहीं, बल्कि दो तीन जगह गाड़ी बदलनी पड़ती है, तो उन्हें बहुत निराशा होती है। इसलिये यह व्यक्त्या करवी चाहिये कि बहुत बड़ी तादाद में जो यात्री आते हैं, वे सीधे नांदेड पहुंच सकें।

रेलवे प्रशासन ने अक्तूबर से सिकन्दराबाद से निजामाबाद तक एक गाड़ी शुरू की है। मैं प्रार्थना करूँगा कि उसको सिकन्दराबाद से पूर्णा तक चलाया जाये। मन्माड में सब से ज्यादा इनकम नांदेड से होती है। नांदेड की जनता ने यह प्रार्थना की थी कि निजामाबाद तक आने वाली गाड़ी को पूर्णा तक चलाया जाये, ताकि लोगों को सुविधा हो और रेलवे की इनकम में वृद्धि हो। उस क्षेत्र में बीच के स्थानों में कोई कालेज नहीं है, जब कि नांदेड में पांच छः कालेज हैं। इस गाड़ी के द्वारा विद्यार्थी विभिन्न स्थानों से वहां प्रा सकेंगे।

मैं ने इस बारे में कई पत्र लिखे हैं कि चूंकि नांदेड एक डिस्ट्रिक्ट प्लेस है ग्रांट वहां पर जो क्रांतिगत हैं, उन के कारण लोगों को बड़ी असुविधा होती है, इसलिए नांदेड रेलवे स्टेशन पर एक दूसरा प्लैटफार्म बनाया जाये। महाराष्ट्र सरकार ने भी इस बारे में रेलवे प्रशासन को लिखा है। पिछले साल रेलवे पर अपने भाषण में मैंने इस बात का चिन्ह किया था और खिनिस्टर संहिते से भी मिला था। उस के बाद उन्होंने बांधवंदा किया था कि वहां पर दूसरा प्लैटफार्म बनाया जायेगा। रेलवे के जेनेरल-मैनेजर वहां आये थे और उन्होंने वहां की सिवुएशन को देखते हुए कहा था कि नांदेड में दूसरा प्लैट-

फार्म बनाया जायेगा। मैं निवेदन करता चाहता हूँ कि नांदेड एक बड़ता हुआ शहर है। वहां जिस तरफ कालेज हैं, उस तरफ एक सड़क और एक दूसरा प्लैटफार्म बनाया जाये।

मैं यह भी प्रार्थना करता चाहता हूँ कि पूर्णा से अदिलाबाद तक जो ट्रेन आती है, उस को बन्दपुर तक चलाया जाये। नांदेड मराठवाडा को एक पिछड़ा हुआ क्षेत्र है। चूंकि यह ट्रेन आया नांदेड जाती है, इसलिए उस ट्रेन से मराठवाडा के उस एरिया को कोयला और लोह पहुंचाया जा सकेगा। वहां पर कई कारखाने शुरू किये जा रहे हैं, लेकिन उन के लिए कोयला और दूसरी सुविधायें उपलब्ध नहीं हैं। इस ट्रेन को बन्दपुर तक चलाने से मराठवाडा के उस हिस्से को डेवेलप करने में सहायता मिलेगी। जब श्री पाई रेल मंत्री थे, तो मैं ने उन से यह मामला पर्सनली डिसक्स किया था। उन्होंने कहा था कि अग्रीर मराठवाडा एरिया को डेवेलप करना है, तो इस रेलवे को टाप प्रायर्टी दी जानी चाहिए। मेरा निवेदन है कि मंत्री महोदय इस तरफ ध्यान दें।

लातूर और मिंज के हिस्से को कनवर्शन के लिए लिया गया है। मराठवाडा का एक एम० पी० हैनि के नाते मैं प्रार्थना करूँगा कि अग्रीर उसमानाबाद के डिस्ट्रिक्ट को उस से मिला दिया जाय—यह केवल छः मील का स्काल है—, तो एक डिस्ट्रिक्ट प्लेस उस से मिल सकता है।

मन्माड में सभी लोगों को गाड़ियां बदलनी पड़ती हैं। इकन मन्माड तक जाने के बाद मीटरगेज लाइन पर किसी किस्म की सुविधा नहीं है। वहां पर न बेटिग रूम है, ने लैट्रिन्ज हैं और न अन्य कोई सुविधायें हैं। पच्चीस साल पहले इंडिपेंडेंस मिलने के बाद से भीर 1956 में मराठवाडा के महाराष्ट्र में मिलने के बाद से हम यह डिमांड करते आये हैं। लेकिन मालूम नहीं

मराठबाड़ा के साथ ऐसा व्यवहार क्यों हो रहा है। फ़गर हमारी यह दिमांड पूरी नहीं की जाती है, तो मैं प्रार्थना करूँगा कि मन्माड को सात्य सेंट्रल जोन से निकाल कर सेंट्रल जोन में बिला विवाद जाये। हच सात्य सेंट्रल जोन के हैववार्टर, मिन्डराबाद, तक जाते हैं, लेकिन हसारी बात पर कोई ध्यान नहीं दिया जाता है।

हम देखते हैं कि जो ट्रेन मराठबाड़ा में से गुजरती है, उन के टी०टी०प्राई० और दूसरा स्टाफ मराठी-स्पीकिंग न हो कर तेलग स्पीकिंग होता है। इस कारण मराठी-आषी लोगों को बहुत असुविधा होती है। इस लिए यह आवश्यक है कि मराठी-आषी लोगों को उन ट्रेन में रखा जाये।

इस पूरी लाइन पर रेलवे स्टेशनों पर कहीं भी लाइन बा पानी की व्यवस्था नहीं है। अन्य स्टेशनों पर जो सुविधायें होती हैं, वे इस क्षेत्र में दिखाई नहीं देती हैं। आदिलाबाद की लाइन पर तो गेट भी नहीं है, पैसेंजर्जे की अन्य सुविधाओं का तो सकाल ही नहीं है। मन्त्री महोदय को इस तरफ ध्यान देना चाहिए।

जब श्री लाल बहादुर शास्त्री रेलवे मंत्री थे, तो उन्होंने उस क्षेत्र का द्वारा किया था। उस लाइन पर करखली और उमरी के बीच में बहुत सम्बन्ध नहीं है। इस लिए उन के बीच में बहुत सम्बन्ध नहीं है। इस लिए उन के बीच में बहुत सम्बन्ध नहीं है। नावें एक बड़ा बिजिनेस सेंटर है, लेकिन किसी भी बाह्य कोई सुविधायें नहीं हैं। अन्त में मैं कहना चाहता हूँ कि जनता की भावना को ध्यान में रखते हुए कम से कम मन्माड से मुद्रें तक भीटरगेज नहीं का कनकर्णि किया जाना चाहिए।

मैं आप को धम्मवाद देता हूँ।

SHRI IMEDRAJIT GUPTA (Alipore): Mr. Speaker, Sir, I would like to take this opportunity of drawing the Minister's attention to some urgent matters. Sir, under this supplementary demand No. 4, I find that they are asking for an additional expenditure, among other things, for the cost of police reimbursed to the State Government. Now, I would just like to draw your attention and the attention of the House to the kind of police actions which have recently been taking place on the railways at the instance of the railway authorities. Surely this assistance which the police gives them is not meant for harassing the employees or for coercing or intimidating the union workers. That is not the purpose for which they should be used.

The Minister is well aware of the fact—I cannot go into the details of it because the matter is now *sub judice*—that there was a firing which took place on the 26th of last month at a station called Himgir in the Bilaspur division of the Southeastern Railway as a result of which two workers were shot dead and another worker was so seriously injured that in the hospital he had to have his left hand amputated, apart from injuries to several other workers. The matter is *sub judice* because a judicial enquiry has been ordered. The only point I would like to make at this stage is that they have ordered that the enquiry should be entrusted to the additional district magistrate of Sundergarh in Orissa State.

The additional district magistrate of Sundergarh has been entrusted with the judicial enquiry. Now, I would urge strongly upon the Government to see to use their good offices with the Government of Orissa which is under President's rule and so they can easily act in this matter. If the additional district magistrate of a district is supposed to carry out a judicial enquiry into such a serious matter, it will not carry the confidence of anybody. I am receiving so many telegrams every day, from the railway workers involved, saying that at least somebody of the status of a high court judge or a retired high court judge

(Shri Inderjit Gupta)  
should be appointed and be entrusted with this task.

It must be remembered—although I cannot go into the details—that the firing took place in the presence of the General Manager of the Southeastern Railway and other high officials who were accompanying him. Therefore, the enquiry should also be of a serious nature and it should be done by a person of the status of a high court judge, and should not be shunted on to a magistrate. This is my first point.

Secondly, within a few days of the firing incident, at a place called Muri which is near Ranchi on the Southeastern Railway again there was an intervention by the police called perhaps by the railway authorities, and there were summary arrests Mr. N.C. Roy Chowdhury, general secretary of the Southeastern Railway workers' union, which is recognised by the administration, the assistant general secretary, Mr Weston, Mr. BHAGWAN THARUR President of the Ranchi Branch of the union, and seven or eight others were summarily arrested. They were taken to Ranchi ; they were paraded on the streets of Ranchi, with handcuffs on and with ropes tied round their waists, and they were taken to the lock-up. I want to know what action has been taken in this matter. I have repeatedly written to the Railway Minister that he should see that they are released forthwith and then action against them is withdrawn. Otherwise, there was every possibility of the trains being dislocated again. Now it seems that there is increasingly a policy being adopted, of repression, of intimidation and provocation. As a matter of fact, after the firing at Himgir—this was a provocation—as soon as the news spread,—Mr. Qureshi knows—the workmen of the whole of Bilaspur division resorted to a strike immediately in protest against the killing of their comrades, and the Bombay-Howrah line was dislocated for well over 24 hours ; all express trains, mail trains everything was at a standstill So, I request the Minister to tell us what they are proposing to do. Are they changing their policy ?

Do they want that a particular union, even though it is recognised, simply because it happens to be a staunch defender of the workers' interests and rights, because it fights against every injustice and against every grievance, therefore, some people, whether it is the management there or the police or the local authority in those States—they should see to it—that this union is broken and is suppressed ?

I want to give him a friendly warning as President of that union that no amount of this kind of provocation, firing or repression is going to break that union and if this kind of policy is continued the workers will react to it and reply to it in the way in which they can. We do not want that ; we do not want that the working of the trains should be dislocated like this but there seems to be no other way out for them if this policy is continued.

I had urged the Minister that pending the enquiry into the firing incident, the officer commanding of the detachment of the GRP which had opened fire should be suspended. I was told by the Minister that this could not be done because if that officer was suspended pending the enquiry and if ultimately it is proved that he was in the right, he would be demoralised and other officers would get demoralised. May I point out that only the other day, when a judicial enquiry was ordered into the scandal of the Air India when three unauthorised persons boarded a plane from Bombay without proper documents or tickets, there was big commotion in both Houses of Parliament and 15 persons including some officers were suspended pending the enquiry. There seems to be double standards. I still demand, firstly the enquiry must be entrusted to a proper judicial person and secondly, in the interest of that enquiry the officer concerned should be suspended.

Demand No. 7 asks for an increase of Rs. 435.27 lakhs on account of increase in the price of coal. In the past every now and then the coalmine owners used to demand on various grounds that the price of coal which

they sold to the Railways must be put up and after some higgling and bargaining some compromise used to be struck and an increase used to be sanctioned, though perhaps not to the extent the mine-owners had demanded. For the first three months of 1971-72 they are asking for an increased allotment of Rs. 4.35 crores and this is apparently a major item of their operational expenses. Now that all the coalmines have been taken over, will the Railway Ministry and the Steel and Mines Ministry come to some arrangement whereby the old practice is given up and every few months the price of coal is not hiked up? The mine-owners used to blackmail : if you do not pay, we shall not be able to supply coal. That excuse will not hold good in future, now the entire mining sector is in the nationalised setor. I want to know whether they have already initiated any action or had any discussion with the Ministry of Mines to see to it that at least in future the Railways may be able to get some relief on this item.

Demand No. 9 relates to increased amounts in respect of compensation for passengers injured in railway accidents Compensation has of course to be paid. But has the Ministry gone in sufficient depth into the causes of these accidents ? For example I find today that the Commissioner of Railway Safety who has recently submitted his report has got very harsh criticism to make of the callous attitude towards the earlier recommendations on certain safety devices.

The report of the Commissioner has been submitted only a few days ago and I am sure the Minister is familiar with it. He had pointed out certain devices which have to be installed in the Locomotives to keep the vigilance of the driver at the proper pitch and also speedometers to check the speed and so on. He has commented in his report that generally speaking these safety devices are not being properly utilised and in many cases, they are not being utilised at all.

Then, Sir, there is also a question of the strain on the loco running staff. Mr. Qireshi knows very well that the question of working

hours of the loco running staff is a very old problem and is a cause of agitation. This has led to agitations in the past and only a year ago the firemen of the South Central Railway fought a prolonged strike on this issue.

Then, Sir, there was some talk, some enquiry, in the matter so that adequate rest time is given to these loco running staff like firemen, drivers and so on, on whom there is a very great strain. Even now I find that this matter has not been satisfactorily settled. Only in Delhi last week I found that the loco-running staff were very much agitated over the fact that a circular issued by the Railway Board earlier regarding the minimum rest time which must be allowed to these drivers and firemen was not being implemented in many places. Here, in the Northern Railway, they complained that it was not being implemented. They were being made to work much longer hours than the hours prescribed.

Therefore, I would like to say that when they ask for sanction of this grant on account of higher compensation to be paid to passengers injured in accidents, we are also entitled to ask whether all the factors which are contributory to accidents are being properly gone into and properly looked into and taken care of by the Railway Administration itself. What about the loco running staff's rest time and what about the question of safety devices ?

The Chief Commissioner of Railway Safety himself made certain caustic comments regarding the callous and indifferent attitude towards these things. On the one hand these things go on and because of them, certain accidents take place and then compensation has to be paid. Then they come to parliament and ask for sanction of a higher amount. We have very right to demand an explanation from the Ministry about these matters.

Then there are three more points which I would briefly make. Firstly, presentation had been made to the Ministry asking them to review a larger number of cases of dia-

[Shri Indenit Gupta]

missals of permanent railwaymen which has taken place more than 25 years ago. In the period from 1948-49 to date, a large number of permanent railwaymen including many who were active workers and office-bearers of the respective unions on different zones were dismissed from service—some under the National Security of Service (Safeguarding) Rules and some under Art. 311(2) by the President's powers and so on. At that time various types of charges were brought against them or they were removed from service without any charge at all.

In view of the passage of about 25 years, we had appealed to the Railway Ministry to please make a comprehensive review of all these cases and try to see whether these people can be taken back to work. The conditions which existed at that time and the circumstances in which the country was at that time—1948-49—do not obtain now and the way in which the people were facing certain actions at that time do not exist now. We were told that some of these cases would be taken up for an individual review. But certain categories like those who are removed under Art. 311(2) cannot be considered at all.

I would once again appeal to the Railway Ministry not to take too technical and constitutional a view of these matters. If they want the cooperation of the railwaymen in running the railways and of the old leaders—Union leaders—and active workers of various zones, their cases should be sympathetically considered and they should be put back on duty.

Then, Sir, there is the case of the Martin Burn Light Railway staff. At the time when this railway was closed down by Martin Burn & Co., the staff was given an assurance in writing by the then Minister that they would be absorbed in the Eastern and South-Eastern Railways. Now, it has been brought to my notice that at least all the clerical staff numbering perhaps 80 or 90 or something like that have been absorbed, it is true, but not on the eastern and south-eastern railways. They have been

dispersed all over the country in different zones—some on the Western Railway some in the Northern Railway and so on.

13-35 hrs.

[MR. DEPUTY SPEAKER

*in the Chair*

Sir, these people who are working on the Martin Burn Light Railway are all local people hailing from that area and it will be very difficult for them to be very suddenly shifted bag and baggage to remote parts of the country. Their family problems are there; the educational problems of their children and so on and so forth are there.

That is why at that time they specifically represented that they should be absorbed either on the Eastern or South Eastern Railway, so that they would be nearby to West Bengal and Calcutta. I can show the minister later a copy of the written notes which were given to them in the form of an assurance by the then Railway Minister that this would be done. But it has not been honoured. I would urge on the minister to see that these people are brought back from the different zones where they been sent. Their number is not large and in terms of the assurance given to them earlier, they should be absorbed in the Eastern and South Eastern Railway.

Finally, I must add my voice to the general dissatisfaction that has been felt by members on both sides of the House regarding the imposition of higher fares for third class passengers. Of course, the minister has been at great pains during the budget speech and his reply to the discussion to try to point out that the incidence is not going to be high, that even on the longest journey, the increase will not be more than 2 or 3 rupees etc. That is not the point. Enough burdens are there on the common man and more burdens are being imposed on him. Certainly the additional revenues they seek to raise by this is not much and there are many other ways to realise it by practising economy etc. rather than increasing this burden on the ordinary travelling public. Therefore, I opposed it.

SHRI ARJUN SETHI (Bhadراك)

Sir, while supporting the supplementary demands, I would like to point out some of the inconsistencies in the budget speech of the minister.....

MR. DEPUTY-SPEAKER : We are discussing the supplementary demands. If you want to refer to his budget speech, the next item is there. When we discuss the Railway Demands for the next year, that would be the appropriate time.

SHRI ARJUN SETHI : The Minister has indicated that the survey of railway link between Banspani and Jhakhpura would be taken up during 1973-74. He has also further mentioned that the new railway would be considered only if the annual traffic is at least of the order of 3 million tonnes.

MR. DEPUTY-SPEAKER : The next item on the agenda is Discussion on the Demands for Grants in respect of Railway for 1973-74. You should speak on the next item. These are only supplementary demands and you should confine yourself only to those items mentioned in the supplementary demands.

SHRI ARJUN SETHI : Will I get a chance at that time?

MR. DEPUTY-SPEAKER : At that time you will get a chance.

Mr. Laxminarain Pandeya.

डा० लक्ष्मीनारायण पांडेय (मदसीर) : उपाध्यक्ष महोदय। इन पूरक मांगों के संबंध में मैं विशेषकर मांग संलग्न 1, 4, 5, 10 तथा 14 के सम्बन्ध में कुछ बातें रखना चाहत हूँ। प्राय यह परिपाठी हो गई है कि सामान्य बजट पास हो जाने के बाद भी मंत्री महोदय को कुछ पूरक मांगें लेकर सदन में उपस्थित होना पड़ता है किन्तु यह कोई अच्छी परम्परा नहीं है। यदि हम इन पूरक मांगों में दी गई टिप्पणियों को देखें तो पता लगता है कि सारा खर्च जो पूरक मांगों के रूप में मांगा गया है, यदि हम योड़ी दूरदर्शिता से

काम करें तो शमशङ्क इन के मांगवे की आवश्यकता ही न पड़ती। जैसे सांग सं० १ में रेलवे बोर्ड के सम्बन्ध में यह व्यय बताया गया है। रेलवे बोर्ड का जिस प्रकार का कार्यकलाप रहा है, मैं उसे दोहराना नहीं चाहत हूँ। इस में कहा गया है टक्सीफोन का असरित्यक व्यय, कार्यों का आकित्यक व्यय, पैट्रोल के प्राप्ति में वृद्धि ये इस प्रकार के व्यय हैं जिन का आप पूर्व मनुमत समा सकते हैं। पैट्रोल का खर्च तब बढ़ता है जब बजट में वृद्धि होती है। किन्तु दीच में साव ऐसे बढ़े यह समझ में नहीं आता। इस प्रकार के खर्चों को बचाया जा सकता है। हम रेलवे बोर्ड से यह अपेक्षा करते हैं कि वह कुछ अच्छा काम करे, प्रभासत्तम में इक्षता लाये, लेकिन ऐसा होता नहीं है और जब इस प्रकार के खर्चों की मांगें हमारे सामने आती हैं तो हमें कहना पड़ता है कि यह खर्च ठीक नहीं है। इसके लिए रेलवे बोर्ड की अपनी हालत को सुधारना चाहिए। अगर वह कुछ बतें अपने महां ट्रीक कर सके तो मैं समझता हूँ कि इस प्रकार के खर्च नहीं करने पड़ें।

दूसरे इसमें कुछ मरम्मत के बारे में और कुछ अनुरक्षण के बारे में मांग की गई है जिसमें मुल्की नियमों का हवाला दिया गया है, आंध्र के बारे में और राजस्थान में बाड़ों का हवाला दिया गया है। लेकिन जो रेलवे का कार्यकलाप रहा है, पिछले दिनों बाड़ों से हानि तो थोड़ी ही हुई लेकिन महीनों तक रेलवे लाइन बन्द रखी गई जिससे यात्रियों को बहुत नुकसान उठाना पड़ा। कई बार मंत्री महोदय की नोटिस में यह बात लाइ गई है कि पश्चिम रेलवे के ट्रैक पर बार बार बाड़ के कारण काफी समय तक रेलवे चलती नहीं है जिससे यात्रियों को नुकसान होता है रेलवे को भी हानि होती ही है। इसलिए इसके बारे में कोई परमानन्द सल्वूशन निकाला जाना चाहिए। आप कभी नर्मदा की बाढ़ की बात, कभी तापती की

## [शा० संविधानात्मक पाठ्यक्रम]

बाढ़ की बात और कभी दूसरी नदियों की बाढ़ की बात करेंगे इसलिए इसके लिए कोई परमानेट सल्पूजन होना चाहिए । यदि पुलों को रेज करन की बात हो या रेलवे नाइन को रेज करने की बात हो तो उसको आप करें ताकि हमेशा के लिए उसका कोई सल्पूजन निकाल सकें वरना हमेशा सालों साल में बाढ़ आती हैं और उसके बाद करोड़ों रुपए की मांग लेकर आपको इस सदन के समझ आना पड़ता है । यदि मंत्री महोदय इसपर विचार करेंगे तो इसको दूर करने के लिए कोई परमानेट सल्पूजन निकाला जा सकता है और हमारे यहां राजस्थान, गुजरात या मध्य प्रदेश के किसी भाग में यदि बाढ़ों से हानि होती है तो उससे बचा जा सकता है ।

इसी प्रकार क्रमांक सं० 10 में जो आपने मांग रखी है कर्मचारियों के कल्याण के लिए उसके संबंध में भी मैं कुछ कहना चाहूँगा । कर्मचारियों के कल्याण के प्रति हमारे रेलवे प्रशासन का जो स्वरूप है वह ठीक नहीं है । यहां पर कई बार बात चीत हुई है कि डीजल शेड्स में काम करने वाले जो कर्मचारी हैं उनकी मुख सुविधा का कोई ध्यान नहीं रखा जाता है कि किस प्रकार की सुविधायें उनको मिलनी चाहिए वा किस प्रकार से उनके लिए कैनटीन होनी चाहिए उसकी तरफ कोई ध्यान नहीं दया जाता है । मैं पर्टीकुलरली पश्चिम रेलवे के रत्नाम डिवीजन में डीजल शेड की बात करना चाहता हूँ । वहां के कर्मचारियों न कई बार लिखकर दिया कि हमारे डीजल शेड में किसी प्रकार की सुविधा नहीं है, इसमें मुद्धार होना चाहिए, उन्होंने ग्रनशन भी किया, हड्डाल भी की लेकिन आज भी वहां पर वही दशा है । आप यहां पर कर्मचारियों के कल्याण के लिए मांग लेकर आते हैं कि हमें करोड़ों रुपए दे दिए जायें लेकिन यह बात तब ठीक हो सकती है जबकि आप उस तरह की सुविधायें प्रदान करें । इसमें आपने

पर्टीकुलरली कैनटीन और ग्रन्थ सुविधाओं परखर्च करने के लिए मांग रखी है लेकिन हम देखते हैं कि नीमच शेड के साथ साथ रत्नाम और दूसरे शेड्स में कोई भी सुविधा नहीं दी गई है । वहां पर कर्मचारियों की कौन कौन सी मांगें थीं, किन-किन की आपने पूर्ति है और किन-किन की पूर्ति नहीं की है इसका कोई पता नहीं है ?

इसके साथ साथ आपने चिकित्सा और शिक्षा संबंधी सुविधाओं के लिए मांग रखी है । आपने कर्मचारियों के बच्चों के लिए शिक्षा और चिकित्सा संबंधी सुविधायें दन की बात तो कही है लेकिन मैंने यहां पर एक उदाहरण दिया था कि असिस्टेंट स्टेशन मास्टर्स और स्टेशन मास्टर्स के रहने के लिए आवास की कोई व्यवस्था नहीं है । दूसरी तरफ आप उनके कल्याण की बात कर रहे हैं । भले ही आप इस बात के लिए पूरक मांगें लेकर यहां पर आये हैं लेकिन आपकी यह मांग जायज़ नहीं कही जा सकती है । कर्मचारियों के कल्याण की बात केवल कागज में लिखी जाय यह ठीक नहीं है ।

आपने क्रमांक 14 में विजलीकरण के बारे में रखी है । जहां नक रेल नाइनों के विद्युतीकरण का सम्बन्ध है, वह कार्य बहुत नेज़ गति से हो ताकि खर्च कम हो गति बढ़े और सभी को लाभ मिले लेकिन एक बात है कि बम्बई से बड़ोदा तक चलने वाली जो रेलवे नाइन है जिसका विजलीकरण किया जा रहा है, मेरी समझ में नहीं आता किन कारणों से जब कि विजली की लाइन के खम्भे लगाये जा चुके थे और वायरिंग का काम शुरू होने वाला था कुछ भाग के बारे में यह कहा गया कि लाइन नीची है और उसको दो फीट और रेज करना पड़ेगा । अब बहुत से खम्भे फिर से निकाल कर दो दो फीट और जोड़े जायेंगे, फिर लगाये जायेंगे जिसपर करोड़ों रुपए का खर्च आ सकता है । मैं जानना चाहूँगा कि किस की गलती से यह हुआ है ? क्या दो फीट यह खम्भे अचानक बैठ गए या

क्या कारण या जिसकी बजह से बास्तव बड़ीदा के बीच में कुछ भाग पर नाइन के बैठ जाने की बजह से सरे बहवे फिर से निकाले जायेंगे और दो फीट जोड़ कर फिर से लगाये जायेंगे ? बिजलीकरण का काम कोई साधारण काम नहीं है। मैं मन्त्री जी से निवदन करना चाहूँगा कि इन सारी बातों की जांच होनी चाहिए कि किस प्रकार से यह सब हुआ और कैसे यह बुद्धि हुई।

आपने अनुबन्ध में पुराने और नये निर्माण कार्यों के बारे में कहा है, उसका लाभ लेकर मैं कुछ मुझाव भी देना चाहूँगा। इसमें आपने कुछ पुरानी नाइनों की बात और कुछ नयी नाइनों की बात कही है। पुरानी नाइनों जो चल रही है उनके प्रोसेस को गति देने की आवश्यकता है। गुना-मक्सी नाइन काफी समय से चल रही है लेकिन पूरी नहीं हो पा रही है। उस पर काफी आवागमन हो सकता है और यात्रियों को काफी मुविधा पहुँच मिलती है। कोयला ले जाने के लिए सुविधा हो सकती है। कोयला ले जाने के लिए जो ट्रक मिलता है मध्य प्रदेश में निकल कर उसने काफी सूखियत हो सकती है लेकिन मन्त्री महोदय ने मैं समझता हूँ उस पर कोई तबज्जह नहीं दी है।

इसके साथ ही आगरे से उज्ज्वन तक की जो नीरोगेज नाइन है उसको ब्राडगेज नाइन करने के लिए और खालियर-भिण्ड की नीरोगेज के बारे में भी ध्यान नहीं दिया गया है। इसके साथ ही मुझे मन्त्री जी का ध्यान इस और दिलाना है कि ताज एक्स्प्रेस यहाँ से चलकर आगरे में पहुँचनी है, यदि उसको खालियर तक पहुँचाएँ कर दिया जाये तो उसका उपयोग भी होगा और उतने समय में ही वह खालियर से लौट भी आयेगी। यात्रियों को भी इससे बड़ी सुविधा मिलेगी। (ध्यावधान)

अब मैं पहली और चौथी डिमाण्ड की तरफ पुनः आकर कहना चाहता हूँ कि

प्रशासन में दक्षता आये। जो छोटी नाइन है अजमेर-खण्डवा नाइन उनपर चलने वाली गाड़ियों की स्पीड बढ़ाई जा सकती है जिससे काफी यात्री चल सकते हैं अन्यथा वे बस के द्वारा यात्रा करते हैं और रेलवे नाभ से चंचित रहती है। इस मार्ग पर एक मेल ट्रेन चलाना जरूरी है। साथ साथ आप टाइम में पंक्च-प्रलिटी नाइने यात्रियों द्वारा मार्गी गई राशि कुछ सार्थक हो सकती है वरना यहाँ पर जो रेलवे बोर्ड के अधिकारी बैठ हुए हैं उनको और ज्यादा से ज्यादा फिजूल खर्च करने के लिए स्वतन्त्रता देना मात्र होगा। मुझ आशा है रेलवे अधिक जानोपयोगी हो मके इस बारे में आप टोस कार्यवाही करेंगे।

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : Mr. Deputy-Speaker, Sir, I would be very brief as the points touched by the hon. Members have already been replied to by the Minister while replying to the Railway Budget debate.

The hon. Member, Shri Bhattacharyya raised certain points about the functioning of the Railway Board. What I have been able to gather from the expressions which we were given vent to by the hon. Members in this House is that there is nothing individually against the Members of the Railway Board but it is the desire of every hon. Member here that the functioning of the Railway Board should be improved. It has been always and it will continue to be the endeavour of the Ministry to see that there is a proper functioning at a high level.

With regard to the same point, I would say, these are the people who have been brought up in the Railways; they have grown in the Railways and they are the technocrats who know their job very well. But that does not absolve the Ministry of its responsibility of vigilance and watch over the functioning of the Railway Board. That has been made clear by the Minister in his speech that in the execution of certain jobs which are given to the Railway Board, it is for the Ministry to see that the policies of

[Shri Md. Shafi Quareshi]

the Government are carried out by the Railway Board. There can be no two opinions about it that it is the Ministry which is ultimately responsible to this Parliament and this august House. It will be our endeavour to see that the Railway Board's functioning is made more workable and they are made responsible for the job which are assigned to them. I would request the hon. Members here that they should be more considerate to the Members of the Railway Board. I am sure, if they come in close contact with these people, they will find that they are good people. Unfortunately, it is because they are keeping some distance from them that they do not come to know them.

**SHRI DINEN BHATTACHARYYA**  
(Serampore) : No question of those people being good or bad. The whole Railway Board should go. It is a useless Board.

**SHRI MOHD. SHAFI QURESHI :** Another important point that Shri Bhattacharyya raised is that we should try to improve our traction so far as the railways are concerned. There can be not two opinions about it that diesel traction is more efficient as compared to steam traction and electric traction is even more efficient than the diesel one. It has been our effort to see that, gradually, on high-density lines diesel and electric traction trains are introduced. We have made some efforts in this direction which have borne very good results. The total electrified traction in terms of kilometres on the Indian railways is expected to increase from 3952 Km. as on 31st March, 1972 to 4365 Km. by the end of the Fourth Plan. So, every effort will be made to see that, in high-density traffic areas better traction is utilised, either diesel or electric, depending upon the availability of electricity. As I have already pointed out in my speech in the other House, the Railways have felt this difficulty that we are not able to get electricity in various States. This is because of shortage of electricity in the country. It is keeping that factor in view

that the Railways are now contemplating to have their own generating sets which would go to the common pool and as and when we require we will use, and if some surplus is left, that can be utilised by the States concerned.

The other points are of general type which will be replied by the Minister when he replies to the debate.

Mr. Indrajit Gupta has raised a point about Martin Burn Railway employees. As has been stated earlier also in reply to various questions, all those people who were working on these Railways would be absorbed in the Indian Railways. It has been our policy that all those people who have been retrenched from these Railways will be re-employed on the Indian Railways, but the only difficulty has been that the unions concerned are not permitting us to absorb these people on the various Railways. We have given option to these employees we have asked them as to where they would like to be absorbed, and we have tried to accommodate them, as far as possible, close to the places where they would have normally liked to stay. If the unions agree, we will have no hesitation to do that. We have been persistently requesting the unions to jink to the difficulties of these people but I am very sorry to say that the union, are insensitive to the difficulties of these employees. Even then.....

**SHRI S. M. BANERJEE (KANPUR) :** When they were retrenched from service there was a screening committee, and even those people who have been screened have not been taken.

**SHRI MOHD. SHAFI QURESHI :** I am giving an assurance in this House that all those people who have been screened will be absorbed in the Indian Railways. They have not been absorbed in the places where they would have normally liked to stay because of the difficulties created by the unions.....(Interruption)

**SHRI DINEN BHATTACHARYYA :** Fifty are still left out. They have not yet been absorbed.

**SHRI MOHD. SHAFI QURESHI :** As I have stated, there have been prolonged discussions between the leaders of various unions and the railway staff. We are still trying to persuade those people to allow them to be absorbed on the various Railways.

Shri Indrajit Gupta has also raised a point about coordination....

**SHRI DINEN BHATTACHARYYA :** What do you say regarding the employees of Martin Burn Railways who are still not absorbed? There are 50 of them, so far as I know.

**SHRI MOHD. SHAFI QURESHI :** I have already stated that all those people who lost their jobs because of the closure of this particular Railway will be absorbed in the Indian Railways. Most of them have been absorbed. The others also could have been absorbed in various Railways but for the difficulties created by the unions. I have repeated this over and over again.

Another important point that Shri Indrajit Gupta raised was about the coordination between the Ministry of Railways and the Ministry of Steel and Mines. After the complete nationalisation of coal mines, there have been negotiations—and even before, between the Railway authorities and the coalmine owners. We will see that there is effective functioning so far as imovement of coal is concerned. I am informed that even today meetings have been taking place between the Member (Mechanical), Member (Transportation) and the Financial Commissioner of Railway Board and the Custodian General of coal-mines. I can assure the House that Railways have always been giving full cooperation to other departments. Now that it has been completely nationalised, it becomes our national duty to see that there is absolutely full and close coordination between the Railway administration and the mining administration.

Another point which was raised was about the expenditure on police and the incident at Himgiri which was dealt with in detail

in this very House. I would like to make one point clear. Policing of the railways is entirely the responsibility of the State Government because law and order falls within the purview of the State Government. The Railway Protection Force is meant to protect the railway property. Our difficulty is that as the law stands to-day, the Railway Protection Force is not in a position to take cognizance of certain cases because these fall within the purview of law and order of a particular State. But even then we have been at the highest level trying to evolve a system by which we can co-ordinate the efforts of the State Police and the Railway Police for effective functioning of the police forces, and to check up the pilferages and thefts and ticketless travel and see that the railway property, passengers and their lives are properly protected.

**SHRI VASANT SATHE (Akola) :** Why were they not able to protect the railway property in Andhra if they are meant to protect the railway property? What is the reason? Crores of rupees worth of railway property was destroyed?

**SHRI MOHD. SHAFI QURESHI :** I will come to that.

With regard to the incident at Himgiri there, firing, had to be resorted to, as I had stated earlier in reply to a call attention only after all other methods of persuasion and even physical force failed. The Officer commanding of the Government Railway Police is an official of the State Government. It is for the State Government to take any action which they deem fit against this particular police officer. The State Government, has already ordered a magisterial inquiry into this incident. So, it will not be proper for me to say anything which may prejudice certain issues which may be gone into by the magisterial inquiry.

**SHRI S. M. BANERJEE :** Mr. N.C. Roy Choudhury, General Secretary of the South-Eastern Railwaymen's Union was arrested, he was hand-cuffed and a rope was tied around his waist and he was taken into police custody. He was not a criminal.

[Shri S. M. Banerjee]

Sir, the other day, immediately after the firing incident, the Railway Minister was kind enough to convene a meeting which Mr. Indrajit Gupta attended and where the Member (Transportation) and other Railway Board officials were also present and I was happy that immediately after that a decision was announced. Immediately after that meeting, Mr. Roy Choudhury was arrested and hand-cuffed. This is something extraordinary.

SHRI MOHD. SHAFI QURESHI :

Mr. Banerjee would appreciate our difficulties. The Railway Protection Force as such has no powers to prosecute any person. It will be the State Police which is to take cognizance of any offence committed within the railway premises or outside. All this is done by the State Police. Whether these people working on the railways were threatened, he will certainly inquire into it. So, there is no question of intimidating or threatening or coercing anybody, more so our own employees, because I have been time and again stating that the whole railway organization will be considered as one family and it will be our duty to see that the employees, wherever they are, are not harassed unnecessarily by our police or by the State Police.

The policy with regard to the unions, as it stands to-day, is that the railways have recognised two unions and it is the endeavour of the unions to see that if we can persuade various unions to form one single union, that is the aim. It is for the labour leaders and more especially, eminent people like Mr. Banerjee and others, to persuade these unions that they should form a single union.

With regard to the other unions which have been formed in the railways, our policy is that there can be no direct talks with these unions. But any complaints forwarded by these unions will be positively looked into because everybody who is serving in the railways has a right to bring to the notice of the railway authorities any grievance he may have or any complaint which he feels

needs redress at the hands of the railway authorities and we will certainly look into it. But so far as negotiations are concerned, it may be done only with the recognised Labour unions and unfortunately or fortunately, there are only two unions in the railways with whom we are carrying on negotiations, but that in no way bars other people to bring to the notice of the railways any complaints or any grievance or any suggestions for the improvement of the functioning of the Indian railways.

Regarding extension of certain lines or construction of new lines this is a continuous operation of the Indian Railways. As I have already stated, extension of railway lines would be possible when there are terminal facilities. If the traffic demand grows up the question of new lines are taken up. If we find that terminal facilities are there and good traffic goes up, these are always things which are considered by the Railways and appropriate action is taken. I can assure the hon. Members that as and when the traffic demand warrants these things and the situation is such that we have to extend some lines or to introduce some new lines, the Railways, will not hesitate to do such a thing. With these words I close. Thank you.

14 hrs.

डा० लक्ष्मीनारायण पांडेय : रत्नालम के डीजल शेड के कर्मचारियों की अपनी मांगों के लिए हड़ताल करनी पड़ी और अनशन भी करता पड़ा। आज भी उन की मांगें मंजूर नहीं हुई हैं, इस बारे में मन्त्री महोदय ने कोई जवाब नहीं दिया। उसे गम्भीरता से कीजिए और कोई अव्याहार हल निकालिये।

SHRI MOHD. SHAFI QURESHI : I shall look into it.

MR. DEPUTY SPEAKER : He will consider all that. Now the question is :

"That the respective Supplementary sums not exceeding the amounts shown in the third column of the order paper be granted to the

President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of the following demands entered in the second column thereof :

Demand Nos. 1, 4 to 10, 12 and 15 to 17. "

*The motion was adopted.*

14.02 hrs.

**APPROPRIATION (RAILWAYS)**

**BILL, 1973**

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) :

On behalf of Shri L. N. Mishra, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73 for the purposes of railways.

MR. DEPUTY-SPEAKER : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73 for the purposes of railways."

*The motion was adopted.*

SHRI MOHD. SHAFI QURESHI Sir, I introduce \*the Bill.

SHRI MOHD. SHAFI QURESHI Sir, I beg to move : :-

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73 for

\*Published in Gazette of India Extra-ordinary Part II, Section 2, dated 20-3-73.

†Introduced. Moved with the recommendation of the President.

the purposes of railways, be taken into consideration."

SHRI S. M. BANERJEE : Sir, I want only 2 minutes....

MR. DEPUTY SPEAKER : Please confine yourself the procedure; you know the procedure very well.

SHRI S. M. BANERJEE : He may or may not reply to points. But still I would like to urge upon him about one thing. This is about the demand of the Railway employees for the payment of bonus.

MR. DEPUTY SPEAKER : There is the next item. Are you not speaking on the next item ? He cannot give the reply in Supplementary Demands.

SHRI S. M. BANERJEE : I just want an assurance....

MR. DEPUTY SPEAKER : At the wrong moment....

SHRI S. M. BANERJEE : Sir, let him say he will respect the assurance given by his Minister and that he will keep an open mind. That is all the assurance I want....

MR. DEPUTY SPEAKER : You may say something when we take up the next item. This is not the appropriate time.

Now, the question is :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73 for the purposes of railways, be taken into consideration."

*The motion was adopted.*

MR. DEPUTY-SPEAKER : We shall now take up clause-by-clause consideration.

The question is :

"That Clauses 2 and 3, the Schedule clause 1, the Enacting Formula and the Title stand part of the Bill."

*The motion was adopted.*

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

SHRI MOHD. SHAFI QURESHI

I beg to move :

*"That the Bill be passed"*

MR. DEPUTY-SPEAKER The question is :

*"That the Bill be passed."*

*The motion was adopted.*

14.05 hrs.

**DEMANDS\* FOR GRANTS (RAILWAYS), 1973-74**

MR. DEPUTY-SPEAKER : Now we shall take up the next item—Demands for Grants in respect of the Budget (Railways) for 1973-74.

SHRI DINEN BHATTACHARYYA (Serampore) : rose.

MR. DEPUTY-SPEAKER : You have not given your name.

SHRI DINEN BHATTACHARYYA : I want to move the cut motion. (*Interruptions*).

**DEMAND NO. 1—RAILWAY BOARD**

MR. DEPUTY-SPEAKER : Motion moved :

*"That a sum not exceeding Rs. 1,75,16,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Railway Board'."*

**DEMAND NO. 2—MISCELLANEOUS EXPENDITURE**

MR. DEPUTY-SPEAKER : Motion moved :

*"That a sum not exceeding Rs. 7,96,92,000 be granted to the President to defray the charges which will*

*\*Moved with the recommendation to the President.*

come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Miscellaneous Expenditure'."

**DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS**

MR. DEPUTY-SPEAKER : Motion moved :

*"That a sum not exceeding Rs. 15,45,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Payments to Worked Lines and Others'."*

**DEMAND NO. 4—WORKING EXPENSES ADMINISTRATION**

MR. DEPUTY-SPEAKER : Motion moved :

*"That a sum not exceeding Rs. 98,77,04,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses Administration'."*

**DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE**

MR. DEPUTY-SPEAKER : Motion moved :

*"That a sum not exceeding Rs. 363,59,77,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Repairs and Maintenance'."*

**DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF**

MR. DEPUTY-SPEAKER : Motion moved :

*"That a sum not exceeding Rs. 209,55,49,000 be granted to the President to defray the charges*

249 Demands for Grants MARCH 20, 1973 Demands for Grants 250  
(Railways), 1973-74 (Railways), 1973-74

which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Operating Staff'."

DEMAND NO. 7—WORKING EXPENSES—OPERATION (FUEL)

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 185,54,39,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Operation (Fuel)'."

DEMAND NO. 8.—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 57,24,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Operation other than staff and Fuel'."

DEMAND NO. 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 42,08,30,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Miscellaneous Expenses'."

DEMAND NO. 10—WORKING EXPENSES—STAFF WELFARE

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 52,18,78,000 be granted to the

President to defray the charge which will come in course of payment during the 31st day of March, 1974, in respect of 'Working Expenses—Staff Welfare'."

DEMAND NO. 11—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION RESERVE FUND

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 115,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March 1974, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

DEMAND NO. 11A—WORKING EXPENSES—APPROPRIATION PENSION FUND

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 16,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect 'Working Expenses—Appropriation Pension Fund.' "

DEMAND NO. 12—DIVIDEND TO GENERAL REVENUES

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 172,61,46,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Dividend to General Revenues'."

DEMAND NO. 13—OPEN LINE WORKS (REVENUE)

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 8,00,38,000 be granted to the President to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Open Line works (Revenue).'"

**DEMAND NO. 14—CONSTRUCTION OF NEW LINES—CAPITAL AND DEPRECIATION RESERVE FUND**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 36,76,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Construction of new Lines—Capital and Depreciation Reserve Fund'."

**DEMAND NO. 15—OPEN LINE WORKS—CAPITAL, DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 741,60,12,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

**DEMAND NO. 16—PENSIONARY CHARGES—PENSION FUND**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 12,57,34,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Pensionary Charges—Pension Fund'."

**DEMAND NO. 17—REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—DEVELOPMENT FUND**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 5,22,78,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Repayment of Loans from General Revenues and Interest thereon—Development Fund'."

**DEMAND NO. 18—APPROPRIATION TO DEVELOPMENT FUND**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 16,46,59,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Appropriation to Development Fund'."

**DEMAND NO. 19—APPROPRIATION TO REVENUE RESERVE FUND**

MR. DEPUTY SPEAKER : Motion moved :

"That a sum not exceeding Rs. 8,53,99,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Appropriation to Revenue Reserve Fund'."

**DEMAND NO. 20—PAYMENTS TOWARDS AMORTISATION OF OVER CAPITALISATION REPAYMENTS OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—REVENUE RESERVE FUND**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 8,76,22,000 be granted to the President to defray the charges which will come in course of payment

during the year ending the 31st day of March, 1974, in respect of 'Payments towards Amortisation of over Capitalisation, Repayments of Loan from General Revenues and interest thereon—"Revenue Fund".

The Railway Demands are before the House.

Seven hours have been allotted for this discussion. There is a large number of Cut Motions. Those hon. Members who are present in the House may indicate the numbers of the Cut Motions they want to move within 15 minutes.

**SHRI DINEN BHATTACHARYYA** (Serampore): Sir, Cut motions relate to the functioning of the Railway Board also. Inspite of all the explanations and the replies given by the Railway Minister now and by his predecessor, I do not find any justification for continuing the Railway Board. So far as I know the salaries and other benefits that the Railway Board members enjoy for one month will mount to more than the pay of the 400 Class IV employees for the whole year. Moreover, this Railway Board was introduced by the Britishers and, as such, I do not find any justification for continuing with the system even after 25 years of Independence and taking over of the Railways by the Government.

My next point is about filling up of the vacancies in the Railways. The Government is so much loud about its assurances of giving employment but so far as I know there are so many vacant posts in all the railways. I will plead with the Minister that these vacant posts should be filled up and preference should be given to the temporary and casual employees of the railways.

My next point is regarding the payment of bonus. It has already been referred to by Mr. Banerjee. I do not find any reason for not paying bonus to the railway employees as the railways are run on a commercial

basis. When the law is there and the Act has been modified to this effect that whether a concern is making profit or loss, if it is a commercial concern, then there is an obligation on the part of the employer to pay bonus to the employees of that concern to a minimum of 8.33 per cent of the total annual earnings, I do not know why that is not being followed in the case of the railway employees. When the question was raised in the House, the hon. Minister had stated categorically that he had not closed his mind on this issue and that the issue was still open. So, at this stage, I would request him at least to make an announcement that the railway employees also will get bonus like their counterparts in the other public undertakings like the HSL etc. I do not find why there should be any differentiation between the employees of the different public sector undertakings.

The hon. Minister is saying that after the Pay Commission come out with their report, he may consider this question. But I do not find any logic in this argument because the Pay Commission will only decide on wage scale and other matters, but bonus is an amount to which an employee is entitled after working in a concern for one year. So, the hon. Minister should not mix up the two issues, namely the question of bonus and that of wages. It is only wages which would be determined by the Pay Commission. Regarding bonus, the clear-cut law which is there in this regard should be implemented in the case of the railway employees also.

There are certain other matters also where I want a categorical assurance from the hon. Minister. I had correspondence with the Railway Ministry also before Shri L. N. Mishra took charge, regarding the reopening of the Martin Railways in the Howrah-Amra and Howrah-Sekhala section. Now, they are thinking whether it is possible to lay a broad gauge line in that area. I do not have any confidence in this type of assurances from the hon. Minister. The railway line was there, and the Prime Minister herself at an election meeting gave

[Shri Dinen Bhattacharyya]

a categorical assurance that if the people voted for the Congress Party and the Congress Party came to power, the Martin Railways would be reopened. But now the Railway Ministry is saying that that light railway is not economically viable and they have set up an enquiry to see whether it is possible to lay a broad gauge line there. I do not know whether it would be possible to lay a broad gauge line there or not. Perhaps, it may be possible. But it will take years and years to lay that line even on the small portion, because of the density of population in that area, which may create problems. Already only two days back, the *Statesman* had come out with a write-up on this matter, where the columnist has said that the railways will be facing difficulties in the matter of acquisition of the necessary lands for this line. So, the people have no confidence in this type of assurance.

So, I would again like to ask the hon. Minister why he should not take over the assets of the Martin Light Railways and immediately start the operation of the railway as it is. There is also a small portion of that railway in Bihar. I would ask the hon. Minister to take over that line also.

There was also another question which was just now raised, when the Supplementary Demands were discussed, regarding the absorption of the Martin Light Railway employees.

It was an assurance. The Minister also agreed to it and even now he is agreeing that all the employees of the Martin Railway will be taken in the Indian Railways. Now there are 50 such employees still left to be absorbed. I want to know from the Minister whether these 50 employees who have not so far been taken in any Railway will be absorbed in the near future or not.

Then there are many improvements I want to suggest. In the GT Road portion, there are many railway crossings. The busiest of them, in the Serampur area, is in my constituency. Every time the Government pleads that if 50 per cent of the cost for the

construction of an over-bridge or under-bridge<sup>c</sup> or fly-over is met, the Railways can undertake the responsibility of constructing it. My point is that the State Government will never be in a position to pay that 50 per cent. Every year we put this issue to the Railway Ministry and every time the Ministry say that 50 per cent of the cost is to be borne by the State Government. The State Government is not in a position to do so. I do not know in how many States they can pay this 50 per cent. In West Bengal, many railway gates are there and the Railway itself should immediately take up the responsibility of constructing a fly-over at least in the Serampur portion I mentioned. It is a very important and busy railway crossing where even VIPs like the Railway Minister travelling through that portion will find themselves stranded for hours.

Coming to the next suggestion, the Minister has announced that upto 20 km. will be exempt from the increase in third class fares. But why does he not extend this relief to monthly ticket holders? Hundreds of thousands of ordinary people, middle class people and lower middle class people, are daily passengers in this category. What is the harm if this relief is extended to them within this distance? Then a large section of daily passengers in Bombay, Calcutta, Delhi, Madras and other places will be benefited. So I will plead with the Minister to extend the concession to monthly ticket holders.

Sir, the other points that still need attention....

AN HON. MEMBER : That is a good suggestion to be considered.

SHRI DINEN BHATTACHARYYA : Very good suggestion. The Minister is very considerate, I know, because there are so many persons from Bihar who are all residing in the suburbs of Calcutta and travelling as daily passengers to attend their offices and factories.

The next point to which I request the attention of the hon. Minister is this. There is a serious complaint regarding reservation in

Three-tier long-distance express and mail trains. *Bona fide* passengers standing in the queue even to days earlier do not get reservation, but by some other trick some people manage to get reservation even on the day they want to travel by the train.

AN HON. MEMBER : That is through MPs.

SHRI DINEN BHATTACHARYYA : I am referring to ordinary third-class three-tier reservation. MPs do not travel third class. They travel first class. I am complaining about the reservation in the third class.

SHRI VASANT SATHE (Akola) : You cannot understand his mischievous suggestion.

SHRI DINEN BHATTACHARYYA : I do not know whether he will understand this suggestion of mine, because so many people complain and they come to us and say, "What are you doing for this? At least see that on payment of money we get reservation." I request the Minister to see to this simple thing.

Then, there is corruption. I have seen it with my own eyes in Bombay V.T. There are agents; they are called dalais ; they go around....

AN HON. MEMBER : What about Howrah ?

SHRI DINEN BHATTACHARYYA : Howrah also. In the big stations, these Dalais are moving round and catching their clients and taking money and getting reservations done for them. But the ordinary man standing in the queue for hours together will not get it. My point is, you must evolve a system of checking us this corruption. You must see that reservations are given without difficulty and see that a procedure is evolved so that the ordinary, *bona fide* passengers are not harassed.

There are other suggestions given in my cut motions. One of them is regarding the increase in the number of trains on the

suburban sections, especially on the Howrah-Sealdah section. I would request the Minister to give me the comparative figures showing the number of EMU coaches running in Bombay and the number of EMU coaches running on the Howrah-Sealdah section, because I know that the number of EMU local trains for the daily passengers is higher in Bombay than in Calcutta. The Calcutta people complain that in spite of their repeated representations to the Government for increasing the number of trains, that is not being done.

I would also request the Minister to see that a double line is introduced—there is only single line now—on the Tarkeshwar branch, because Tarkeshwar is a pilgrim centre and thousands of passengers go there daily. Also, there must be a double line introduced on the Bandel-Katwa section in the Eastern Railway.

Then, the Bankura-Damodar railway is a narrow gauge line, where formerly there was a severe accident. The employees complained that the authorities forced to run an engine which had been condemned, as a result of which there had been a serious accident and some people died. That is a narrow gauge line. Why don't you convert it into a broad gauge line which is very essential for the people of that locality? You can also extend it to Barddaman if you desire so and to Tarkeshwar also if you like. If extension is not possible immediately, at least they should convert the narrow gauge line into broad-gauge. With these remarks, I conclude.

SHRI ARJUN SETHI (Bhadrak) : While supporting the demands of the Railway Ministry for the year 1973-74, I want to refer to some things relating to the State of Orissa. The Railway Minister has in his budget speech indicated that the survey of the railway line between Banspani and Jakherpura would be taken by during 1973-74. He has also indicated that any new project could be considered if only the annual traffic was at least of the order of three million tonnes. In this context it may be mentioned that the

[Shri Arjun Seth]

detailed engineering-cum-traffic for this link was undertaken as far back as 1963-64. It is not a new or fresh proposal; it is a very old one which has been the long-standing demand of the people of Orissa. This area is predominantly inhabited by adivasis and Scheduled Castes and a further engineering survey does not appear to be necessary. The Railways also undertook detailed traffic-cum-engineering survey for Talcher-Bimalgarh-Kora-Banspani link, only a couple of years ago. Most of the traffic projections made for that survey should also hold good for the Banspani-Jakhpura link. So it is needless to mention once again in the budget speech that for the first time this survey will be undertaken.

The hon. Minister is aware that recently the Steel and Mines Ministry and the State Government of Orissa had decided to explore the Malangtoli Iron Ore, Sukindo nickel deposits and Sarakapalli lead deposits. It is in the fitness of things that the hon. Railway Ministry and the Railway Administration should take immediate steps so that this line may be constructed soon. The area is backward and this line will provide the infrastructure for the development of that area. Government is keen to develop such areas and so the Railways also must pay attention to the development of this region by constructing this new line from Jakhpura to Banspani. If that is done, the iron ores which are being transmitted from Daitari mines through road transport at a high cost could be transported cheaper.

I now come to the rolling stock programmes for the year. It is noticed that no programmes are being taken up specially in Orissa; there is only one programme at Nilagiri level crossing in the district of Balsore; no other programmes are there.

So, I request the hon. Minister that he should not be misguided by the railway officials like this whom I consider that they do not know the actual position that obtains to-day. They may not even know the actual position in

which some of the railway doctors function in some of the areas. They only go through the previous records and on the basis of those records they come to the conclusion that this is an unremunerative line and that this will not be a paying proposition. In this way they come to the conclusion.

I request the hon. Minister that he should go into details all these matters so that the people in certain areas who are being neglected for so long a time get due justice in course of time. I have written to the former Railway Minister, Shri Pai about this. And I must say that he is very considerate. He has given us a shuttle train from Bhadrak to Bhubaneswar. This will certainly do justice not only to me, as Member of Parliament but to all those people who are residing in these areas. This is a longstanding demand of the people of that area. I must therefore thank the Minister who is fortunately here and I must convey my thanks to Mr. Pai for the justice he has done to the people.

I have written to the hon. Minister—the new Railway Minister—regarding the services rendered at the Bhadrak Railway Dispensary. I have also written in the past to the former Railway Minister, Shri Hanumanthayya as also to Shri Pai and to Shri Mishra. I personally feel that the ministers have no opportunity to know about all these things. And whatever they hear from the officials of the Railway Board or from the zonal railway officer he just takes their remarks into consideration. I request that the hon. Minister must consider having more doctors in Bhadrak Railway Dispensary. There are at present two railway doctors—one for looking after the passengers in the trains and the other for looking after the railway employees stationed there. Only one doctor looks after 1068 families or so. It is humanly quite impossible to look after the people there by one doctor. I would request the hon. Minister to give his personal attention to this problem and do something for the people there. I also want to draw the attention of the Minister to another thing. In the Khurda Road Division there are a number of gangmen who have been serving for the past ten years or so. Still they are

being considered as casual labourers. They are on authorised scales of pay. But still they are treated as casual labourers—temporary—and their service conditions are such that they are not yet made permanent. I request the hon. Minister to consider their cases favourably.

In the Kharagpur division there are some gangmen who have already been declared as permanent. Why not make the employees of the Khurda division also permanent?

While replying to my question, the previous Railway Minister, Mr. Hanumanthaiya said in 1972 that a fast train will be run from Howrah to Waltair. We are now in 1973 and still no decision has been taken in this regard.

There are some sweepers in Bhadrak railway station. They are now provided with very small living quarters. There is no kitchen and no latrine, either common or separate. I request the Minister to take note of all these points and see that these things are done.

SHRI JAGADISH BHATTACHARYYA (Ghatal) : I beg to move :

“That the Demand under the head Railway Board be reduced to Re. 1.”

[Failure to check top-heavy administration in the Railways (1)].

SHRI SAROJ MUKHERJEE (Katwa) : I beg to move :

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to abolish the Railway Board (2)].

SHRI S. P. BHATTACHARYYA (Uluberia) : I beg to move :

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to improve the conditions of Maurigram station in S. E. Railway urgently (3)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to maintain a 1st class waiting room in Bijnore station in N. Railway (4)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to construct dust-proof windows for long distance trains (5)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to improve catering system in the long distance trains (6)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to sanction city allowance to railway staff in the suburban areas in S.E. Railway (7)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to reopen the Martin Burn's Howrah-Amta and Howrah-Sheakhalia Light Railways (8)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to improve the railway crossing roads and station side roads (9)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to solve the difficulties of the EMU coach daily passengers in Howrah station (10)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to solve the difficulties of passengers for reservation of seats for long journeys (11)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to give security and permanency of service to the casual labour of Indian Railways (12)].

SHRI JAGADISH BHATTACHARYYA : I beg to move :

“That the demand under the head Miscellaneous expenditure be reduced to Re. 1.”

[Failure to run an express train on Kharagpur-Adra (14)].

[Shri Jagdish Bhattacharyya]

"That the demand under the head Miscellaneous expenditure be reduced to Re. 1."

[Failure to run electric trains from Kharagpur to Adra (15)].

"That the demand under the head Miscellaneous expenditure be reduced to Re. 1."

[Failure to open new lines from Bishnupur to Arambag (16)].

"That the demand under the head Miscellaneous expenditure be reduced to Re. 1."

[Failure to take over Martin Railway from Howrah to Amta (17)].

"That the demand under the head Miscellaneous expenditure be reduced to Re. 1."

[Failure to extend broad gauge line from Bankura to Damadar River (18)].

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Failure to grant bonus to Railway employees (32)].

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Failure to improve the pay scales of Railway employees upto the post of Station Master (33)].

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Failure to improve the service condition of casual workers (34)].

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1."

<sup>1</sup> Arbitrary transfers of workers and failure to allow them to rejoin duty even after the workers discontinued their movements (35).

SHRI SAROJ MUKHERJEE : I beg to move :

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Failure to reduce expenditure on top heavy Administration of Indian Railways and utilise the funds for construction of new lines (36)].

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to maintain good relations with the passengers who want to express their genuine grievances through the four Passengers Associations in Howrah Division in the Eastern Railway (41)].

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure of the administration of Eastern Railway to keep regular contact with the Passengers Associations (42)].

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Callousness of the authorities towards the grievances of Railway Staff particularly of the running staff of Rajdhani Express, brought to notice by some M.Ps. (43)].

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Callousness of the authorities of Eastern Railway in regard to behaviour towards the representatives of the flour Railway Passengers' Associations that are functioning in Howrah Division (44)].

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need to reduce to half the total cost of top administration (45)].

“That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100.”

[Failure to grant a special allowance per month to the cooks, bearers, stewards and canteen managers of the two Rajdhani Express trains (New Delhi-Howrah and New Delhi-Bombay) (46)].

SHRI JAGADISH BHATTACHARYYA : I beg to move :

“That the demand under the head Ordinary Working expenses—Repairs and Maintenance be reduced to Re. 1.”

[Failure to have double track from Khurda to Puri (49)].

SHRI SAROJ MUKHERJEE : I beg to move :

“That the demand under the head Ordinary Working expenses—Repairs and Maintenance be reduced to Re. 1.”

[Failure to upkeep and maintain railway property and to Properly guard these against the wagon breakers and thieves (50)].

SHRI JAGADISH BHATTACHARYYA : I beg to move :

“That the Demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100.”

[Failure to have a good waiting hall for the first class passengers at Bankura Station on S.E. Railway (52)].

SHRI SAROJ MUKHERJEE : I beg to move :

“That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100.”

[Failure of the authorities on all the Railways to keep lights, fans, door bolts, latrines and water reservoir in first class and third class sleeper coaches in order during travel (53)].

“That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100.”

[Failure to keep up the adequate amenities for the third class passengers (54)].

“That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100.”

[Failure to absorb thousands of casual labourers in different Railways specially in South Eastern Railway as permanent staff (55)].

“That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100.”

[Failure to absorb thousands of workers and employees in Eastern Railway, who after finishing their job of electrification, are thrown out of employment (56)].

“That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100.”

[Need to increase the allowances of the employees and workers engaged in the repair and maintenance departments in various zones of Indian Railways (57)].

SHRI JAGADISH BHATTACHARYYA : I beg to move :

“That the demand under the head Ordinary Working Expenses—Operation Other than Staff and Fuel be reduced to Re. 1.”

[Failure to check theft of goods in railway transit (60)].

“That the demand under the head Ordinary Working Expenses—Operation other than staff and Fuel be reduced to Re. 1.”

[Failure to check black marketing of railway tickets for long distance trains (61)].

“That the demand under the head Ordinary Working Expenses—Operation other than staff and Fuel be reduced by Rs. 100.”

[Failure to check wastage and theft of stationery in Railway offices (62)].

[Shri Jagadish Bhattacharyya]

“That the demand under the head Ordinary Working Expenses—Operation other than staff and Fuel be reduced by Rs. 100.”

[Failure to pay adequate compensation quickly for the goods lost, damaged or stolen during transit (63)].

“That the demand under the head Ordinary Working Expenses—Miscellaneous expenses be reduced by Rs. 100.”

[Failure to pay quick and adequate compensation to passengers injured or killed in railway accidents (64)].

“That the demand under the head Ordinary Working Expenses—Miscellaneous expenses be reduced by Rs. 100.”

[Failure to improve the quality and service in the catering run by the Railways (65)].

SHRI SAROJ MUKHERJEE : I beg to move :

“That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100.”

[Need to increase the pay and allowances of Class III and IV employees of Indian Railways (67)].

“That the demand under the head Open line work—(Revenue) be reduced by Rs. 100.”

[Failure to construct over-bridges on Bandel-Katwa line in Eastern Railway near Guptipara road crossing as well as Dhatrigram road crossing in West Bengal (68)].

“That the demand under the head Open Line Work—(Revenue) be reduced by Rs. 100.”

[Failure to reconstruct the entire railway station of Katwa junction together with the remodelling of the railway institute, waiting rooms and platforms and providing enough siding lines (69)].

“That the demand under the head Open Line Work—(Revenue) be reduced by Rs. 100.”

[Failure to raise the platforms at the Paraj railway station in Eastern Railway between Burdwan and Durgapur (70)]

“That the demand under the head Open Line Work—(Revenue) be reduced by Rs. 100.”

[Failure to rename the Payaradanga Station (Sealdah Division Eastern Railway) after the name of the martyr in Goa freedom struggle as Nityananda Shaha station (71)].

“That the demand under the head Open Line Work—(Revenue) be reduced by Rs. 100.”

[Failure to construct five over-bridges between Howrah and Burdwan (Howrah Division, Eastern Railway) where the Grand Trunk Road crosses the Railway lines, to obviate the difficulties of the running cars and trucks (72)].

“That the demand under the head Open Line Work—(Revenue) be reduced by Rs. 100.”

[Failure to provide better amenities of light, fan and latrines for the third class passengers in all the passenger trains (73)].

“That the demand under the head Open Line Work—(Revenue) be reduced by Rs. 100.”

[Need for further reducing the concession fares now given to the students so that in a half-single fare they can have a double journey in all the zonal railways (74)].

“That the demand under the head Open Line Work—(Revenue) be reduced by Rs. 100.”

[Need to allow the students in particular and the daily passengers in general throughout the country who use railway travel for their services to use any mail, express or passenger train for whatever little distance they have to travel (75)].

“That the demand under the head Open Line Work—(Revenue) be reduced by Rs. 100.”

[Need to increase suburban trains in Sealdah and Howrah Division of Eastern Railway (76)].

“That the demand under the head Open Line Work—(Revenue) be reduced by Rs. 100.”

[Failure to reduce the fares for the daily passengers who travel in suburban trains to come to the cities of Calcutta, Bombay Madras and Delhi for their daily work (77)].

SHRI JAGADISH BHATTACHARYYA : I beg to move :

“That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.”

[Failure to run electric trains from Kharagpur to Asansol on S.E. Railway (78)].

“That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.”

[Failure to construct a new line to connect Bankura and Durgapur in West Bengal (79)].

“That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.”

[Failure to take over and reconstruct the Martin Railway in the district of Howrah in West Bengal (80)].

“That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.”

[Failure to construct a new line from Bishnupur to Arambag in West Bengal (81)].

SHRI SAROJ MUKHERJEE : I beg to move :

“That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.”

[Failure to construct broad gauge line connecting Katwa to Bankura via Burdwan junction on Western Railway (82)].

“That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.”

[Failure to construct a new line after converting BDR into a broad gauge track and connecting BDR to Boinchee station on the Burdwan-Howrah main line on the Eastern Railway, thus connecting many important trading places in Raina and Jamalpur Thanas in West Bengal (83)].

“That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100.”

[Failure to electrify the railway lines from Bandel to Barharwa on the Eastern railway (85)].

“That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100.”

[Failure to make the Bandel-Barharwa railway line in the Eastern railway a double-track line (86)].

SHRI D. K. PANDA (Bhanjanagar) I beg to move :

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure in proper planning of the railway in conformity with development of national economy (184)].

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

[Need to take up and complete the Jakhapur and Bansapani rail line in Orissa (193)].

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

[Need to expedite the survey for construction of a railway line from Gopalpur to Balangir via Berhampur, Aska, Bahinagar, Phulabani in Orissa in view of Gopalpur developing as port and the need to develop trade in Adivasi areas (194)].

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

[Need to shift the headquarters of South Eastern Railway from Calcutta to Bhubaneswar in Orissa (195)].

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

[Need to expedite conversion of the Para-lakhimidi-Gunpur railway line to broad gauge line in Orissa (196)].

SHRI R. V. BADE (Khargone) :  
I beg to move :

That the demand under the head Ordinary Working-Expenses-Administration be reduced to Re. 1.

[Failure to Western Railway to confirm the civil engineers who are temporary (199)].

That the demand under the head Ordinary Working Expenses-Operating Staff be reduced to Re. 1.

[Failure to run trains on Western Railway from Ahmedabad to Bhopal as was running in the last year (201)].

That the demand under the head Construction of new Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.

[Failure to construct a new line from Khandwa to Dahod (Western Railway) (204)].

That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.

[Failure to construct a new line from Manmad to Indore via Dhulia, Shirpur for giving relief to famine stricken area of Maharashtra. (205)].

SHRI BHOGENDRA JHA : (Jainagar) :  
I beg to move :

That the demand under the head Railway Board be reduced by Rs. 100.

[Necessity of making permanent all employees of N.E.R. already in service for more than five years. (238)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Necessity of opening a new halt at Korahia between Jai Nagar and Khajouli stations under Samastipur Division of N.E.R. (239)].

That the demand under head Railway Board be reduced by Rs. 100.

[Need of opening a new halt at Muraitha between Kamtaul and Jogiara stations under Samastipur Division of N.E.R. (240)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Necessity of shifting Rajendrapur halt further South to the Northern terminus of the Rajendra bridge on the E. Railway. (241)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need of providing electric line and enquiry telephone at Kamtaul station under Samastipur Division of N.E.R. (242)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need of constructing an over-bridge at the first crossing to the north of Darbhanga station under Samastipur Division of N.E.R. (243)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need of ensuring 8 hours working day for all the staff on the N.E.R. (244)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need of constructing an over-bridge on the first crossing to the Sakri station under Samastipur Division of N.E.R. (245)].

That the demand under the head railway Board be reduced by Rs. 100.

[Need of starting a new Express train between Howrah and Samastipur stations on the Eastern and N.E. Railway (246)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Necessity of running one Mithila Mail between New Delhi and Samastipur stations (247)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need of halting 103 UP and 104 Dn. at Mokamah station (248)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need of providing sleeper with longer berths in the Jai Nagar-Paleza Ghat and Darbhanga-Paleza Ghat bogies. (249)]

DR. LAXMINARAIN PANDEYA  
(Mandsaur) : I beg to move :

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to make provision of housing facilities to Assistant Station Masters on certain stations. (262)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to increase the pay and allowances of Class III and class IV employees. (263)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to accept the demand of railway employees for bonus (264)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to lay down service conditions and prescribed pay scales for casual workers (265)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to solve housing problem of railway employees. (266)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to eliminate inefficiency in Railway Administration (267)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to solve the difficulties of railway guards. (268)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to remove the disregard shown to Hindi in Railway Administration (269)].

SHRI RAJDEO SINGH (Jaunpur) : I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100.

[Need for opening and constructing a new Railway line between Shahganj and Sultanpur. (276)].

DR. LAXMINARAIN PANDEYA : I beg to move :

That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100.

[Failure to provide new sleeper coaches in the meter gauge trains on Western Railway (277)].

That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100.

[Failure to provide adequate facilities to III class passengers at various stations as well as in compartments. (278)].

That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100.

[Failure to provide adequate exit facilities for the movement of passengers at Mandsaur railway station on the Western Railway (279)].

SHRI RAJDEO SINGH : I beg to move :

That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100.

[Need to provide lights, shed on platform, drinking water and approach road at Pindra Halt Station on Faizabad-Varanasi section, N. Railway (280)].

That the demand under the head Ordinary working Expenses—Operating Staff be reduced by Rs. 100.

[Failure of the Board to stop round the year transfers of staff and save a huge amount of money (281)].

DR. LAXMINARAIN PANDEYA : I beg to move :

That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development fund be reduced by Rs. 100.

[Delay in construction of Indore-Dohad railway line in the Western Railway (297)].

[Dr. Laxminarain Pandeya]

That the demand under the head Open Line Works Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100.

[Failure to introduce a mail train on the Ajmer-Khandwa section on the Western Railway. (298)]

That the demand under the head Open Line Works Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100.

[Failure to construct over-bridges on railway crossings near Ratlam, Indore and Mandasaur railway stations (299)]

That the demand under the head Open Line Works Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100.

[Failure to check the incidence of increasing thefts in railways (300)].

That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100.

[Delay in conversion of Ajmer Khandwa (Western Railway) meter gauge line into broad gauge line. (301)].

DR. RANEN SEN (Barasat) : I beg to move :

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to construct adequate number of houses for the railway staff (302)].

That the demand under the head Railway Board be reduced to Re. 1

[Failure to check robbery, dacoity and snatching in the trains (303)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to increase the number of trains in the Sealdah-Bangaon line in the Sealdah Division of Eastern Railway (304)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to set up halt-flag station at Satberia which is half way between Bangaon and Gopalnagar stations in the Sealdah Division of Eastern Railway (305)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need of making announcements in Bengali along with Hindi and English in Rajdhani Express between Howrah and New Delhi (306)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to improve the running of trains in Dovars and North Bengal in N. F. Railway (307)].

That the demand under the head Open Line Works—(Revenue) be reduced to Re. 1.

[Failure to double the line between Dum Dum Cantonment and Bangaon in the Sealdah Division of Eastern Railway (308)].

That the demand under the head Open Line Works—(Revenue) be reduced by Rs. 100.

[Need of covering suburban areas in West Bengal by railway lines and connecting Basirhat and Bangaon railway stations in the Sealdah Division of Eastern Railway (309)].

DR. LAXMINARAIN PANDEYA : I beg to move :

That the Demand under the head Railway Board be reduced by Rs. 100.

[Delay in providing facility of electricity at Gareth Railway station on Western Railway—(348)]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Delay in providing telephone facilities for Railway passengers by the Railway Department at Garoth station on Western Railway (349)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Failure to construct a new railway line from Indore to Baroda via Kuksi, Adirai-pur and Chhota Udipur (350)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Failure to construct-railway line from Neemuch to Bari Sadri and Ratlam to Dungarpur 351].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Delay in construction of suitable platform sheds for passengers at Mandsaur, Jaora, Neemuch and Shyamgarh railway stations, Western Railway. 352].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Delay in conceding the demands of T.T.Es. of Western Railway.353]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Failure to remove disregard for Hindi in the Railway Administration 356.]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Failure to make travel cheap for students and low paid employees. 357]

That the Demand under the Railway Board be reduced by Rs. 100.

[Failure to remove inconvenience in getting reservation by III class passengers for long distance journey. 358]

SHRI D. K. PANDA : I beg to move :

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need to re-open Bangiriposi-Talabandh section which has been closed for traffic. 359].

That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100.

[Need to convert Nuapada Gunpur Branch railway line into broad gauge line. 360]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need to convert Rupsa-Talabandh Branch railway line into broad gauge line. 361]

That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100.

[Need to extend Nuapada-Gunpur line to Roojagada. 362]

That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100.

[Need to extend Rupsa-Talabandha railway line to Rairangapur. 363]

That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100.

[Need to allow movement of raw materials, and finished products of aluminium plant, calcium carbide plant, news paper plant and caustic soda units in the district of Koraput on the Kottavalsa-Kirendru railway line (DBK line) of S.E. Railway 364]

That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100.

[Need to expedite construction of Talcher-Bimlagarh railway line for which survey was over in the year 1970. 365]

DR. LAXMINARAIN PANDEYA : I beg to move :

That the Demand under the head Ordinary Working Expenses Administration be reduced by Rs. 100.

[Failure to check the increasing expenditure on the General Administration. 366]

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100.

[Delay in providing housing, medical and other facilities to all railway employees 367].

That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100.

[Negligence in clearance of goods in railway Transit and not lifting the goods for a long period at Nagda junction and Ratlam junction of Western Railway. 368]

[Dr. Laxmiraiyan Pandeya]

That the Demand under the head Ordinary working Expenses—Operating Staff be reduced by Rs. 100.

[Failure to supply wagons for small loads at small stations like Mandsaur, Neemuch, Jaora and Alot of Western Railway. 369]

That the Demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100.

[Failure as well as delay in providing relief to persons killed or injured in railway accidents. 370]

SHRI BHOGENDRA JHA : I beg to move :

That the demand under the head Railway Board be reduced to Re. 1.

[Necessity of abolishing the Railway Board 405].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to recognise employees unions after determining representative character through secret ballot. 406].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Necessity of implementing Railway Board's order for providing grade-wise rest givers and leave reserves to Station Masters and Assistant Station Masters in the N.E.R. 416].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need to give training to transhipment clerks of Garahara-Barauni (N.E.R.) 417]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Necessity of re-classification of jobs and sanctioning more posts in skilled grade for carriage staff of Samastipur Division. 418].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need of promoting T. T.Es. working against leave reserve vacancies on the N.E.R. 419].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need of extending broad gauge line from Samastipur to Jai Nagar via Darbhanga in the N.E.R. 420.]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need of extending broad gauge line from Samastipur to Nirmali via Darbhanga 421]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Necessity of ending 'work as per designation' by about 2500 Khalasis of Gorakhpur and Izatnagar in the N.E.R. by conceding their demands. 422]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Urgency of confirming all officiating skilled Khalasis of Gorakhpur, Samastipur, Izatnagar (N.E.R.) as skilled. 423]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Failure to withdraw transfer orders of N.E.R. Majdoor Union workers from Gorakhpur to Izatnagar. 424].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need of ensuring 16 hours rest at head quarters to loco running staff in Samastipur Division of N.E.R. as per Railway Board's decision. 425]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Necessity of electrifying Kamtaul, Jogiara, Begusarai, Teghra, Bachchawara, Dalsing Sarai, Tektar, Khajouli, Jai Nagar and Raj Nagar stations under Samastipur Division of N.E.R. 426]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Necessity of revoking order of dismissal against office bearers of Samastipur Division, N.E.R. Majdoor Union. 427]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Necessity of revoking order of suspension against carriage Khalasis and crane Khalasis of Garehara, N.E.R. 428].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need of attaching one first-cum-third class bogey from Darbhanga to Lucknow and Gauhati to 1 Up and 2 Dn. trains. 429].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need of ending curtailment resorted to in 1962 during Chinese aggression in uniforms of loco, yard, carriage and signal departments. 430].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Necessity of treating as leave with pay the period of suspension of 47 employees of Barauni-Garhara area in the N.E.R 431]

DR. LAXMINARAIN PANDEYA : I beg to move :

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to give recognition to trade unions of railwaymen having support of the majority of railway employees. (466)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to open primary, middle and higher secondary schools at Ratlam according to the number of the children of railwaymen. (467)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Delay in construction of a new railway line from Jhalawar Road to Chambal Dam (Gandhi Sagar Dam). (468)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Delay in setting up adequate number of wagon manufacturing factories so as to meet the requirements of wagons. (469)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to run trains as per their schedule (470)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Delay in regularising casual workers. (471)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Delay in considering sympathetically the cases of employees who took part in various trade union activities. (472)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Delay in granting adequate compensation or pension to the railway employees killed or injured in the last Indo-Pak war. (473)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Delay in constructing an over-bridge between Nagda and Birlagram on Western Railway. (474)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Delay in construction of new railway lines in the backward areas of the country, particularly in the backward areas of Madhya Pradesh. (475)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to convert Ujjain-Agar narrow gauge line into broad gauge. (476)]

That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.

[Failure to provide general amenities for the employees of Ratlam Diesel Shed. (477)]

That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.

[Delay in consideration of the demand of the employees of Ratlam Diesel Shed (478)]

[Dr. Laxminarain Pandeya]

That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.

[Delay in expansion of Ratlam Diesel Shed. (479)]

That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.

[Delay in expansion of Neemuch Loco Shed. (480)]

That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100.

[Delay in mitigating the inconvenience caused to passengers by not extending the Ahmedabad-Bhopal train up to Bhopal. (481)].

That the demand under the head Ordinary Working Expenses Operating Staff be reduced by Rs. 100.

[Delay in confirmation of employees who have put in more than 10 years service. (482)].

That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.

[Delay in the construction of Guna-Maksi railway line. (483)]

SHRI K.M. MADHUKAR (Kesaria) : I beg to move :

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to construct an approach road to Mahavali station on the North Eastern Railway. (484)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to make approach road to Pipra station on N.E. Railway a pucca road. (485)].

That the demand under the head Railway Board be reduced by Rs. 100..

[Failure to confirm all those employees of N.E. Railway who have put in more than three years of service. (486)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to modernise the houses of employees at Chakia station on the N. E. Railway. (487)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to provide housing facilities to all the employees at Chakia station on the N.E. Railway. (488)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to construct a Gumi between the Middle School and Girls Higher Secondary School towards the east of Chakia station on the N. E. Railway. (489)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to check bureaucracy in Railway Board (490)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to adopt sympathetic attitude towards the demands of railway employees. (491)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to construct an overbridge on the northern end of Narkatiaganj junction of N. E. Railway. (492)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to construct a shed at Sugouli junction of N.E. Railway. (493)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to provide housing facilities to all railway employees working at Narkatiaganj junction of N.E. Railway. (494)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to construct a shed at Chakia station on N.E. Railway. (495)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to construct approach road upto girls high school in the east of Chakia Railway station on N.E. Railway. (496)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to open tea stalls at Pipra, Mahwai and Motipur stations on N.E. Railway. (497).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to construct approach road from Mehsa railway station, N.E. Railway to national highway. (498).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to provide residential accommodation to all the employees posted at Muzaffarpur junction, N.E. Railway. (499)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to reconstruct a bridge on Narayan river beyond Buzaha, N.E. Railway. (500).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to ensure security of life and property of the passengers on the N.E. Railway. (501).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to construct a shed at Mehsa station on N.E. Railway. (502).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to provide modern residential accommodation to class III and class IV employees in N.E. Railway. (503).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to construct a good waiting hall at Sugauli junction on N.E. Railway. (504).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to make improvements in the waiting rooms at Mahwai and Pipra stations on the N.E. Railway. (505).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to provide electric line at Mahwai railway station on N.E. Railway. (506).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to expand the goods shed at Chakia Railway station on North Eastern Railway. (507).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to accede to the demands of the Poorvottar Railway Mazdoor Sabha. (508).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to reinstate the employees suspended for taking part in the striking at Gaihara on North Eastern Railway. (509).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to include the representatives of all the railway trade unions in the railway management. (510).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to check widespread bureaucracy in North Eastern Railway and other railways. (511).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to remove disparity in income of high railway officers and low paid railway employees. (512).]

That the demand under the Head Railway Board be reduced by Rs. 100.

[Failure to implement the Payment of Bonus Act in the Railways. (513).]

[Sh. K. M. Madhukar]

That the demand under the Head Railway Board be reduced by Rs. 100.

[Failure to have the Poorvottar Railway Mandir Sabha recognised by the railway administration. (514)]

That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.

[Failure to conduct a survey for a new railway line from Hajipur to Sugauli (Lalganj, Sahabganj, Kesaria and Govindganj on N. E. Railway. (515)]

That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100.

[Failure to conduct a survey for a direct new Railway line from Chapra to Motihari on N. E. Railway. (516)]

That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100.

[Failure to conduct a survey for a new Railway line from Mehsia to Sitamarhi on North Eastern Railway. (517)]

That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.

[Failure to increase facilities of water, electricity and lavatory for third class railway passengers. (518)]

That the demand under the head Ordinary Working Expenses—Operation (other than Staff and Fuel be reduced by Rs. 100.

[Failure to provide electricity in night trains running from Narkatiaganj to Muzaffarpur on N. E. Railway. (519)]

That the demand under the head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100.

[Failure to run an electric train from Lucknow to Muzaffarpur in N. E. Railway. (520)]

That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100.

[Failure to provide housing facilities to class IV railway employees on N. E. Railway. (521)]

That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100.

[Failure to open a high school by railways for the railway employees working at Narkatiaganj Junction and Muzaffarpur Junction on N. E. Railway. (522)]

That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100.

[Failure to grant house rent allowance and other amenities to railway running staff. (523)]

That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100.

[Failure to provide more beds in the hospitals for railway employees of Narkatiaganj and Muzaffarpur junctions on N. E. Railway. (524)]

That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100.

[Failure to make arrangement for a hotel for the railway employees at Sugauli Junction in N. E. Railway. (525)]

That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100.

[Failure to provide proper medical facilities to railway employees. (526)]

That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100.

[Failure to improve the quality of uniforms provided to class III and class IV employees of railway. (527)]

That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100.

[Failure to provide uniforms in adequate number to class III and class IV railway employees. (528)]

That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.

[Failure to construct a broad gauge line from Samastipur to Raxaul via Muzaffarpur on N. E. Railway. (529)]

That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.

[Failure to provide rail link from Narkatiaganj to Gorakhpur via Bagaha on N. E. Railway. (530)]

SHRI DINEN BHATTACHARYYA : (Serampore) : I beg to move:

That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100.

[Need to introduce payment of minimum bonus as per the Payment of Bonus (Amendment) Act to all the Railway employees. (531)]

That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100.

[Need to fill up all vacant posts in all Railways and while doing this to give priority to casual and temporary hands. (532).]

That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100.

[Need to provide full security measures to the travelling passengers specially in the night. (533).]

That the demand under the head Open Line Works—be reduced by Rs. 100.

[Need to provide more third class three tier berths in all the Mail and Express trains in all Railways. (534).]

That the demand under the head Open Line Works—be reduced by Rs. 100.

[Need to keep a thorough check in respect of reservation of berths in all Railways in order to avoid any harassment to *bohisi* passengers. (535).]

That the demand under the head Open Line Works—be reduced by Rs. 100.

[Need to reduce the fares of monthly and seasonal 3rd class tickets in all suburban sections. (536).]

That the demand under the head Open Line Works—be reduced by Rs. 100.

[Need to construct a 'Flyover' on G. T. Road railway crossing at Serampore (E. Railway). (537).]

That the demand under the head Open Line Works—be reduced by Rs. 100.

[Need to make Seoraphuli-Trakeswar double line in place of existing single line. (538).]

That the demand under the head Open Line Works—be reduced by Rs. 100.

Need to widen the underbridge at the northern side of Konnagar. (539).

That the demand under the head Open Line Works—be reduced by Rs. 100.

[Need to introduce another three pairs of train Up and Down on H.B. Chord Railway. Line on E. Railway (540).]

That the demand under the head Open Line Works—be reduced by Rs. 100.

[Need to introduce more E.M.U. trains in Howrah-Bardel and Sealdah-Naihati section of E. Railway (541).]

That the demand under the head Open Line Works—be reduced by Rs. 100.

[Need to introduce more trains in Bardel-Katwa section of E. Railway. (542).]

SHRI RAMAVATAR SHASTRI (Patna)  
 I beg to move :

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to fulfil the assurances given to the striking employees of Garhara-Barauni area with respect to grant of project allowance. (603).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to provide uniforms to waiting room bearers of Barauni junction on North Eastern Railway. (604).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to fill the vacancies of posts of firemen grade A, firemen grade B, drivers, loco shunters and skilled fitters of Loco, and Carriage Departments and workshops of North Eastern Railway. (605).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to grant transhipment shed allowance to the transhipment shed staff of Inian Railways as per recommendation of Railway Claims Prevention Committee. (606).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to provide uniforms to the Railway employees of North Eastern Railway in time, even to essential staff like guards, T.T.E's, A.S.M's, yard staff and other operating staff. (607).]

[Shri Ramwarr Shastri]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to provide latrines, electric light and regular supply of water in railway quarters of Barauni junction in North Eastern Railway (608)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to observe the commercial rules at Transhipment Sheds and saving TR's from unnecessary punishments on account of violation of commercial rules on North Eastern Zone. (609)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to end victimisation of trade union officials of N.E. Railway Mazdoor Union (AITUC) in connection with Garhara strike, demonstrations and other trade union actions. (610)]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to give increment and other benefits to the N.E. & E. Railway employees of Garhara-Barauni for the period of 33 days in connection with their participation in strike in 1971. (611)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to pay the difference of pay for suspension period of suspended employees of Garhara and Barauni who were suspended in connection with 33 days' strike of 1971 (612)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to fill vacancies of 'B' grade Guards lying vacant since long in Samastipur Division on N.E. Railway (613)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to give protection to lives of ticket checking staff while on duty (614)].

That the demand under the head Railway Board be reduced by Rs. 100. ]

[Need to provide summer and winter uniforms to all carriages, signal, yard and crane staff of Indian Railways (615)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to publish result of screening test of old casual labourers of Samastipur Division (616)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to make permanent the old staff of Dump siding at Garhara who have been working since 1960 and 1961 (617)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to stop literacy work and officiating duty from carriage staff of Samastipur Division and depriving them from promotional chances on N.E. Zone (618)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to supply adequate stores, materials and repairing equipment for wagons and engines in Carriage and Loco Departments on N.E. Zone (619)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to give suitable alternative jobs to surplus staff of Signal Department and Marine staff of Bararighat on N.E. Railway (620)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to provide Pathologist in Railway Hospital at Garhara on N.E. Railway. (621)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to top examination in Refresher Course in N.E. Railway (622)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to stop theft of goods and from passengers in trains on North Eastern Railway specially in Minsi-Saharsa and Mansi-Katihar section (623)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to provide rest and payment of night duty allowance to the R.P.F. on North Eastern Railway (624)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to provide channels of promotion from erection Khalasi to erection serang and erection serang to erection Ministry in Samastipur Division N.E. Zone (625)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to provide the posts of goods clerks to the Transhipment clerks (goods) even after performing more than five years' service at Transhipment Sheds on N.E. Railway (626)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to fix eight hours duty of carriage staff of Thana Bihpur, Mansi, and Saharsa on N.E. Railway (627)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to fill the vacancies of carriage fitters, Train examiners, repackers, greasers, hammermen, welders and painters in Samastipur Division on N.E. Zone. (628)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to fix time limit for Khalasi duty for being eligible for trade test (629)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to stop recruitment of apprentice train examiners in Indian Railways and to promote High School pass Khalasis and fitters as Train Examiners (630)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to promote train clerks to Guard Grade 'C' and fill their quota in Samastipur Division on N.E. Zone (631)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to pay the amount of reimbursement of quarter rent for flood period to staff at Barauni of N.E. Railway (632)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure in fixing eight hour duty for the running staff in the Indian Railways (633)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure in introducing eight hour duties for Gatekeepers in the Indian Railways (634)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to absorb casual labour working in the Indian Railways (635)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to regularise the substitute workers even after working several years continuously in the Railways (636)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to do away with top heavy administration in Railways (637)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to curb bureaucracy in the Railways (638)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to abolish Railway Board (639)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to grant 8.33 per cent bonus to the railway employees (640)].

[Shri Ramavtar Shastri] That the demand under the head Railway Board be reduced to Re. 1.

[Failure in withdrawing curtailment of uniforms to railway employees imposed after Chinese aggression (641)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to form one union in the Indian Railways (642)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure in declaring ticket checking staff as running staff in the Indian Railways (643)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure in abolishing saloon and saloon like facilities to the officers in the Indian Railways (644)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to establish fullfledged office of the Railway Service Commission at Patna or Danapur (645)].

That the demand under the head Railway Board be reduced to Re. 1.

[Need to form Railway Service Commission in N.F. Railway with office at Katihar (646)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure in winding up of private contract system and introducing departmental catering system in N.F. and other railways (647)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure in providing adequate accommodation to railway employees (648)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure in removing ban imposed on the recruitment of class III staff in the Indian Railways (649)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure in removing the ban imposed on the recruitment of employees in the workshops of Indian Railways (650)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in providing adequate number of seats in each class of N.E. Railway High School Garhara and also adequate number of teachers and scientific equipments, etc. (651)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need for opening Railway High School at Narkatinganj, Itatnagar and Varanasi on E.E. Railway (652)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need for providing running room facilities to the Travelling Ticket Examiners in Indian Railways (653)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in providing promotional chances to Transhipment Clerks for promotion as Guard grade 'C', Goods Clerks and Claim Tracers, in North Eastern Zone (654)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in providing leave Reserve T.T.E.'s post in North Eastern Railway in scale of Rs. 130—212 (655)].

That the demand under the Head Railway Board be reduced by Rs. 100.

[Need for reclassification of posts of skilled fitters in Loco Mechanical, Carriage and Workshops in North Eastern Railway (656)].

That the demand under the Head Railway Board be reduced by Rs. 100.

[Need for stoppage of deduction on account of electric installation charges even after completion of the deduction of total cost incurred on this account, from the salary bill of railway employees of N.E. Railway (657)].

That the demand under the Head Railway Board be reduced by Rs. 100.

[Failure in providing the posts of 'A' grade T.T.E's in North Eastern Railway (658)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in filling the posts of Deputy Chief Yard Masters and Area Controllers from yard staff group in North Eastern Railway (659)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in supplying prescribed and standard size of coal in engines in N.E. Railway (660)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in providing adequate posts of X-Ray technicians (Radiologists) in Railway Hospitals of Samastipur division on N.E. Zone (661)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in payment of consolidated running allowances to Guards working on small quick transit duty on North Eastern Railway in goods trains (662)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to prevent infructuous expenditure (663)].

That the demand under the head Railway Board be reduced to Re. 1.

[Lack of cleanliness, light and drinking water in trains (664)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to take over the railways run by M/S. Martin Burn Ltd. (665)].

That the demand under the head Railway Board be reduced by Re. 1.

[Failure to nationalise Fatuha-Islampur and Arrah-Saharsa Light Railways in Bihar (666)].

That the demand under the head Railway Board be reduced to Re. 1.

[Faulty system of fixing grades and effecting transfer of employees (667)].

That the demand under the head Railway Board be reduced to Re. 1.

[Lack of facilities for third class passengers (668)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to convert metre gauge lines into broad gauge lines (669)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to formulate a scheme for proper development of railways in the Country (670)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to run cent per cent canteens on departmental basis in Railways (671)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure to form one federation or recognise other confederation, unions and associations in the Railways (672)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure in checking pilferages and thefts in Railways (673)].

That the demand under the head Railway Board be reduced to Re. 1.

[Failure in changing the bureaucratic functioning of the Railway Board (674)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in withdrawing the break in service orders against more than seven thousand Railway employees in Southern Railway (687)].

[Shri Ramavtar Shastri]

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in withdrawing the break in service orders against 340 railway employees of Danpur and Sahibganj in Eastern Railay (688)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in sending instructions to General Managers and other officers of the Indian Railways for receiving memoranda and receiving delegations from unrecognised Associations and Unions (689)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in withdrawing the Court cases launched against more than three hundred railway employees and their leaders for participating in 33 day peaceful strike in 1971 at Garhara for the grant of project allowance (690)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in granting project allowance to the railway employees of Barauni-Garhara and other places within 20 kilometres of Barauni Fertilizer Project (691)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to recognise All India Railway Employees Confederation as the biggest representative organisation of the railway employees (692)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to recognise All India Station Masters' Association as the representative organisation of the Station Masters and Assistant Station Masters working on the Indian Railways (693)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to recognise Indian Railway Loco Mechanical Staff Association as the only representative Organisation of the Loco Mechanical Staff working on the Indian Railways (694)].

That the demand under the head Railway Board be reduced to Re. 1.

[Need to abolish air condition and first classes in railways in order to give more accommodation to the third class passengers (695)].

That the demand under the head Railway Board be reduced to Re. 1.

[Need to maintain dining cars in the Indian Railways and extend them to non-covered trains for the convenience of the general passengers (696)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to recognise All India Railway Ministerial Staff Association as the representative organisation of the Ministerial Staff in Indian Railways (697)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to recognise N. E. Railway Mazdoor Union as the representative organisation of the employees in N. E. Railway (698)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to recognise Northern Railway Workers Union as the representative organisation of the employees in the Northern Railway (699)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to recognise All India Carriage and Wagon Staff Council (700)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to recognise All India Train Examiners Welfare Committee (701)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to recognise All India Signal and Telecommunication Staff Association (702)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to recognise All India Commercial Staff Association (703)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to recognise Indian Railway Checking Staff Association (704)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to recognise All India Guard Council (705)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to recognise All India Running Staff Association (706)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need for abolition of the present contract system for loading and unloading of goods and parcels and provision of regular employment for that work (707)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to abolish contract system of work in Railways and to perform maintenance and construction work departmentally (708)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need for fair and impartial procedures for appointment of class IV staff so as to stop the employment of bad recruits as at present (709)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need for definite and fair policy of transfer and promotion and brushing aside all stop-gap promotions resulting from favouritism and corruption (710)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to take exemplary disciplinary action, the least being dismissal from service, against Corrupt Officials (711)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need for effective machinery to educate the Railway employees about their rights and privileges as their duties (712)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to provide quarters to all railway employees (713)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to run direct passenger or shuttle train from Barauni to Mughal Sarai and back (714)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to run a train from Gaya to Patna halting at all stations in the way and arriving at Patna at 6 A. M. (715)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to construct new railway lines in backward areas. (716)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to grant travel concessions to the members of the All India Teachers Association and Cultural Organisations, including Indian people's Theatre Association (717)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to supply coal to various railways as provided under the rules (718)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to check pilferage and wastage of coal on railways (719)].

**Shri Ravinder Shastri**

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to give adequate compensation to railway employees and other victims involved in the railway accidents (720)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to fix 8 hour duty for all categories of staff in the Indian Railways (721)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Irrregularities and undue delay in payment of pensions to the retired railway employees. (722)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to check pilferage of brass and other valuable materials from Jamalpur Railway Workshop (723)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Connivance of railway officials in thefts committed in Jamalpur Railway Workshop. (724)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to enter into collective bargaining with unrecognised unions also (725)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to democratise railway Management and administration with the participation of elected representatives of employees on the basis of secret ballot (726)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to abolish contract labour system in the Indian Railways (733)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in declaring as permanent all workers who are working in coal hand-

ing under the contractors for 5 to 20 years. (734)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to abolish contract system in coal and ash handling in Railways (735)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to start Saharanpur Light Railway inspite of the assurance given by the former Railway Minister (736)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to grant medical facilities to the casual and substitute railway employees (737)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to reduce the rent of retiring rooms charged from the Members of parliament (738)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in taking action against the officials for their anti-working class attitude and bad management of the Railway Hospital, Dhanbad (739)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Policy of victimisation against the office bearers of the Dhanbad Railway Hospital Employees Association (740)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in reducing the salaries of high officials in the Indian Railways (741)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in supplying adequate and costly medicines and other medical facilities to class III and IV railway employees (742)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to check corrupt practices encouraged by the Railway Board (743)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to reduce the rent of railway retiring rooms (744)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in constructing a *pucca* over-bridge at Meethapur railway crossing in Patna to solve the bottleneck of transport (745)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in changing the name of Patna Junction station on Eastern Railway to Patliputra (746)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in changing the name of Patna City station to Patna Saheb (747)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to change anti-labour policy of the Railway Board (748)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to implement and fulfil ten point programmes launched by the former Railway Minister, Shri G. L. Nanda. (749)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to cooperate with the Railway Employees Coordination Committee, Dhanbad in checking corruption and wasteful expenditure in the Railways (750)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Misuse of class IV staff by Railway Officers for performing domestic duties in their residences (751)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Collusion of R.P.R. with wagon breakers. (752)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Conivaince of high officials in wagon breaking and theft of the Railway properties (753)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to check wagon breaking in broad day-light at Mughal Sarai, Gaya, Dhanbad, Jamalpur, Patna, Howrah, Barauni, Garhara, Katihar, Siliguri, Gorakhpur, Sonepur, Phulwari Sharif and Neora (754)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to establish D.S. office at Sonepur in N.E. Railway (755)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to concede the just demands of the coach attendants of Indian Railways (756)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to implement the Administrative Reforms Commission's Report regarding the Indian Railways (757)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to implement the Railway Board's Circular by Zonal Railways regarding stoppage of reversion beyond 18 months continuous officiating service of Railway employees without D.A.R. proceedings (758)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to stop malpractices in allotment of railway wagons (759)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in establishing Divisional Headquarters at Jamalpur in spite of the promises made (760)].

[Shri RamaVatShastri]

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to lay double railway track from Patna to Gaya on Eastern Railway (761)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to lay double railway track from Kiul to Calcutta via Farraka (762)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to deposit interim relief amount in P.F. account of employees for the months of October and November, 1971 at Danapur in Eastern Railway (763)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in checking misuse of railway employees, money and materials in organising Basant Melas at Pandu and Katihar in N.F. Railway (764)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to restore House Rent Allowance to the railway employees working and residing at Danapur (Khagaul) in Eastern Railway (765)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to provide workload according to yard stick and not taking work more than eight hours from the railway employees. (766)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to provide alternative posts to declassified railway employees. (767)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to transfer high officials at Katihar in N.F. Railway for their bureaucratic and anti-staff attitude. (768)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to treat loco coal khalsias as railway employees (769)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to unify the scales of pay of clerks grade I and II into a single-scale of Rs. 130—300 as they perform the same duty. (770)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to widen the foot over-bridge at Danapur Railway Station on Eastern Railway. (771)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to build retiring rooms at Danapur (Khagaul) Station on E. Railway (772)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to fill up all vacant posts and confirm temporary and officiating staff on the said posts in the Railways (773)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to allow public passage through overbridge at Katihar Railway Station which was built for the purpose. (774)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to construct an over-bridge at Thana Behpur Station in N.E. Railway (775)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to withdraw victimisation cases such as transfer, suspension, removal, dismissal and police cases against the railway employees. (776)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to implement decided policies by the Railway Administration. (777)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to implement recommendations of Shankar Sharan Tribunal with regard to upgradation of posts of mechanical staff in loco sheds. (778)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to implement recommendations of the Accident Enquiry Committee with regard to upgradation of 25 per cent posts of mechanical staff working in loco sheds to avoid accidents. (779)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to promote Class IV staff to class III who have rendered more than 5 years of service in Indian Railways as recommended by Class IV Promotion Committee. (780)].

That the demand under the head Railway Board be reduced by Rs. 100.

Failure to absorb the loco supervisors from steam side to diesel side due to diesclisation. (781)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Ignoring promotion of senior supervisor of steam locos to diesel side and stopping promotion of junior supervisors of diesel side. (782)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to implement Factories Act in Loco Sheds. (783)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to keep leave reserve for the stenographers in the Divisional Office of Northern Railway, New Delhi. (784)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Illegal act of the Railway Administration in punishing the employees for work to rule agitation. (785)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in treating stenographers as essential staff for the purpose of allotment of houses. (786)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in providing railway quarters to the staff working in railway offices in Delhi prior to July, 1947. (787)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in distributing railway lands to the land less and agricultural workers (788)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need for maintenance of combined seniority of diesel and steam supervisors as in case of loco running staff as decided by Railway Board. (789)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to supply necessary materials to loco staff for repair of engines in loco sheds. (790)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to supply uniforms to loco mechanical staff. (791)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to replace out-dated tools and plants by modern one in loco sheds. (792)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Failure to provide supervisory and other staff in loco sheds according to yard stick which also needs to be revised (793)].

[Shri Ramavtar Shastri]

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Failure to give over-time allowance after prescribed duty hours in accordance with the recommendations of Rajyadhiksha Award. (794)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to raise the platform at Neora station of Eastern Railway. (795)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to construct a wooden over-bridge at Neora station of Eastern Railway. (796)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Failure to construct a building for Parcel Office at Neora station of Eastern Railway. (797)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to supply drinking water at Taregna station from the water tank at Massauri. (798)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Failure to check ticketless travelling in Patna-Gaya line on Eastern Railway. (799)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

Need to construct a new railway line from Bihla station of Eastern Railway upto Jhinkhal *viz.* Bikarn, Palganj, Arwal and Kartha. (800).

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Failure to provide employment to the substitute railway workers of Dibrugarh Division on Eastern Railway. (801)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Failure to introduce electrification from Muzaffirpur to Asansol in main line of the Eastern Railway. (802)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to construct a shed at the station in front of Patna R.M.S. (803)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to construct sheds on those platforms of Patna Junction station from where trains leave for Gaya and Ranchi. (804)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Failure to clear slums at Patna Junction Railway station. (805)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to provide a halt for passenger trains at Rajendra Nagar station of Patna. (806)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to run D. L. type trains from Delhi to Howrah via Patna and back thrice in a week instead of twice as at present. (807)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to run Rajdhani Express *via* Patna also twice in a week with stoppage at Patna. (808)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to run a Jyoti-Jyoti train from Delhi to Siwanipur. (809)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to run a direct train from Patna to Dhanbad *via* Gaya (810)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to introduce a fast day-train from Patna to Ranchi and back. (811)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to provide stoppage of South Bihar Express at Patna city railway station. (812)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to construct a new railway line from Bihta station to Daltonganj. (813)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to construct a new railway line upto Ruijir from Jahanabad station of Eastern Railway via Bhagarsarai. (814)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to construct a new railway line from Ruijir to Gaya. (815)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to construct a new railway line along with the canal upto Bani-on-Sone from Danapur station of Eastern Railway. (816)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to raise the platform at Bankaghata railway station on Eastern Railway. (817)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to raise the platform at Phulwari Sharif railway station on Eastern Railway. (818)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Failure in checking overcrowding in trains. (819)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to upgrade Railway High School at Danapur (Khagul) station on Eastern Railway to a college. (820)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to raise the amount of grant being given to Khagul Municipality by the Railways. (821)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Failure to convert the Patna-Gaya line of Eastern Railway into a double line. (822)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Failure to provide sheds and drinking water at Parse, Pothali, Nidwan, Nidaul Taregna stations on Patna-Gaya line of Eastern Railway. (823)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to construct sheds on both sides of Gularbagh station of Eastern Railway. (824)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to fix up pay scale of Loco statics staff as per work load and responsibility. (825)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to supply uniforms to all statics staff. (826)].

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to pay special allowance to staff working inside the steam sheds in a smoky and dirty atmosphere. (827)].

[Shri Ramavtar Shastri]

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need for confirming employees after 3 years continuous service and regularisation of service after 6 months' casual working in Railways. (828).]

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need for proper training arrangement for statistics staff. (829).]

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need for promotion channel for block categories. (830).]

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to give ALF posts to artisan staff in steam Loco-sheds like Diesel sheds. (831).]

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to provide separate section for machine shop and divisionwise mill right gang for repairing of the machines in Loco shed. (832).]

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to establish B.T.M. post and promote all present BTMs. (833).]

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need for job writer for BMC and FIC. (834).]

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to give advance TA to railway staff for long journeys and while proceeding to training centres. (835).]

That the Demand under the head Railway Board be reduced by Rs. 100.

Failure to supply tools and materials for repairs of engines. (836).]

SHRI P. G. MAVALANKAR (Ahmedabad) : I beg to move :

That the demand under the head Railway Board be reduced by Rs. 100.

[Need for enlarging the amenities to the passengers travelling by third class in all trains. (837).]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need to provide a progressively increasing number of three tier and two tier berths in third class in passenger and express trains throughout the country. (838).]

That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need for making available the supply of clean food and cold and fresh water at Railway stations. (839).]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need for adding more third class coaches to various express trains, particularly on the long journey routes, with a view to reducing effectively the overcrowding in trains. (840).]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need for opening more windows at important railway stations for the purposes of inquiry, buying of tickets and reservations by travelling public. (841).]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need for strengthening security guards and police on the various trains and at stations, particularly in areas where the incidence of theft, assault, murder faced by the travelling public has been on an increase. (842).]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need for paying bonus to the Railway employees. (843)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need for improving the pay scales of lower grade employees in the Railways. (844)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need for providing better living conditions and housing to the Railway employees. (845)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need for adding more coaches and trains on the routes where workers and students are travelling daily for going to their work and study places. (846)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need for taking firm measures and stern action to check and drastically reduce the number of ticketless travellers all over the country. (847)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need for improving the various facilities and amenities at the Ahmedabad railway station (broad gauge as well as metre gauge). (848)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need for providing sheds and for constructing platforms at Vatva station, near Ahmedabad, where a vast industrial complex is coming up rapidly. (849)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need for constructing an over-Bridge between Sabarmati metre gauge railway station and Ranip Approach Road in Ahmedabad district in Gujarat (850)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need for improving the position of punctuality in running the trains (local, passenger and express) all over the country. (851)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need for reducing the time taken by the Flying Rani and the Gujarat Queen on Western Railway in running from Bombay to Surat and from Bulsar to Ahmedabad respectively. (852)].

That the Demand under the head Railway Board be reduced to Re. 1.

[Failure to devise a proper, just, efficient and timely service and system of reservation of seats for passengers travelling by third, second, first and ACC classes, particularly for long distance travel (853)].

That the Demand under the head Railway Board be reduced to Re. 1.

[Failure to provide necessary personnel at the 'MAY I HELP YOU' counters put up at some railway platforms with the intention to help and guide the passengers and general public (854)].

That the Demand under the head Railway Board be reduced to Re. 1.

[Failure to check and eliminate growing corruption in the Railways (855)].

That the Demand under the head Railway Board be reduced to Re. 1.

[Failure to run adequate number of local trains (both slow and fast) in the metropolitan cities of Bombay, Calcutta, Delhi and Madras (856)].

That the Demand under the head Railway Board be reduced to Re. 1.

[Failure to increase speed of several local and passenger trains all over the country (857)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Failure to reduce over-crowding in trains (858)].

[Shri P. G. Mavalinkar]

That the Demand under the head Railway Board be reduced to Re. 1.

[Failure to mitigate many hardships to the vast number of passengers travelling in third class (859)].

That the Demand under the head Railway Board be reduced to Re. 1.]

[Failure to improve catering services on the trains, particularly on the metre gauge lines and in long journeys (860)].

That the Demand under the head Railway Board be reduced to Re. 1.

[Failure to expedite electric trains from Bombay to Ahmedabad for both goods and passengers traffic (861)].

That the Demand under the head Railway Board be reduced to Re. 1.

[Failure to run a daily deluxe train (with A.C. car chair coaches) between Ahmedabad and Bombay. (862)].

That the Demand under the head Railway Board be reduced to Re. 1.

[Failure to convert the Ahmedabad-Delhi track from metre gauge to broad gauge (863)].

That the Demand under the head Railway Board be reduced to Re. 1.

[Failure to start forthwith the construction of Bhavnagar-Tarapur line in Gujarat. (864)].

That the Demand under the head Railway Board be reduced to Re. 1.

[Failure to make provision for Railway route (Kapadwanj-Modasa line) and other facilities in Sabarkantha District in Gujarat. (865)].

That the Demand under the Head Railway Board be reduced to Re. 1.

[Failure to convert the Baroda-Chhota Udepur line from narrow gauge to broad gauge. (866)].

That the Demand under the head Railway Board be reduced to Re. 1.

[Failure to make railway journey safe, secure and comfortable (867)].

That the Demand under the Head Railway Board be reduced to Re. 1.

[Failure to abolish or radically reorient the Railway Board. (868)].

**Shri Ramavtar Shastri** : I beg to move:

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need to provide tools room in every loco shed. (869)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need to take back loco cleaners in loco, who were sent in other category, in the Delhi Division of Northern Railway (870)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need to stop retrenchment of cleaners in Delhi Division of Northern Railway (871)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need to exempt Firemen ' C ' from becoming loco cleaners in the Delhi Division of Northern Railway (872)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need to provide 16 hours' rest to the Running Staff of Delhi Division of Northern Railway after performing 8 hour or excess duty as per orders of the Railway Board. (873)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need to accede to the demands of Loco and Running Staff of Ratlam Division (874)].

That the Demand under the head Railway Board be reduced by Rs. 100.

[Failure in reducing work load of gatemen, keymen and misteries in Railways (875)]

That the Demand under the head Railway Board be reduced by Rs. 100.

[Need to link Rewa District in Madhya Pradesh through Railway lines (876)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to ensure punctual running of trains (877)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to attach a coach for Giridih in the Patliputra Express running from Patna to Dhanbad and back (878)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to increase reservation quota from Patna to Delhi in all the Mail or Express trains. (879)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to construct a pucca road over-bridge at Bilka on Eastern Railway to do away with traffic bottleneck. (880)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to provide stool or chair to the staff at all gates and lodges at Railway stations. (881)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in granting casual leave facilities to the artisan staff of the railway workshops according to the award by the Tribunal (882)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in providing jobs to the Scheduled Castes and Scheduled Tribes candidates according to the quotas fixed for them (883)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need for a thorough study into the working conditions of class IV employees working in the Indian Railways (884)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in scrapping 14 days continuous duty round the clock by the staff at the gates at railway stations (885)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to allot rent free quarters to class IV employees in the Railways (886)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Lack of water, light and cleanliness in all the trains running on Patna-Gaya line of Eastern Railway. (887)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to erect sheds at Sadiopur railway station platforms of Eastern Railway (888)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to give financial aid to Samastipur college as a large number of wards of the Railway employees read there. (889)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to direct railway administration at all levels to accept memoranda and representations from the unrecognised unions and associations in the Railways (890)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to upgrade Naiaul halt station on Patna-Gaya line in Eastern Railway to full-fledged station. (891)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to reduce court cases (892)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure in giving authorised pay scale to the workshop canteen staff in the Indian Railways (893)].

[Shri Ram Natar Shastri]

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to treat clerks as workers under the Factories Act in pursuance of Supreme Court's judgement (894)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to implement promised promotional quota of upgradation for the managerial staff in the Indian Railways (895)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to appoint two gangmen for night patrol duty instead of one as at present. (896)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to open more dispensaries in Railway colonies (897)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to upgrade the posts of keyman and mate. (898)].

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to pinpoint the track inspection by the engineers. (899)].

That the demand under the Railway Board be reduced by Rs. 100.

[Failure to fix definite responsibility for track maintenance by the Assistant and Divisional Engineers (900)].

That the demand under the Railway Board be reduced by Rs. 100.

[Failure to guard against theft of P. W. materials laying scattered under open sky (901)].

That the demand under the Railway Board be reduced by Rs. 100.

[Failure to fix the norms of P. Way gangs engaged for track maintenance (902)].

That the demand under the Railway Board be reduced by Rs. 100.

[Failure to post engineers in-charge of tracks with adequate practical experience of track maintenance (903)].

MR. DEPUTY-SPEAKER : The Cut Motions also are before the House.

श्री रमाकृष्ण रामरेणु (पटना) : उत्तराधिकार महोदय, मैं अपने बटोरी प्रस्तावों की पेश करते हुए, जिनका संख्या 250 है, कुछ बातों की ओर रेल मंत्री का ध्यान आरंभित करना चाहता हूँ।

हमारे देश की जो नियति है ओर जित अपनों का नहीं करने वाले बोर्ड का कार्य होना है, उसे रेलवे हुए रेलवे बोर्ड को आवश्यकता नहीं है। जब रेलवे बोर्ड पर बहस हो तो ही थी, तो उत्तराधिकार देने हुए रेलवे बोर्ड का महोदय ने रेलवे बोर्ड ना बड़ा समर्थन किया था। रेलवे में अधिक के साथ कानून चहता हूँ कि मैं उत्तराधिकार सहमत नहीं हूँ। मगर मैं उत्तराधिकार यह नहीं है कि रेलवे बोर्ड के तराम लोग भूट या गन्त हैं। मेरी यह भूमि नहीं है। वे कन बोर्ड कुछ ऐसे लोग जहर हैं, जो रेलवे के आगे बढ़ो में रुकावट डालते हैं और उनकी तरह से कर्मचारी यां के साथ उन वा ध्यवहार अच्छा नहीं होता है। अगर यह स्थिति वाले नहीं तो जहिर है कि हम अपने देश को आगे नहीं ले जा सकेंगे और रेलवे की चढ़मुद्रा तक की नहीं हो सकेंगी। इस लिए मैं समझता हूँ कि रेलवे बोर्ड की कोई आवश्यकता नहीं है। जब हमसे विषयों में इन तरह की व्यवस्था नहीं है, तो रेलवे में इन तरह की व्यवस्था रखने का कोई आविष्यक नहीं है।

मैं फिर मजबूरी के साथ बोनस का सवाल उठाना चाहता हूँ। इस से पहले मैं रेलवे महोदय को योद्धा सा ध्यवहार भी देना चाहता हूँ कि उहोंने रेल मजदूरों के लिए बोनस के सवाल को खुलां रखा है। बोनस का सवाल किसी भी दूसरे सवाल से नहीं जोड़ा जाना

चाहिए। पे कमीशन की तिक दिस कदा होगा, उस से इत बा कोई सम्बन्ध नहीं है।

यह सदन यह तय कर चुका है कि बोनस मजदूरों का डेफ़ैंड बैंग है जो सरकार के यहाँ जमा है। वह मजदूरों को दिया जाना चाहिए मंत्री जी जानते हैं कि आज पूरे देश के सभी रेल मजदूर चाहे वह किसी भी यूनियन के नेतृत्व में क्यों न काम करते हों, रेलवाह डेरेंजन समेत तमाम दूसरे अन्यरेकानाइंड यूनियनों और आन इंडिया रेलवे एम्प्लाईज कान्परेंजन के नेतृत्व में काम करने वाले या दूसरों यूनियनों के नेतृत्व में काम करने वाले तमाम मजदूर इस बात में एक है कि रेल मजदूरों को बोनस दिया जाना चाहिए और इस के संबंध में स्ट्राइक बैनर भी हो चुका। आज इंडिया रेलवे एम्प्लाईज कान्परेंजन भी फैसला कर चुका कि अगर सरकार ने इधर ध्यान नहीं दिया तो मजदूरों को जिन की संडिया लगभग 14 लाख है हड़ताल के लिए त्रिविंग होना पड़ेगा और इस की तैयारी भी चल रही है। मुझे भी इत की तैयारी के सिवतिने में कई जगह पूर्वान्तर रेलवे, नार्थ फॉन्टियर रेलवे और ईस्टर्न रेलवे के अंदर जाने का अवसर मिला है। तो मैं चाहूंगा कि मंत्री जी इस बात का यहाँ एतान करें कि मजदूरों को बोनस दिया जायगा ताकि जो नई बात यह करना चाहते हैं रेलवे के अंदर उत के बारे में मजदूरों के अन्दर विश्वास पैदा हो कि सचमुच में आप कोई नई बात करना चाहते हैं।

तीसरी बात में उठाना चाहता हूँ जो कि बहुत ही महत्वपूर्ण है। आज रेल मजदूरों में बहुत ही क्षोभ है। एक तो पे कमीशन की तिक अभी तक शाया नहीं की गई। बोनस बा एतान नहीं किया गया आर उत के ऊर महंगाई लोगों को तंग और तबाह कर रही है। सोग परेशान है। इतना ही नहीं बहुतों को दृष्टिये डें नहीं दिया जाता। छुट्टी वर्गीह के मामले में उन्हें तंग किया जाता है। ताह दर् से रेलवे प्रगातन के नीकरगाह मजदूरों और अंतुण रखने के नाम पर मजदूरों को सताते

हैं और उता को तंग करते हैं। इता को जे कर उता में भारी प्रतिरोध है। पिठल बधों में रेल मजदूरों ने बड़ी बड़ी लड़ाइयां आन-रेकराइ ड यूनियनों के नेतृत्व में हुई हैं। रेलवे मेन्यु फैड़ गेन और नेगन फैड़ गेन आफ इंडियन रेलवे मेन के नेतृत्व में वे लड़ाइयां नहीं चलीं। बल्कि इन लोगों ने तो इन लड़ाइयों का गिरोध किया। मंत्री जी को मालूम है कि गड़हा वरीयों के दस हवार मजदूरों की 33 दिनों की तिहाई-सिक्क हड़ताल प्रोजेक्ट एतावेंस के सवाल पर चली थी। मंत्री जो को मालूम होया कि पुलिस जुलम के खिलाफ धनदाद के दूरे हड़ताल के मजदूरों ने एक सप्ताह तक हड़ताल 1971 में को थो जब हम और आप लोक सभा के चुनाव लड़ रहे थे। आर को मालूम होगा कि पिठले साल सदन रेलवे के नियंग स्टाफ के लोगों ने हड़ताल समाप्त की और करीब करीब 14 दिन तक वह हड़ताल चली। लोग भारत सुखाकानून में प्रिस्टार किए गए जबकि दूसरीं तरफ विसी भी चोर व्यापारी को उस बानून के तहत प्रिस्टार नहीं किया गया। तो वह अन्दाज आप को है। अभी अभी पिछले साल अगस्त में साहबगंज और दानापुर के मजदूरों ने हड़ताल की जिसकी बजह से दो सौ साहबगंज के नजदूरों की और 120 दानापुर के लोको मजदूरों का सर्विस ब्रेक कर दी गई। उनके नेता श्री अनन्त ज्ञा परसों चीये रोज मन्त्री जी से दानापुर में मिले थे मजदूरों का जलूस लेकर और उनके प्रतिनिधि के रूप में एक जापन भी उन्हें दिया था। श्री अनन्त ज्ञा को बिना कुछ काज कराए गलत तरीके से रेलवे के नियमों का संलग्न बरके सस्पेंड कर दिया गया। आज भी वह कई महीनों से सस्पेंड हैं। तो इसको लेकर वहाँ असन्तोष है। नार्थ फॉन्टियर रेलवे में चले जाएगे। वहाँ काफी हुंगामा हुआ था। पुलिस वालों ने विसी रेल मजदूर को यह कह कर दीदा था कि यह नक्तलाइट है या नक्तलाइट का रणथंक है। अभी हाल में रत्नाम और दिल्ली में भी हुंगामा चला। इस तरीके से पूरे दिनदिवान के मन्दर

## [श्री रामाचतार शास्त्री]

रेल मजदूर भ्रम-रेकमनाइज्ड यूनियनों के नेतृत्व में, कटेंगरी की यूनियनों के नेतृत्व में और आल इण्डिया रेलवे एम्प्लाईज कानकडेरेणन के नेतृत्व में आन्दोलन चला रहे हैं जिसकी तरफ मन्त्री महोदय का ध्यान जाना चाहिए। लेकिन अभी क्या होता है? अगर वह आपको कोई आपन देते हैं, आपके मैनेजर को देते हैं, डॉ० एस को देते हैं या दूसरे अधिकारियों को देते हैं तो कहते हैं कि तुम रेकमनाइज्ड नहीं हो, तुम्हारा आपन नहीं लेंगे। तुम्हारी बात नहीं मुनेंगे। पहले रेकमनाइज्ड हो लो तब आओ। इसी सवाल को लेकर सदन रेलवे की हड्डताल हुई थी। भूतपूर्व रेलवे मन्त्री श्री पाई साहब भी बहां भीजूद हैं। उनको पता है, खुद आनापुर और साहदगंज में इसी सवाल को लेकर हड्डताल हुई। मैं यह कहना चाहता हूं कि आप रेकमनाइज कीजिए, या न कीजिए, अगर रेल मजदूरों में ताकत द्वारों ने आल इण्डिया रेलवे एम्प्लाईज कानकडेरेणन कटेंगरी की यूनियनों नाईन रेलवे बर्कमं यूनियन, एन० ई० रेलवे मजदूर यूनियन, ये जिनीं भी अनरेकमनाइज्ड यूनियन्स हैं ये सब संगठित होकर आपसे ऐकनीशन लेंगी। लेकिन जब तक आप रेकमनाइज नहीं करते हैं, मैं चाहूंगा कि जिस फैसले को श्री पाई साहब ने स्वीकार किया था और इसी मदन में एनान भी किया था उसे आप लागू करें कि उनके जापन लेंगे, उनकी बात मुनेंगे, लेकिन इसका अर्थ यह नहीं समझा जायगा कि उन्हें सरकार ने रेकमनाइज कर निया। अगर उनकी बातें मही होंगी तो उन पर गोप भी करेंगे। अब मैं पुनः यह चाहता हूं कि नये रेल मन्त्री उनकी बातों को फिर दोहरायें। मैं निवेदन करूंगा कि वह रेलवे बोर्ड को हिदायत दें, जनरल मैनेजर को हिदायत दें और तमाम रेलवे के अधिकारियों को हिदायत दे कि आप मजदूरों के जापन और मेमोरेंडम कीजिए, अगर सही हो, तो उगके ऊपर विचार करके कार्यवाही कीजिए, नहीं मही हो तो न कीजिए। अगर ऐसा आपने किया तो मूँझे बिग्राम है आप। मैं क्या से कम अन रेकमनाइज्ड यूनियनों

की तरफ से आप को जहर विश्वास दिखाएँ मकाना हूं और इतना ही नहीं, रेकमनाइज्ड यूनियनों के पीछे चलने वाले हजारों और लाखों मजदूरों की तरफ से भी आप ज्ञे विश्वास दिला सकता हूं कि वे लोग प्राप्त कीछे चलेंगे और अगर आप रेल में तरफ़ करना चाहते हैं, रेलवे के ग्रन्दर व्याप्त करपर्क्स को मिटाना चाहते हैं, बंगल की कमी को दूर करना चाहते हैं, विकास की दिशा में आपके बढ़ना चाहते हैं, रेलवे की लाइन बिछाना चाहते हैं, यदं क्लास पैसेजर को ज्यादा से ज्यादा महूलियत देना चाहते हैं तो इन तमाम कामों में आल इण्डिया रेलवे एम्प्लाईज का फैटेंगर और दूसरी कंटेंगरी की यूनियनों तथा अनरेकमनाइज्ड यूनियनों आप की मदद करेंगी। लेकिन मैं चाहूंगा कि आप इसके ध्यान में

इतना ही नहीं, मैं कई जगह जाता हूं, अभी भनवाद गया था: अन्नापुर द्यात्र से ऐसे चाल नार आया, हमारी कंटेंगरी के लोग सम्प्रेक्षण करना चाहते हैं, वे आपसे रेलवे एनीट्रूट को मांगते हैं, नहीं दिया जाता है। लोकन राइडिंग्स को नवाने के लिये वह दिया जाता है। (व्यवधान) ... खगड बातों के लिये वह दिया जाता है। ... (व्यवधान) ... मून लीजिए, आप के अफमरान क्या करते हैं? ...

श्री शशि भूषण (दक्षिण दिल्ली): इन्होंने रेडियो के बारे में जो कुछ कहा है वह शब्द वापस ले। गल्चरल शो होता होगा लेकिन यह शब्द ये गलत प्रयोग कर रहे हैं। रेडियों राजाओं-बादशाहों के जमाने से होती थी। आजकल ऐसा सम्भव नहीं है।

श्री रामाचतार शास्त्री: आजकल भी ऐसा हो रहा है, शशि भूषण जी, आप ज्ञे पता नहीं है।

तो गलत कामों के लिए, शराब पीने के लिए, गुलाब उड़ाने के लिए ये सब हाल बने हुए हैं रेलवे के जगह जगह पर और वे उन को दिये जाते हैं लेकिन हम लोगों को

स नाम पर नहीं दिये जाते कि तुम ग्रन-  
रेकमनाइज यूनियन के हो । तो आप आदेश  
जारी कीजिये, जो इस तरह के इस्टार्टरूट बने  
दूए हैं । (व्यवधान) . . . निलामा साकृ-  
तिक कार्यक्रम में मान नेता हैं, आप की बात भी  
मान नेता हैं । मैं चाहता हूँ कि इस बात की भी  
खफाई आप की तरफ से आनी चाहिए और  
रेलवे बोर्ड को हिदायत होनी चाहिए कि  
कोई भी रेल मजदूर सम्मेलन करना चाहे,  
मीटिंग करना चाहे, अलमा करना चाहे तो  
उसे ऐसा करने की इजाजत होनी चाहिए  
और कुछ लोगों की ही यह वर्पातं नहीं होनी  
चाहिए । मैं समझता हूँ कि वर्पातं शब्द का  
बो मैंने प्रयोग किया है यह अनपार्नियामंटरी  
नहीं है ।

भव मैं कैटीन्ज के बारे में कुछ कहना  
चाहता हूँ । इनको आपने प्राइवेट हाथों में दे  
रखा है, बहुत कम डिपार्टमेंट भाजनालय  
आपके हैं । ज्यादा तर आप ने निजी  
मुनाफा कमाने वालों के हाथ में ही  
इनको दे रखा है जो रातदिन गोलमाल  
करते हैं । अगर आप कम्पनेट बस को  
देखें तो इसके सिलांसिले में आपको बहुत ही  
शिकायतें उन में दर्ज हुई मिल जायेगी ।  
मैंने भी दर्जनों शिकायतें की हैं उनके बिनाफ  
लेकिन कोई कार्रवाई इन शिकायतों पर नहीं  
की जाती है । ए.० ई० रेलवे पर कटिहार  
आदि में अग्रवाल एंड बम्पनी के लोगों ने कब्जे  
कर रखे हैं जिसके कई लाग स्वर्ग मिधार चुके  
हैं, बरमों पहले लेकिन उनके नाम से कैटीन्ज  
चल रही हैं । ज्यादा तर कैटीन्ज उनके बदले  
में ही हैं । एक आप कंटीन बार ने डिपार्टमेंटल  
ब्लॉक रखी है । बहुत बार शिकायतें की गईं  
और माननीय उप मंत्री जी रेलवे ने हिदायत  
भी दी कि उन्हें लाइसेंस न दिया जायें लेकिन  
ग्रफरमों ने फिर दे दिया । इससे पता चलता है  
कि डिप्टी मिनिस्टर की बात का भी कोई  
बदल नहीं है रेलवे बोर्ड के सामने । अब सुना है  
कि आप ने भी कह दिया है कि इसको कि रहाल  
रोकें और आप फॉइल को देखेंगे । जो निवी

लोग इन कैटीन्ज को मही ढंग से नहीं चला  
रहे हैं, जो जनता को लूटते हैं, जो कभी  
गवर्नरेन्ट का भल्स टैक्स नहीं देते वर्पातं कभी  
वे परची काटते ही नहीं हैं उनको आप ये  
कैटीन्ज न दें । आप पता लगाये कि कितना  
मेल्स टैक्स वे देते हैं । अगर आप न पता इसका  
लगाया तो आपको पता चल जायेगा कि क्या  
गड़वड़ी वे कर रहे हैं अग्रवाल माहूब और  
उनके लोग । अभी मैं धनवाद से कुछ दिन  
हुए आ रहा था कालका मेन से । बेअरर ने  
मृझे से कहा कि अगर नाश्ता करेंगे तब तो  
फैट्ट बलाम में ला कर खाना देंगे नहीं तो  
नहीं देंगे । जब हम डाइनिंग कार में चाय पीने  
गये तो बेअरर ने कहा कि हम एक कप देंगे  
दो कप नहीं देंगे । पाट में आप तो जानते ही  
हैं कि दो कप चाय होती है । दो कप के बजाय  
उसने एक कप दिया जबकि हम दो आदमी थे ।  
फिर दो चम्मच के बजाय एक चम्मच दिया ।  
फिर मैंने पूछा कि यह कैटीन किसकी है तो  
उसने कहा कि मरदार दारा मिह की कैटीन  
है । हमारे दल के नेता श्री इंद्रजीत गुल . . .

श्री इन्द्रजीत गुल (अर्लीपुर) : दारा मिह  
नहीं, राजेन्द्र दारा ।

श्री रामावतार शास्त्री : मझे जो बताया  
गया वही मैं बता रहा हूँ । मैंनेजर ने बताया  
कि दारा मिह की है । अब इसका पता मंत्री जी  
स्वयं लगा सकते हैं । कहने का मतलब यह  
है कि प्राइवेट कैटीन्ज को आप स्थित कर दें  
और डिपार्टमेंटल कैटीन्ज आप चलायें ।  
अब सुना है कि डीलबस में और तेज चलने  
वाली गाड़ियों में आप डाइनिंग कार्च को  
एवालिश कर रहे हैं । यह आप बया जूलम कर  
रहे हैं ? यह गलत है । ऐसा नहीं होना चाहिए ।  
इससे यात्रियों को बूत सहनियत मिलती है ।  
वहां जो पैकेट फट भिसेगा अगर आपने इसको  
एवालिश कर दिया तो जो लोग मिचे नहीं  
खाते हैं उनहोंना बड़ी माश्तल हैं जायेगी ।  
तब उस में मिचे भी रहेंगी और भेर जैसे यात्री  
भोजन नहीं कर सकेंगे । जिन गाहियों में

[श्री रामादास श.श.रवं.]

दाइनिंग कार्य चल रही है उनको आप मत छोड़ये ।

जहां जहां भी हमारे देश में उद्योग ध्वने हैं और बरेंगे बरोकि देश को अगर बढ़ना है, आप रहें न रहें, हम रहें न रहें देश तो आगे बढ़ना हो जायेगा और समाजवाद आना ही है इस वास्ते जहां भी उद्योग ध्वने बढ़ाया भजदूरों को प्रैंजेक्ट एलाउस जरूर दें । मरहरा और बरीनी के लोगों को भी आप दे यह मेरी आप से अपील है ।

कैंचुयल और सबस्टीट्यूट मजदूरों की बात भी कही गई है । कैंचुयल मजदूर चार साख के बरीब हैं । उन्हें आप पकड़ी नीकरी रेलवे के अन्दर दे । सबस्टीट्यूट लाखों की सादाद में हैं जो 12, 15 और 20 बरस से काम कर रहे हैं । उनको आप नेग्लिट करें । उनको कहा जाता है कि कानन के मृताविक तुम्हारा छः महीने का समय पूरा नहीं हुआ है । समय कैसे पूरा होगा या इसको पूरा होने दिया जायेगा वरं कि अक्षयर लोग भूर जानते हैं जिससे वे पूरा होने नहीं देते हैं । आप उनको रेग्लिट अवश्य करें ।

रेलवे मंत्री हनारे सूचे में आते हैं । इसका मतलब यह नहीं है कि वह अपने सूचे की तरफ ही ध्यान दें हिन्दुस्तान के दूसरे हिस्सों की तरफ ध्यान न दे । सभी जगह सम्प्रक रूप से रेलों का विकास होना चाहिए । नेकिन विहार बहुत पिछड़ा हुआ प्रदेश है । अभी तक कोई भी मंत्री तिहार की समस्याओं को ठीक तरह से नहीं समावेत था । आप ठीक से समझते हैं । इसलिए मंत्री आप से निवेदन है कि आप उत्तर में रेलवे लाइन बना रहे हैं और वहां अगर जरूरत है तो जहर बनायें, लेकिन दक्षिण की तरफ भी आपका ध्यान जाना चाहिए । विहार स हालतगंज तक कोई साइन नहीं है । पहाड़ी इलाके में चले जायें जहां से हमारे पार शंकर दायान गिर जी आते हैं, यारंगन में चले जायें तो उधर भी रेलवे लाइन नहीं है जो विछों चाहिए ।

अभी पटना पुल बन रहा है । यंगा पर आप राड़क पुल बना रहे हैं । उसे आप मंदिरवानी बारके रेल पुल बना दे ताकि मिथ जी को जनता बहे कि हां इन्होंने आते ही एक नया फैसला लिया है । पटना रेटेशन पर रेटेशन से दक्षिण और उत्तर की जनता तथा तात्रियों के आने-जाने के लिए आप एक लकड़ी पुल बनायें । रेटेशन के दक्षिण में आप एक बूकिंग आफिस भी खोलें बरोकि उधर एक लाख लोग रहते हैं । दानापुर या पटना में कुल पैरेंज विलासी बर्मीशन का दफ्तर आप खोलें । अभी एक पोस्ट आफिस की तरह वहां सब-आफिस है । उसे आप अन्प्रेड करके पूरा दफ्तर बना दें । पटना से कलकत्ता तक एक स्पेशल एक्सप्रेस द्वेन चलायें बरोकि पटना में कलकत्ता जाने वालों की तादाद सेकड़ी और हजारों में प्रति दिन होती है । सोनपुर में डी० एस० आफिस अप जरूर बनायें । यह बहुत आवश्यक है । इसी तरह से मुता है कि एन० ई० रेलवे में कटिहार में पर्वतक सर्विस बर्मीशन नहीं है । वहां आप पर्वतक सर्विस कर्मीयन वाजा बता गठित करें । उसका दफ्तर आप कटिहार में रखें । तब उधर का भी विकास होगा और किसी को शिकायत नहीं होती कि नीकरी चाकरी में पक्षपात किया जाता है या किसी को नजर-अंदाज किया जाता है ।

इन शब्दों के साथ मैं चाहता हूँ कि मेरे कटीती के प्रस्तावों को मंत्री जी सरसरी ढंग से एक बार जरूर पढ़ लें । ये मजदूरों के जीवन से सम्बन्धित हैं, जनता के जीवन से सम्बन्धित हैं ।

ईस्टने रेलवे के लोगों को क्लेम्ज आफिस जाना हो तो कलकत्ता जाना पड़ता है । एक क्लेम्ज आफिस व्यापारी वर्ग के लिए, उसके हित में दानापुर या पटना में जरूर खोलें । ऐसा आपने किया तो विहार सम्प्रक रूप से प्रगति कर सकेगा, तरकीं कर सकेगा । मुझे विश्वास है कि आप अपने उत्तर में मेरी बातों का जरूर जवाब देंगे ।

इन शब्दों के साथ मैं पुनः अपने कटीती प्रस्तावों को पेश करता हूँ।

15 hrs.

[Shri K. N. Tiwari in the Chair]

SHRI DHAR/ MRAO AF/ AI PURKAR (Gulbarga): I support the Demands for Grants in connection with the Railways for the year 1973-74.

The Railways is the biggest enterprise in this country. The total investment is nearly about Rs. 4340.9 crores upto 31st March, 1972.

In spite of this huge amount which was invested in this public enterprise, since 1966-67 the Railway Budget has always been a deficit budget. I don't know the reason for that.

Sir, the Railway track is near about 60,000 k. m. consisting of three categories. They are as follows:

Broad gauge	29,800 k.m.
Metre gauge	25,845 k.m.
Narrow gauge	4800 k.m.

Sir, the policy of the Government of India is to convert all the metre gauge sections into broad gauge. But, so far the progress has been very slow, in spite of the demand from all corners in this country.

In this connection, I request the Minister to convert the metre gauge Railway line from Hotagi to Hubli via Gadag and Bellary to Gadag and Miraj to Bangalore via Belgaum into broad gauge. For a number of years this demand is there, but still these lines have not been converted into broad gauge. So, my submission is this. These lines must be converted into broad gauge so that there will be increased traffic and this will also improve the commercial transactions of this railway.

As far as passenger amenities are concerned, the hon. Railway Minister stated in his Budget speech that every year the Railway Demand is being supplemented by Rs. 4 crores on the item of amenities. But there are

many cases where the drinking water facilities are not adequate, there are no waiting rooms and benches in the platforms. There are so many stations which are without platforms. In my own constituency I can state that there is a station Savalgi which is without these amenities. The other stations are Hunehi Hadgil and Nandur. These railway stations have been remaining in the same condition for the past 100 years. Although this particular line from Bombay to Madras was constructed in the year 1885 the Railway Department has not given any consideration to the provision of amenities. There are no proper platforms, there are not proper drinking water facilities. There are not proper waiting rooms. The Railway Department is only spending crores and crores of rupees on the urban areas but they are totally ignoring the rural passengers. The old people and the infirm people are not able to get down from the train in the absence of proper platforms in these stations which I have mentioned. The Railway department is spending crores on suburban railways. I know that the suburban railways are running at heavy losses, that is, Rs. 13 crores loss annually. In spite of that the Railway Department is investing Rs. 150 crores for the underground railway at Calcutta.

My submission to the Railway Minister is that he should provide all convenience and amenities to the third class passengers. The passenger train from Poona to Raichur is running without light, without water. The distance is 325 miles. The speed is 10 or 15 miles. There is no water, there is no electricity in the train and every day there are complaints on behalf of the passengers. Although it is stated that amenities are provided in the Budget, what we actually find is that these stations are not being provided with these amenities, and these trains run without water and without light. This is something which the hon. Minister must look into.

There has been no new railway line in my constituency. There was the Great Indian Peninsular Railway which was started

[Shri Dharanirao Afza'purkar] in the year, 1853, from Bombay to Madras. That was constructed so many years ago. After that, Sir, no Railway line has been added in this area by the Railway Administration. For your information I want to say that one railway line from Wadi to Gadag which was surveyed in 1947 has not been taken up so far. This area Gulbarga to Udagir is drought hit, backward and under-developed but no railway line has been laid in spite of my requests. My humble submission is that Wadi to Gadag line be taken up as soon as possible so that employment may be provided to the people living in this drought hit area.

Another railway line be taken up from Gulbarga to Udagir because there is a plan for a direct line to be constructed from Bangalore to Delhi. From Guntkul the metre gauge was converted into broad-gauge. From Gunkul to Gulbarga there is already a broad gauge. From Gulbarga to Betul via Udagir and Amravati the distance is 551 kms. If this line is constructed the distance from Bangalore to Delhi will be 1985 kms. instead of 2340 kms. now. The passengers have to come to Delhi roundabout.

Now, I come to speed. In many advanced countries the passenger trains are running at 160 kms. and the commercial trains at a speed of 200 kms. In this connection, Japan stands first where the Hikari Express runs at a speed of 210 kms. In our country the railway department is trying to run the Rajdhani Express at 100 kms. There is a distance of 85 miles from Kurnool to Latur and it takes 10 hours for the train to cover this distance. The speed comes to only 10 miles. Until and unless we increase the speed our country will not be able to progress. Japan is introducing super-speed trains which will run at 450 kms. The passenger trains which are running from Poona to Raichur and Hotagi to Hubli cover a distance of 110 kms. in 12 hours. The speed must be increased and also comforts provided to the passengers.

Now, I take up the point regarding cheap railway transport and shortage of wagons. There are stone quarries at Shahbad, Wadi, Chitapur and Sadam. In these quarries near 10 to 15 thousand labourers are working but due to non-supply of wagons these have since been closed down. I had written many letters for the supply of wagons to these quarries.

According to 'Economic and Commercial News' there are 11 wagon builders in India with a total capacity of 27,515 four-wheeler wagons per annum. The annual demand of wagons by the railways is only 12,000 wagons. I would like to know why the railways should not increase their demand on the wagon manufacturers and get 15,000 or 20,000 wagons and supply them to the needy persons. Due to the non-supply of wagons to the stone quarries, the quarry people are suffering, and about 10,000 to 15,000 labourers are wandering here and there. I would request the hon. Minister to consider this aspect and give more attention towards the supply of wagons to the needy people as soon as possible.

Regarding the re-modelling of the Gulbarga station which stands first in passenger traffic in the South-Central Railway, this was sanctioned at the time of Shri C.M. Poonacha but this has not been carried out so far. I would like to know the reasons for the same and I would request that the hon. Minister should pay special attention towards this aspect, because in the absence of this remodelling the railway servants and the passengers are not getting all the facilities which they should get.

श्री चन्द्र माल मनो तिकारी (वलरामपुर). ममापति महोदय, जो अवसर मुझे बोलने के लिए दिया गया है उसके लिए मैं धन्यवाद देता हूँ। मैं मंत्री महोदय का ध्यान इस तरफ आकर्षित करना चाहता हूँ कि आज जो देश की ज़रूरतें हैं उसके मुताबिक आपके रेल के प्रोग्राम्स क्या हैं? मैं अनुभव करता हूँ कि जो पहले ब्रिटिश प्रिंसिपल का समय था वही आज भी चल रहा है। क्या उसमें कुछ तब्दीली

होने की जरूरत नहीं है ? जिस मंदभाव से शितिशस्त हमारे भारत को तबाह कर रहे थे क्या वही भूमिका आज भी घटा की जायेगी ? मैं कदापि ऐसा नहीं सोचता था । इसमें सुधार होना चाहिए । यह रेलवे बोर्ड रेलवे कर्मचारियों को ब्रांट तरीके अपनाने के लिए बाध्य करता है । यह सफेद हाथी की तरह हमारे देश को और हमारे रेलवे के प्रोग्राम्स को फेल करता है । क्या रेलवे बोर्ड को एबालिश नहीं किया जायेगा ? आज नहीं, आज के बहुत पहले से इस पर विचार किया जा रहा है परन्तु इसको कार्यान्वित नहीं किया जा रहा है । मैं आशा करता हूँ मेरे इस निवेदन पर तथा मेरे साथ-साथ जो अन्य मित्रों ने यहां पर निवेदन किया है, उस पर विशेष व्यान दिया जायेगा और इसका एवानिशन जरूर होगा ।

रेलवे में इस समय जो व्यापक ब्रांटाचार चम रहा है वह आर०पी०एफ० के कारण है । हमारे भूतपूर्व मंत्री हनुमन्तेया जी ने इस पर विचार किया था विशेष रूप से परन्तु अभाग्यवश आज वे हमारे बीच में मंत्री पद पर नहीं हैं परन्तु हमारे ब्रतमान रेल मंत्री श्री मिश्र जी बड़े सुयोग्य व्यक्ति हैं और मैं आशा करता हूँ आर०पी०एफ० के ब्रांटाचार को वे अवश्य अपनी नियाहों में रखेंगे । मैं एक सुझाव देना चाहता हूँ । हमारे हनुमन्तेया जी ने सोचा था कि आर०पी०एफ० को किसी दूसरी तरफ बाइवर्ट कर दिया जाये यानी मिलिट्री की तरफ लेकिन मिलिट्री वालों ने इसको एक्सेप्ट नहीं किया । क्या मैं मिश्र जी से निवेदन करूँ कि वे इसके सम्बन्ध में कोई तब्दीली से बात सोचेंगे और आर०पी०एफ० को दिखाकार किसी दूसरी तरफ करेंगे ? मैं ने एक दिन जनरल मैनेजर से पूछा था कि इस फोर्स के फांस्तन क्या हैं जबकि इनका ब्रांटाचार और झगड़ा कैला हुआ है रेलवे में और रेलवे को डटने क्लेम्स देने पड़ते हैं तो हमारे जनरल मैनेजर, गोरखपुर ने उत्तर दिया कि आर०पी०एफ० तो हम को भी बाधने को कहता है । वह कहते हैं कि हम जनरल मैनेजर को भी बांध सकते हैं । यह हमारे अन्हठर में काम नहीं

करते हैं । इसलिए मैं निवेदन करूँगा कि कुछ ऐसी पावसं जनरल मैनेजर्स को दी जाये जिससे कि आर०पी०एफ० अपने को कुछ दबा हड्डा समझे । वे कहते हैं कि हम दूसरी जगह से संवधित हैं ।

अब मैं मंत्री महादेव का व्यान एन०ई० रेलवे में रेलों की तरफ ले जाना चाहूँगा । हमारी 17 अप्रैल 18 डाउन एक बैशाली ट्रेन है । यह गाड़ी करीब करीब प्रत्येक स्टेशन पर जहां रुकती है, हर जरूरी ट्रेन का कनेक्शन लेकर चलती है लिहाजा इसमें इतना रुक हो जाता है कि, फार्ट क्लास की बात तो छोड़ दीजिए लेकिन यह ब्लास की हानित यह रहती है कि आसानी से आदमी उसमें जा नहीं सकता है । तो जिस प्रकार से 2 डाउन और 1 अप्र, गौहाटी मेल का हीजलाइजेशन करने के बाद और 22 बोगी लगाने के बाद उसकी कपेसिटी बढ़ाई जा सकी है क्या उसी तरह से इस पर भी विचार किया जायेगा और इसकी कपेसिटी बढ़ाई जायेगी । मैं निवेदन करूँगा मंत्री महादेव इस पर विशेष व्यान दें ।

रेलवे में जो सैलून चलते हैं वह एक पुरानी प्रथा है और उम्मको विद्रु दिया जाना चाहिए । हमारे मंत्रीगण जोकि इस देश की सर्वोपरि सत्ता चलाने वाले हैं उनको सैलून का अधिकार नहीं है । हमारे और मित्रों को उसका अधिकार नहीं है । मैंने श्री हनुमन्तेया जी से इसके लिए निवेदन किया था तो उन्होंने कहा था कि सैलून में हमारे कर्मचारियों को काम करने का अधिक अवसर मिलता है । मैं पूछूँगा क्या हनुमन्तेया जी की तरह से हमारे मिश्र जी भी उत्तर देना चाहते हैं ? क्या सैलून के लोग हम से ज्यादा काम करते हैं, सैलून में चलने वाले क्या हम से ज्यादा सक्रिय हैं ? क्या वे लोग हमारे मंत्री महादेव से ज्यादा सक्रिय हैं ? आज तक क्यों इस बात पर विचार जरूर होना चाहिए ।

(व्यववान) मंत्री जी भन्दा ही

[थो न दशल मत तिरां]

सेना के अधिकारी हों परन्तु वे जाने नहीं हैं। एक सिद्धान्त पर किंग नहीं आराई गई है। इसलिए जो हमारे अधिकारी वर्ग हैं जिन्हे निए मैनुन चर्चों हैं उनके लिए यह प्रक्रिया आपाये रखने के बजाये उनको विद्वा करने के लिए मैं मंत्री महोदय से निवेदन करना चाहता हूं अबरय उचित होगा ? मैं सोचता हूं अबरय उचित होगा।

हमारे एन० ई० रेलवे में समस्तीयुर से बारावंकी तक आड्योज लाइन का बाजा कई मार्गों से अधर में लट्ठा हुआ है। हालांकि उसमें कुछ तेजी आई है लेकिन उन्हीं तेजी नहीं आई है जिन्हा उसका आवित्य है। मैं निवेदन करना कि इसमें तेजी लाने को कृता की जाये। मैं इसमें एक बात का संगोष्ठन करना। इसकी जो मीटिंग की लाइन है, मैं ने एक प्रपोज्यल रखा था एन० ई० रेलवे में सलीलावाद स्टेशन से डोमरियांगंज, डोमरियांगंज से उत्तरीजा, उत्तरीजा से तुनसीयुर और तुनसीयुर से नैपालगंज—यह लाइन बहुत अवश्यक है। इसके लिए मैं ने कई बार निवेदन में किया है प्री० मैं उत्तरीद कहना कि मर्दः मदोदय डा० मैट्टेज लाइन डाल दें। मैं आगा करता हूं इपर प्रश्न्य किनार होगा।

एक बात और है जिस पर बहुत सारा देश खबर द्दोता है। फस्ट क्लास के बोगी के एक केविन में दस लाइट्स लगी रहती हैं। थंड क्लास में तो लाइट्स जलती ही नहीं हैं लेकिन फस्ट क्लास में एक केविन में 10 बल्ब सगे रहते हैं जबकि ज्यादा से ज्यादा 6 बल्बों की आवश्यकता रहती है—चार रीडिंग बल्ब और दो बीच में। लेकिन 6 के स्थान पर 10 बल्ब लगे रहते हैं हालांकि जलो मुश्किल से चार हैं। मैं चाहता हूं दस बल्बों के स्थान पर ज्यादा से ज्यादा 6 बल्ब होने चाहिए।

एक मानन्य सदस्य : और जले भी।

श्री चन्द्रमान मर्नी दिवरी : और जले भी। मैं गहर्यै इस संशोधन को स्वीकार करता हूं और उम्मीद बताता हूं मर्वी मदोदय और इसकी स्वीकार करें।

एक निरोदा कहांगा। डिव्हें में कुछ शिट का काम हो गा है बैरो लिंगा हो गा है—एकार्न चेन—ग्रांट उनके साथ डायरेक्टर लिंगो हो गी हैं। इसी प्रकार से सो०८ लिंगो हो गी हैं। प्रांत कुछ दूरारी प्रकार को डायरेक्टर लिंगो हो गी हैं। मैं पूछता हूं आज के सकर करने वाले आदनी बया एकार्न चेन की आवश्यकता नहीं सनते ? जल्ल सनते हैं। इसी तरह से हम ने बायड्र एकार्न चेन की बायड्र लिंगा हुआ देखा है। आज हर कान आदनी जानता है कि यह बायड्र है इलिंग उनको लिंगो की आवश्यकता नहीं है। इन सारी बायों की ग्रिंटिंग पर लाइबों रहगा खंड हो गा होगा। इन ग्रिंटिंग को बचा कर हम लाइबों करोड़ों रहने की बचत कर सकते हैं।

श्री गृणा चन्द्र पांडे (खानीलालाद) : समाप्ति महोदय, मैं सर्वेश्वन रेल मंत्री जी को हार्दिक बग्राई देना चाहता हूं कि उन्होंने 17 तारीब को मुजफ्फरपुर में एक मीटिंग में घोरगा की थी कि उस पिछड़े हुए क्षेत्र पर ध्यान दिया जायेगा। वह ऐसा क्षेत्र है जो 25 बरस से उत्तेजित रहा है, तिरस्कृत रहा है और जिस के ऊपर रेलवे विभाग ने अभी तक ध्यान नहीं दिया था। इस घोरगा को पढ़ कर मुझे बड़ी खुशी हुई थी। दुर्भाग्यवश मैं उस मीटिंग में जा नहीं सका और मैंने उनका यह बयान आखिरामें में पढ़ा था। उन्होंने यह घोरगा भी की थी कि समस्तीयुर से बारावंकी तक की लाइन को 1976 तक बड़ी लाइन के रूप में परिवर्तित कर दिया जायेगा। यह भी अत्यन्त खुशी की बात है। उनका यह स्टेटमेंट बड़ा प्रशंसनीय है कि बिहार का उत्तरांचल जो नेगर गटा हुआ है वहां पर नई रेलवे लाइन बिछाई जायेगी। मैं भी आपील करना चाहता हूं कि उत्तर प्रदेश का वह पिछड़ा हुआ क्षेत्र जिस को जन संघ्या बहुत सघन है जो बहुत पिछड़ा हुआ है, उस और भी वह ध्यान दें। उदाहरण के लिए वस्ती जनपद गोडा जनपद और बहुराज्य जनपद को और मैं उनका ध्यान दिलाना चाहता हूं।

रेलवे बजट पर हुई बहस के बक्त मेंने निवेदन किया था कि माहार से मेहदावल, साथा, बांसी, उमरियांग इति हुए नवगढ़ से उत्तरांगी तक एक लाइन बनाई जाये। मैं पुनः भगी महोदय का ध्यान उत्तर बड़ी बना चाहता हूँ। इस में कोई शर्करा नहीं है कि हमने रेल न ही जी ने रेलवे विभाग में बहुत से सुधार प्राप्त कर दिये हैं। लेकिन मैं निवेदन बताना चाहता हूँ कि दिल्ली स्टेशन पर आरप्टेक्स के सीनिकों की जहाँ यह इडूटी रहती है कि वे रेलवे यैंड में किसी आदानी को न जाये दें, वहाँ एक घंटा पहंच से ही लड्डन के लिए दो रुपया दे बत लभी सीट दे दी जाती हैं। इन अंतर में उप भगी जी का ध्यान कई बार दिलाया है लेकिन कुछ नहीं हुआ है। इस तरह की अंतरी आज भी वहाँ चल रही है। इतना नर्सन्या यह होता है कि एटकार्ट पर जब गाईँ आती हैं तो पूरे यैंड कलास के डिवांग में विस्तर लों दुः आपको मिलते हैं। यात्रियों को इस तरह से बड़ी परेशानी का सामना करता पड़ा है। जो यात्री समय से इंशन पर आ जाते हैं उनको बड़ी परेशानी होती है। इस अंतर आप का ध्यान जाना चाहिए।

मैं रेलवे बजट के समर एक निवेदन भी दिया था। कुछ बड़े-बड़े अधिकारी 8, 9 अंतर 10 बरत से एक ही स्टेशन पर काम कर रहे हैं। वे कलास 3 अंतर 4 के कर्नवलियों के साथ व्यक्तिगत नोंकरों का साम्बद्धार करते हैं, विभागीय नोंकर उनको नहीं समन्वय अंतर उस तरह से उनके साथ अव्यवहार नहीं करते। वे उनके साथ दुर्बंधवार करते हैं। यह चीज़ अपर्णी भलग ही कहानी कहती है। उस में मैं जाना नहीं चाहता हूँ। मेरा निवेदन है कि ऐसे कर्नवलियों को हटा दिया जाना चाहिए और यह देखना चाहिए कि उनके कारनामे क्या रहे हैं।

मैं चाहता हूँ कि चम्पारन और देवरिया के बीच एक पुल का आप निर्माण करें ताकि दो प्रदेशों का आपस में सम्बन्ध जु़़ सके और

किसानों तथा मजदूरों का कल्याण हो सके। बलिग अंतर चम्पारन के बीच एक रोड पुल की आवश्यकीयोंगता है। मेरा निवेदन है कि इसको प्राप्त रेल पुल बनायें। इसके दो प्रदेशों का सम्बन्ध बढ़ेगा और वहाँ के नागरिकों को लाभ होगा।

पटना में जो रोड पुल बन रहा है उसके साथ-साथ अवगत अला से एक रेल पुल का निर्माण भी किया जाना चाहिए। सहस्राम विहार में एक जिला बन चुका है। मेरा निवेदन है कि वहाँ आरा से बड़ी लाइन का निर्माण किया जाये।

राजगारी एक्सप्रेस से आप कानपुर के तो टिकट देते हैं लेकिन नुअर-ताय के नहीं देते हैं। राजगारी एक्सप्रेस से नुगलसराय का टिकट भी यहाँ से कटना चाहिए। इस बड़े-बड़े प्रदेशों के सम्बन्धों को जोड़ो वाला नुगलसराय स्टेशन है। वाराणसी महानगरी है, शिव नगरी है। वहाँ बहुत से लोग आते जाते हैं देश के भी अंतर विदेशी भी। उनके बास्तव राजगारी एक्सप्रेस में मुगलसराय का कोटा फिल्स किया जाना चाहिए।

पूर्वोत्तर रेलवे के अंतरालपुर से लुकहा और हसपुर से सकरी तक नई लाइन बिछाई जानी चाहिए। यह बिहार की मांग है। मैं प्रारंभना करता हूँ कि इस पर भी भंगी महोदय ध्यान दें।

दरमांगा मैं गया था। वहाँ के नागरिकों ने अपील की है कि समस्तीयुर से दरमांगा के बीच में छंडी लाइन को बड़ी लाइन में परिवर्तित किया जाये ताकि वहाँ के नागरिकों कितानों, मजदूरों को लाभ हो।

रेलवे विभाग बहुत बड़ा केंद्रीय सरकार का पक्षिक अडल्टेन्ड है। इस में बहुत सुवारों की आवश्यकता है। इस सुवारों के बारे में आपको बहुत गम्भीरता से जीचना होगा। इसने बड़ी हुई अक्टूबराही पर आपको निर्वाचित रखना हासा। मैं शोला तुम्हें

[श्री कृष्ण वन्द पाठे]

चुन कर आया था । इन दो सालों में दो मंत्री आये और चले गये । मैं आप से निवेदन करना हूँ कि आप अफसरशाही पर नियंत्रण रखें । हमारे जो संसद-सदस्य हैं, वाहे वे हमारे दल के हों, अब वहाँ विरोधी दलों के, उन की समस्याओं पर गम्भीरतापूर्वक विचार किया जाना चाहिए । होता क्या है ? मैंने देखा है कि गोरखपुर से जो नोट आया, मंत्री महोदय ने उसके साथ एक डी०ओ० लेटर लगा कर लिख दिया कि वास्तविकता यह है ।

मैंने पिछले रेलवे बजट के भाषण में पंत्री महोदय से यह प्रश्न या की थी, मैं दो साल से चिल्लता आ रहा हूँ, निवेदन करता आ रहा हूँ कि खंडिलाबाद रेलवे स्टेशन के उत्तर की तरफ पटेक्काँ बनाया जाये । उसे बड़ी खुशी है कि रेल मंत्री महोदय ने उस से कहा कि मैं इर डिप्पर पर विचार कर रहा हूँ । लेकिन उस उत्तर को पढ़ कर मुझे बड़ा आश्वस्त हुआ । उस में निकाला था कि चंकि बरिगाराई और विविध गांव दक्षिण की तरफ हैं, इर डिप्पे की दक्षिण की तरफ रहेगा, उत्तर की तरफ नहीं । मैं वहाँ का संसद-नियन्त्रण हूँ । मैं ने वहाँ अरप्ती इसी बड़ी निवेदनी विज्ञाइ है ।

एह आरोप सत्य : बड़ी नहीं, छोटी थी ।

श्री कृष्ण वन्द पाठे : भूर्गुर्व मंत्री, श्री पाई, ने अपने अध्यात्र में कहा था कि इस कारण उर्दू को तर ५-२० तक नहीं रहेगा । मैंने उस पत का अधार निबंधन भरे दिया कि वहाँ पर लोग आयं-दिन रेलों से कट जाते हैं । पूरा खंडिलाबाद कस्ता, तीन इन्टर कालेज, तहरीन, एरोब रोड, हास्पिटल, सब कुछ उत्तर की तरफ हैं, लेकिन लेटेकाँ इहालिए नहीं बदलेगा कि दो गांव दक्षिण की तरफ हैं । मैंने इस बारे में खंडिलाबाद में पा० लगाया, रेलवे स्टेशन के कर्म वार्तियों, पल्लेदारों और ट्रूकानदारों से पूछा कि क्या कोई अफसर

इस बारे में निरीजन करने के लिए आया था । मुझे बताया गया कि कोई नहीं आया था ।

मैं समझता हूँ कि अगर मंत्री महोदय इस बारे में जोर डालेंगे, तो वहाँ से यह जवाब आयेगा कि उत्तर की तरफ कोई जरीन नहीं है सारी जरीन दक्षिण की तरफ है । मैं कहता चाहता हूँ कि दक्षिण की तरफ रेलवे की जितनी जीत है, उससे अधिक उत्तर की तरफ है । मझे आशा है कि मंत्री महोदय भेरे इन सुझाव को स्वीकार करेंगे और इन सारी ओर पिछड़े जनपद का कल्याण करेंगे ।

मैंने बहुत प्राथमिकता लिये हैं और कई बार निवेदन किया है कि वन-प्राप्त और टू-डू-उन मेन को खंडिलाबाद में भेजें हीं एक हीं मिनट के लिए रोप दिया जाये । हमारे जो भाई पूर्गी अंवत और विहार के हैं, वे जानते हैं कि खंडिलाबाद हैंडलूम का सब से बड़ा केन्द्र है । हर संसदार को वहाँ पर पचा गों लाख हवायां का आदान-प्रशान होता है । बम्बई, करानगर और दिल्ली आदि महानगरियों से जो बड़े बड़े व्यापारी वहाँ जाते हैं, वे दिन में या तो गोरखपुर में उत्तर जायें या बस्ती में उत्तर जायें, लेकिन खंडिलाबाद पहुँचने का मोका उत्तर रात को हीं मिलता है । हालत यह है कि आये-दिन वहाँ पर व्यापारी लूट निये जाते हैं और इन तरह पूर्गी अंवत की मेन मार्केट, खंडिलाबाद, का बड़ा नुकसान होता है ।

मेरे आशा है कि मंत्री महोदय भेरे इस छोटे से निवेदन को स्वीकार कर लेंगे । अगर वन-प्राप्त और टू-डू-उन मेन को दो मिनट के लिए हीं खंडिलाबाद में रोप दिया जाये, तो मैं, हमारी अनता, हमारे किसान मजदूर मंत्री महोदय के बड़े आभरी होंगे । हमें मंत्री महोदय से बड़ी आशायें हैं । मझे आशा है कि वह इन बातों पर विचार करेंगे ।

इन शब्दों के साथ मैं इन डिमांडज का समर्थन करता हूँ ।

SHRI PILOO MODY (Godhra) : Sir, I shall deal with only two questions. The people of Gujarat have now tried to get a line from Modasa to Kapadwanj in Sabarkanta District of Gujarat. There is every justification for that for having built that line many years ago. As a matter of fact, when Shri Nand<sup>a</sup> represented that particular constituency, under pressure, he was misguided into building a line which did not serve the purpose at all. I think that it has now fallen on this particular Administration to rectify that. A line is desperately needed between Modasa and Kapadwanj. And there is enough traffic not only passenger traffic but also goods traffic. And I think it is for the Railway Minister to justify in having such a line which will serve not only thousands of passengers everyday but it would be justified to have that line in terms of everyday's commodity traffic. According to the experts it will be justified to have two passenger trains and two goods trains a day. If this little bit of 283 Km was built to join Udaipur through Modasa and Kapadwanj, with Nadiad, then from Udaipur you will have a direct link to Bombay, which will open up a whole new area along the poorest parts of the country, the worst hit parts of the country, for gaining a measure of prosperity. It is an eminently suitable proposition.

A by-election is expected in Sabarkanta and unless he does something, the Congress is not going to get a single vote from that res. Just promises will not do. They prefer a railway line rather than a Member of Parliament and so I recommend to the minister to start the work on that line before the election. Due to the pressure from the Government of India, that election has been postponed once. We do not want another postponement of the election till this line is built. It is the most necessary thing for the railways to do as I see it from today's point of view.

My second point is in the nature of a personal complaint against the minister. Recently there was a high powered delegation

from Gujarat which had come to meet all the Members of Parliament from Gujarat. After having taken an appointment from the minister some 20 days ago, they had gone to see him. But the sort of discourteous treatment they received from an otherwise courteous minister is something that I just cannot understand. After giving an appointment 20 days ago, it was very wrong of him to have dismissed them exactly in 1½ minutes saying

"I know all about this *Ab khatm Karo*"

They had come all the way from Baroda to see him. I certainly appeal to him not to treat the representatives of the people in this cavalier fashion, particularly when they have gone through all this trouble just to see him. I do not know why they wanted to see him but they did. Perhaps they made some mistake.

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA) : To tell the House very frankly I had no idea that I had shown some courtesy or I have not been polite to the delegation. This was brought to my notice first when it appeared in some paper here and later when some colleagues of mine, MPs, spoke to me in the Central Hall. I was taken aback. I had seen a delegation from Gujarat under the leadership of Mr. V. K. Shah. I know he is the son of Mr. K. K. Shah. I asked my Special Assistant whether Mr. Shah had gone officially. He said, no. I had a letter of appointment from V. K. Shah. Then, I asked whether I met any other delegation. I looked at my engagements and I found I had seen another delegation three or four days back. The memorandum which Mr. Piloo Mody read, I got three weeks before they came to see me. I had gone through all the points. They want some improvement in the railway lines there and also some new lines. It was not 1½ minutes (*Interruption*). Mr. V. K. Shah spoke to me about the railway line which the hon. member referred to earlier. That is about Sabarkantha. Shri V.K. Shah spoke about that railway line. About Baroda, the delegation saw me and I talked to them, not for 1½ minutes but for 15 minutes. They started explaining each of the points. I told them

[Shri L. N. Mishra]

I have gone through all the points in the memorandum and they may kindly hand it over to me. They handed it over to me. I passed it on to my Special Assistant to send it to the Board for proper examination. I have written to the Speaker in this regard. There could be nothing farther from my mind than to show any courtesy to any member of the society. It is far from my nature. I might have hundred faults, but not this fault.

श्री अटल बिहारी वाजपेयी (राजियर) : सभापति जी, उन की शिकायत यह है कि मंत्री महोदय राज्य सभा का दूज हूँ पढ़ते रहे। इस पर आपत्ति है कि अगर पढ़ना या तो लोक सभा का हूँ दूज हूँ पढ़ते।

SIR RAJADH : IN.G.I (Jaipur) : Sir, should I confine myself to the cut motions or on any topic?

A. R. CHAIRMAN : It is not for me to guide him.

श्री राजदेव दिल्ली : सभापति जी, इस रेलवे बजट पर काफी चर्चा इस सदन में हो चुकी है। मैं आप का ध्यान बै-साइड स्टेशनों की तरफ दिलाना चाहता हूँ। वह स्टेशन जो शहरों में पढ़ते हैं, वहां हर तरह की एमेनिटीज पैसजर्च के लिए भौजूद हैं। सेकिन जो बै-साइड स्टेशंस हैं वहां एमेनिटीज शेड के नाम पर, लाइट के नाम पर और शीचालय वैगरह के नाम पर बिल्कुल नहीं हैं। पिछले साल भी मैंने इस तरफ ध्यान दिलाया था और इस साल रेलवे मंत्रालय ने इस चीज को स्वीकार किया है कि बै-साइड स्टेशनों पर पेड़ लगा कर कुछ लाया का काम लिया जा सकता है। लेकिन सिफं पड़ लायने से ही काम नहीं चलेगा। कुछ हम को शेड का इंतजाम करता पड़ेगा हर एक स्टेशन पर और जहां दो दो साइडें मिलती हैं वहां बैटिंग हाल तो हमें जहर देना चाहिए। गांवों की भी जब पहले बाली हालत नहीं रह वही वहां भी फस्ट ब्लास्ट और सेकेड ब्लास्ट का टिकट करा कर

चलने वाले लोग हैं। तो वहां पर हम भ्रु-रोध करेंगे कि फस्ट ब्लास्ट, सेकेड ब्लास्ट और थर्ड ब्लास्ट बैटिंग रूप्स का प्रबंध किया जाय।

एक बात मैं यह कहना चाहेंगा। यह आम तौर से धारणा है और यित्ते जो रेलवे मंत्री वे उन्होंने कहा कि विहार के इस्ते में आप पर्फ उत्तर प्रदेश के हितों में ज्यादातर विना टिकट चलने की और जंजीर खोलने की चट्टा होती है। यह गवत धारणा उन के मन में कहां से आई यह हमारी समझ में नहीं आया। हम यह जानते हैं कि गांवों के लोग जो पढ़े लिखे नहीं हैं या कम पढ़े लिखे हैं वह विना टिकट कभी चलते ही नहीं। विना टिकट चलने वाले ज्यादातर शहर वाले लोग होते हैं जो अधिकांश निम्न-मध्यम वर्ग के हों। हैं जिन के दृष्टिनामों पर हर तरह की फैनिलिटीज हैं। लेकिन जो टिकट ले कर चलते हैं उन के स्टेशनों पर कोई फैनिलिटीज नहीं हैं। वह फैनिलिटीज वहां भी हो जाती है, यह मेरा आप से अनुरोध है।

रेलवे की यूनियनों की भी योड़ी सी चर्चा यहां पर आई। दो यूनियनें हैं जिन को आप ने मान्यता दी है। लेकिन आज जो 13-14 लाख रेलवे वर्कर्स हैं उन में से कितने उन की यूनियनों के साथ हैं यह पता नहीं। तो अगर आप उन्हें मान्यता देना चाहते हैं तो आप उन से यह ज़रूर सुनते हैं कि एक दफा वह देख लें कि कितों भजदूर उन के पक्ष में हैं और उन्हें मानते हैं या नहीं। मानते हैं ? या जो ब्लासेज के भलग भलग आर्ग-नाइजेंस हैं उन्हें मान्यता दें, उन को सुन बाई करें जैसे स्टेशन मास्टरों की कैटेगरी है।

रेलवे में बहुत करमान है। करमान, इस मामरे में है कि जो भी एस होते हैं उन के ऊर जाने की कोई ज़रूरत नहीं, वह उन स्टेशन मास्टरों को जो उतने शीलियर भी नहीं हैं प्रचला स्टेशन, एलाट कर देते हैं। बूपी वें स्टेशन डिवीजन में

नादेन रेलवे की बात आई थी। 80 के ऊपर स्टेशन मास्टरों का ट्रांसफर एक शिफ्ट में कर दिया गया। हम ने यह मावाल उठाया। वहां से लिख कर आया कि आन रिक्वेस्ट ये ट्रांसफर किए गए हैं। आन रिक्वेस्ट कभी नहीं होता, रिक्वेस्ट के पीछे यैली होती है और यैली मिलने पर वह रिक्वेस्ट सही मानी जाती है। नहीं तो लोग गिडिगिडाते रहते हैं और उन का ट्रांसफर नहीं होता। मंत्री महोदय अभी नवा चार्ज लिए हैं। इस तरह का जो करण्यान है रेलवे में उस को वह रोके। दूसरे, यह जो माल के हरएक महीने में रेलवे के असफर छांटे मुलाजिमों का ट्रांसफर कर देते हैं जिसमें रेलवे का बहुत बड़ा खर्च हुआ करता है, अगर ट्रांसफर करने का एक सीजन हो, जब उन के लड़कों के स्कूल बद्द हो जायें, उन के इन्स्टिहान हो जायें तब वह एक स्टेशन से दूसरे स्टेशन भेजे जा सकते हैं। उस में उन में उन को कोई परेशानी नहीं होगी। ट्रांसफर करते समय आप यह भी ख्याल रखें कि अलग-अलग राज्यों में अलग अलग भाषायें पढ़ाई जाती हैं तो उन राज्यों में उन व्यक्तियों का ट्रांसफर न हो जिन के बच्चों की शिक्षा का वहां जाने से नुकसान हो या जहां उन के बच्चों को ठोक में शिक्षा न मिल सके। इस बात का भी एडमिनिस्ट्रेशन को ध्याल रखना चाहिए।

अभी एक साथी ने सैलून को हटाने की बात कही। यह अप्रेज के समय से परम्परा चली आ रही है। बड़े बड़े अप्रेज अफसर उन में आते थे। उन्हे इस देश में राज करना था। वह जनता के सुख दुख को जानने के लिए नहीं जाते थे। वह सैलून में रह सकते थे तो किन आज बड़े से बड़े अफसर भी गवां में जाने हैं और दूसरी जगहों में जाने हैं। तो ऐसे समय में यह सैलून जिन के ऊपर बहुत ज्यादा खर्च होता है एक अलग क्लास से मालूम दों हैं। अकेले दिल्ली में 50 अफसर ऐसे हैं जो एनटाइटलड हैं सैलून में चलने के और इस तरह से हरएक जोनल आफिस में

भी काफी लोग होंगे। इस तरह से सैकड़ों की संख्या में जो सैलून मेन्टेन किए जाते हैं उस में बहुत खर्च होता है। उन सब को थड़े क्लास कोचेज में कन्वर्ट कर के बहुत सा खर्च बचाया जा सकता है।

हमारे यहां एक पिंडरा हाल्ट जो पुर और बाराणसी के बीच में फैजाबाद बाराणसी सैक्षण में है। वहां लाइट का कोई इंतजाम नहीं है। नया हाल्ट बना है। काफी मुसाफिर वहां चढ़ते उतरते हैं। वहां एक अप्रोच रोड होनी चाहिए, लाइट का इंतजाम होना चाहिए और शेड का इंतजाम होना चाहिए। यह तो तुरंत होना चाहिए। इस के बाद स्टेशन बिल्डिंग और प्लेटफार्म तो बाद की चीज है।

इसी तरह मानीकला हाल्ट हमारी कांस्टीट्यूएंसी में पड़ता है। वह बड़ी खूबी से आठ दस साल से चल रहा है। आंकड़े यह साबित करते हैं कि उसे अब पूरे स्टेशन में बदला जा सकता है। इतनी आमदनी वहां से होती है। इस की तरफ भी मंत्री महोदय का ध्यान जाना चाहिए।

शाहगंज सुल्तानपुर लाइन का सर्वे बहुत दिन पहले हुआ था। डा० राम सुभग मिह जव रेलवे मंत्री थे तो हमारे पास यह जवाब आया था कि सर्वे करा लिया गया है लेकिन एकोनामी यह नहीं कहती कि नया प्रोजेक्ट हम हाथ में नहीं। तो मेरा नए मंत्री महोदय से यह अनुरोध है कि शाहगंज-सुल्तानपुर रेलवे लाइन को जिस का सर्वे काफी पहले हो चुका है बनाने के ऊपर वह ध्यान देंगे। अगर फौजिवल हो तो इस लाइन को वह लें। यह पिछड़े इलाके की लाइन है और दो इम्पार्टेंट टाउन्स को जोड़ती है। इस से वहां की जनता को बहुत कायदा होगा।

आखीरी बात में यह कहना चाहता हूँ कि आज कोई भी मूर्मेंट चलता है चाहे वह आंध्र के सपरेशन का हो या विद्युतियों का आन्दोलन हो चाहे अपने स्टेट में स्टील

## [श्री राजदेव सिंह]

का कारखाना लगाने का आनंदोलन हो, ये मब आनंदोलन जब होते हैं तो इस के अंदर जो बरबादी होती है उस का बर्डन रेलवे को बर्दाश्त करना पड़ता है। रेलवे में एक पब्लिक रिलेशंस डिपार्टमेंट है। वह पब्लिक रिलेशंस डिपार्टमेंट है। वह पब्लिक रिलेशंस डिपार्टमेंट बहुत कमज़ोर है। अगर इसे आप मजबूत कर दें और पब्लिक को पब्लिक रिलेशंस डिपार्टमेंट यह समझा सके कि यह जनता की ओर है, जनता को इस नुकसान नहीं पहुंचाना चाहिए, यह जनता की भलाई के लिए है तो बहुत कुछ रेलवे की प्राप्ती जो बरबाद होती है वह बरबाद होने से लक सकती है। तो मेरी आशा है कि पब्लिक रिलेशंस डिपार्टमेंट को आप मजबूत करेंगे और जनता को पम्पफनेट्स के जरिए स्नाइडर्स के जरिए आकाशवाणी के जरिए बनाएंगे कि रेलवे मार्वर्जनिक ममति है। इस को नुकसान नहीं पहुंचाना चाहिए। गांधी जी का जो प्रवचन है इस मंबंध में उसे भी उद्धृत किया जा सकता है। कहने का मतलब यह है कि पब्लिक को बताया जा सकता है कि वह आप की सेवा के लिए रेलगाड़ी और रेलवे लाइन है। इसे नुकसान पहुंचाने से आप का अपना नुकसान होगा। यह उसी ममय मंबंध होगा जब पब्लिक रिलेशंस डिपार्टमेंट आप का मजबूत होगा। मैं उम्मीद करता हूं कि इस पर जरूर आप स्थाल करेंगे।

मैंने जो बातें कही हैं खास कर ट्रांसफर वर्गेश के मंबंध में उस पर मंत्री महोदय अवश्य विचार करे क्यों कि हर पालियामेंट के मेस्टर के मामले यह कठिनाई आती है कि जब ट्रांसफर होते हैं तो लोग पालियामेंट के मेस्टर को पकड़ते हैं और कहते हैं कि हमारा ट्रांसफर स्कवाइए। तो बहुत परेशानी वच सकती है अगर मालमें कोई एक समय निर्धारित कर दिया जाय कि जब लड़कों के डिस्ट्रिब्यूशन खत्म हों तब आप यह ट्रांसफर करें। एड-मिनिस्ट्रीव रिफर्म्स कमीशन ने यह भी लिखा है कि तीन माल टेक्स्टोर है एक आदमी

को एक जगह रखने का। लेकिन अगर वह अच्छा काम करता है तो उसे चार माल भी वहां रहने दिया जा सकता है। पांच माल भी रहने दिया जा सकता है, जिन का अच्छा काम है। एड-मिनिस्ट्रीव रिफर्म्स कमीशन की गिक्मेन्डेन को देखते हुए, अगर कोई बहुत बड़ा अपराध न हो तो उस के लिए ट्रांसफर कोई मजा नहीं होती है। एक जगह से दूसरी जगह ट्रांसफर कर देना कोई मजा नहीं है। अगर कोई अपराध करता है तो उस को मजा दीजिए, वजाय इस के कि ट्रांसफर कर दें। यह जो बारह-महीनों ट्रांसफर होता रहता है, इस को रोकना चाहिए। इस से लोगों को दिमागी परेशानी होती है, हमारे मामले भी दिक्कत आती हैं और रेलवे का भी नुकसान होता है।

**श्री आर० बी० बडे** (बारगां): माननीय सभापति महोदय, इन डिमांड्स पर मैंने दो-तीन कटमोर्णज दी हैं, इस लिए मैं उन को खाम नाम से प्रेम करता हूं। मेरा पहला कटमोर्णज यह है कि हमारा मध्य प्रदेश पूरा आदिवासी परिया है, जहां 56 लाख, अब तो 60 लाख आदिवासी हैं। वहां पर खरखोन डिस्ट्रिक्ट ऐसा है जहां उत्तर पूर्व, पश्चिम और दक्षिण में 200 मील तक रेलवे लाइन नहीं है, उस के लिए 100 मील दूर डंडोर जाना पड़ता है।

जब पहले चुनाव होते थे तो कांग्रेस पार्टी वहां कहा कर्ती थी कि हम आप को रेलवे लाइन देंगे। म्वर्गीय शास्त्री जी भी वहां आये थे, उन्होंने भी कहा था कि हम रेलवे लाइन दें देन की कोशिश करेंगे। वहां मध्य प्रदेश में एक विज्ञानी बोर्ड बना था उस में यह दिखाया था कि दाहोद से खण्डवा तक रेलवे लाइन कैसे जायगी। खण्डवा सेन्ट्रल रेलवे पर है और दाहोद वैस्टर्न रेलवे पर है—अगर यह रेलवे लाइन बन जाय तो इसमें आवश्या और खरखोन डिस्ट्रिक्ट के क्षेत्र आजायेंगे और 200-250 मील की इस रेलवे लाइन से

वहाँ के आदिवासी धोवों को बहुत लाभ होगा। यह बहुत फट्टाइन ट्रैक्ट है, इस में कपाम और मूँगफली की खेती होती है, लगभग 250 जिनिंग मिनें हैं। हमारे शिश्मृपण जी जब वहाँ आये थे—मूँग माफ करेंगे, मैं उन का उल्लेख कर रहा हूँ—उन्होंने भी कहा था कि मैं रेलवे लाइन की कोशिश करूँगा, लेकिन अभी तक वहाँ कोई रेलवे लाइन नहीं गई। मैं चाहता हूँ कम में कम आप खण्डवा से दाहोद का सर्व करायें। इस में आप को स्वयं मान्यम पड़ जायगा कि वह कितना उत्थानी ट्रैक्ट है। 25 माल हो गए, जब हम स्वनंत्र नहीं थे, तब में वहाँ होल्कर स्टेट की आग्रा-प्रसाद रेलवे चलती थी, वह रेलवे अभी तक ब्राडगेज नहीं हुई है। मैं चाहता हूँ कि आप खण्डवा-टॉर्टीन और इन्स्टीर से तलाम को ब्राडगेज कीजिए तथा खण्डवा से दाहोद तक रेलवे लाइन दीजिए—इस में साग आदिवासी एग्या उत्तेजा हो जायगा।

बम्बई में हमारे धोव का बड़ा व्यापार चलता है, हर पांच मिनट पर वहाँ से ट्रैक आता है और जाता है और पूरा काम ट्रूकवालों ने सम्भाला है। अगर वहाँ पर रेलवे की व्यवस्था हो जाय तो इस में रेलवे को बहुत फायदा हो सकता है। मैं जब पहले पालियामेंट में आया था; 1962-63 में भी मैंने इस आवाज को उत्थाना था और उस बहुत भी मझे कहा गया कि हम कोशिश करेंगे। उस के बाद 1965 में कहा गया कि बार चल रही है, इस लिए अभी नहीं कर सकते हैं, फिर देखेंगे। इस लिए मैं अब फिर मंत्री जी में कहता हूँ—आप बिहार में आये हैं, कम से कम हमारा जो आदिवासी एग्या है उसकी तरफ जरूर ध्यान दें।

दूसरी बात—वस्तर का एग्या—रायपुर, से जगदलपुर 180 मील है, लेकिन वहाँ कोई रेलवे लाइन नहीं है। पूरा 180 मील का एग्या बस से जाना पड़ता है। इस में बालाडिला और दण्डकारण्य का धोव है—

उम लिए जाना पा रेलवे लाइन देकर अगर आप इस को डबलप कर देंगे तो हम आप को बहुत धन्यवाद देंगे। वहाँ के आदिवासियों से हम भी कहते हैं और कांग्रेस पार्टी भी कहती है कि हम आप का भला करेंगे, इस लिए चूँकि शासन आप के हाथ में है, अधिकार आप के हाथ में है, यदि आप इस काम को कर देंगे तो हम भी आप को धन्यवाद देंगे।

विजगापटम से किडुवहु रेलवे लाइन जगदलपुर तक है—यह जापान के हाथ में है और इस से केवल आयरन—ओर जाता है। जापान वाले यात्रियों को नहीं बैठने देने हैं। जगदलपुर बस्तर की गजधानी है, यह पहले महाराजा का शहर था—इस लिए मेरी ममझ में नहीं आता है कि आप वहाँ गाड़ी बयों नहीं चलाने हैं। आप जापान वालों के साथ बातचीत कर के पैमंजर गाड़ी चलान का प्रयत्न करें।

15.57 hrs.

[SHRI N.K.P. SALVE in the Chair]

हमारे यहाँ बहुत बड़ी संख्या में लोग टेम्पोरेरी हैं। हमारे यहाँ बेस्टन रेलवे में जितने इन्जीनियर्स हैं—10-12 साल से टेम्पोरेरी है, उनके साथ जो स्टाफ है वह भी टेम्पोरेरी है, पूरा डिपार्टमेंट टेम्पोरेरी है—आखिर वे लोग कब तक टेम्पोरेरी रहेंगे। यदि किसी को परमानेंट करता होता है तो तमाम रेलवेज की जो इन्जीनियर्स की लिस्ट है, उस के आधार पर परमानेंट किया जाता है, उस में 12 साल की सर्विस होने के बावजूद भी वे लोग भीनियोरिटी के आधार पर नीचे आते हैं। यह बात ठीक नहीं है, इस से उन के अन्दर असन्तोष बढ़ रहा है अगर आप उन को परमानेंट करने की कोशिश करें तो इस से उनको बहुत सन्तोष मिलेगा।

दिल्ली से आगरा तक ताज महल एकप्रैस जाती है और सात घन्टे वही पढ़ी रहती है अगर आप उस को खालियर तक ले जायें और खालियर से बापस लायें तो सात घन्टे जो वह बेकार पढ़ी रहती है उस का उपयोग

[श्री आर० बी० बडे]

हो सकेगा और रेलवे को भी लाभ होगा। खार्डिलर से भिण्ड के लिए एक छोटी रेलवे लाइन चलती है, जो बहुत पुरानी है। स्टेट के समय की है। उस को ब्राइगेज करना चाहिए। वह डाकू लेव है, हम उन को डाकू कहते हैं तो वे भी कहते हैं कि आप क्या कम डाकू हैं। . . . . (यथवचान)

कैटरिंग के बारे में मुझे कहना है कि आप ने डाइनिंग कार बन्द कर दी हैं — मैं जानना चाहता हूँ कि आप ने इस को क्यों बन्द किया है। आप पैकेट देते हैं, जो मब के लिये उपयुक्त नहीं है। वह अब जो पैकेट में होता है, काफी बदनाम हो गया है, लोगों के मन में शकायें उठनी हैं। हम जो चीज़ लेना चाहते हैं वह हम को नहीं मिलती है, जो रेडी मेड आप ला कर दे देते हैं, उसे खाना पड़ता है, उस में कुछ भी मिक्कम नहीं कर सकते हैं। इस लिए डाइनिंग कार को बन्द करना एक गलत कदम है। इस में आप का उद्देश्य कुछ समझ में नहीं आता है।

अभी महाराष्ट्र में ड्राइट पड़ा है, मैं महाराष्ट्र के बाईंर से आता हूँ। महाराष्ट्र सरकार ने 9 रेलवे लाइनों की मांग की थी उन में ने एक मांग यह थी कि मनमाड, धूलिया, मरडाना, मोरपुर में सीधा रेलनाम को मिलाया जाये, लेकिन उन की तरफ आप ने ध्यान नहीं दिया। कोकन पट्टी को आप ने मजूर कर लिया, लेकिन हमारी पट्टी का क्या होगा। महाराष्ट्र सरकार का इन रेलवे लाइनों के लिये मांग करने का एक उद्देश्य यह थी कि वहाँ के लोगों को काम मिल सके-यदि आप इस लाइन को भी शुरू कर दें तो १५ में वहाँ के लोगों को काम मिल जायगा और उन का बहुत फायदा होगा। कम से कम मवें तो फीरत शुरू करा दें।

इन शब्दों के साथ मैं अपनी कटमोशन्ज को सपोर्ट करता हूँ।

16 00 hrs.

DR. RANEN SEN (Birasat) : Sir, I have moved eight cut motions and I want to speak on three cut motions. They are as follows :

No. 304. Failure to increase the number of trains in the Sealdah-Bangaon line in the Sealdah Division of Eastern Railway.

No. 305. Need to set up a halt / flag station at Satheria which is halfway between Bangaon and Gopalnagar stations in the Sealdah Division of Eastern Railway.

No. 308. Failure to double the line between Dum Dum Cantonment and Bangaon in the Sealdah division of Eastern Railway.

I will begin with the last one. There is great need to double the line from Dum Dum cantonment to Bangaon. Its distance is 34 miles roughly. This is adjacent to Bangladesh. It is just on the border. Before 1965 war with Pakistan the Railway from Khulna to Calcutta used to run through this route and after 1965 all this has stopped. Now Bangla Desh is open to India and India is open to Bangla Desh. People from Bangla Desh can come to India and people from India can go to Bangla Desh. It is the desire of both the Governments to develop more and more commerce and trade between these two countries. This is one of the reasons for which this double line is urgently required. There is the suburban passenger line having electric trains which run in that section but because of the absence of double line it takes two hours from Calcutta to Bangaon which is of a distance of 44 miles. Of course, 10 miles between Sealdah and Dum Dum cantonment is already covered by double line. But it takes a hell of a time to cover this distance of 34 miles. It is, to be exact, 1 hour and 45 minutes to be covered by the electric train. This has been pointed out for so many years, but so far no action has been taken by the Railway Administration. Therefore, Sir, I wish to say that it is high time that this track is doubled. At least, it should be taken up for doubling in phases. Even before the liberation of

Bangla Desh, there have been persistent demands in this regard from the public. The absence of double line means that it takes two hours and the trains are very few and far between. In Bombay I know that in the peak hours for every three minutes there is an electric train. Ordinarily, on an average, for every five minutes there is an electric train. Unfortunately, in Bengal, I should say, it is 15 minutes on an average, whereas in Bombay, it is 5 minutes on an average. This calculation is known to everybody. Here in Bongaon, from morning up to 10' clock in the night, on an average it is of one hour's interval. Can you imagine, Sir, what inconvenience is caused to people by this one hour interval between train services? Some times it will be half-an-hour, sometimes 2  $\frac{1}{2}$  hours. Therefore, it is really an unfortunate state of affairs and this should be rectified immediately. The Railway Board's opinion is that this is not a paying line. But, I should say, it is a faulty argument. All lines need not be paying. If trains run after one hour, what happens? People will take to road transport. On earlier occasions also we have pointed this out. There is keen competition between Railways and road transport. The railways should see that their performance is better so that the competition between railway and road transport becomes a real competition. From Calcutta to Bongaon there is every 15-minutes bus service whereas there is an hourly train service. Therefore, I request the Railway Minister that these 34 miles should at least be doubled in a phased manner, namely, first from Dum Dum Cantonment to Barasat, then to Habra and then to Bongaon. Secondly, I request that more trains should be introduced till this improvement is done. Now, the electric coaches are prepared in India at Perambur Jessop and other workshops also. So, more electric trains should be available to be run between Calcutta and Bongaon so that the sufferings of the computers are reduced.

My third point is about flag stations and halt stations. More flag stations and halt stations are necessary. Fortunately, or unfortunately the number of people in West

Bengal is very much increasing. In 1961 it was 3.4 crores whereas now in 10 years time it is nearly 4.5 crores. Therefore, more flag and halt stations are necessary. I have moved a cut motion to impress upon the Railway Minister to set up a halt or flag station at Satberia which is half-way between Bongaon and Gopalnagar. With these words, I would appeal to the Railway Minister to see that this longer felt demand is removed. I saw in the newspapers that the Congress MPs from West Bengal had met the Railway Minister and they have also pleaded for the same thing. I saw some Cut Motions have been moved by the Congress Members of Parliament in this regard.

With these words I move my Cut Motions with the expectation that Mr. Qreshi will kindly look into it.

श्री एम० रामगोपाल रेडी (निजामा बाद) : समाप्त जी, मैं दो चीजें आपके सामने रखना चाहता हूँ। बहुत दिनों से हमारे रेलवे के जो आकिर्म सैलून का इस्तेमाल कर रहे हैं उसको बन्द कर दिया जाये इस किस्म की डिमान्ड हम अक्सर करते आ रहे हैं। सैलून में वे अगर अपने परिवार के साथ घूमने जाते हैं तो एतत्त्वाजी की बात हो जाती है लेकिन जहां कहीं जगलों में रेल लाइन टूट जाती है, त्रेक डाउन हो जाता है, कोई हादसा हो जाता है, एक्सीडेंट हो जाता है तो उस जगह आर्किसर्ज को पहुँचना पड़ता है और अपने साथ प्राविजन्स वर्गरह भी लेजाने पड़ते हैं क्योंकि वहां पर जाकर किसी डाक बंगल में ठहरने का सवाल पैदा नहीं होता। तो इन चीजों के लिए इसका इन्तजाम किया गया था न कि कम्फर्ट और एनजुमेंट के लिए। इस चीज को हम पार्लियांपेट में अक्सर उठाते आरहे हैं।

दूसरी बात यह है कि हमारे कम्प्युनिस्ट सदस्य बोनस के लिए कह रहे थे ताकि उनको उनसे बोट मिल सके। अभी रेलवे का जो 1220 करोड़ का बजट है उसका 60 प्रसेंट सैलरीज में जा रहा है।

## [श्री राम गोपाल रेड्डी]

1970 से 1972 तक जो उनकी पेर्सेंट में इजाफा हो गया वह करीब साँ करोड़ होता है कर्मचारियों की संख्या चांदह लाख है कर्मचारी से मात्र आठ साँ करोड़ के करीब वे पाते हैं रेलवे से जो एकम-चेकर के पास पैसा आता है वह 150 से 160 करोड़ आता है। मैं पूछता चाहता हूँ कि जो यात्री रेलों में फेर करते हैं क्या उनको कोई सुविधायें नहीं मिलनी चाहिए? हमारे कम्युनिस्ट मित्र हमेशा बोकल पापुलेशन की वात करते हैं, उन्हीं का पक्ष लेते हैं। शायद इसलिए कि वे डंडा और झण्डा ले कर आ जाने हैं, फेरेशन जिन्दावाद के नारे लगाने हैं। उनको जब वे ऐसा करते हुए देखते हैं तो वे खुश होते हैं लेकिन मैं उनको बतलाना चाहता हूँ कि देश में मिर्च चांदह लाख आदमी ही नहीं हैं 56 करोड़ आदमी हैं। 56 करोड़ आदमियों के लिए क्या किया गया है? क्या उन सब का स्थाल रखना हमारा फर्ज नहीं है। इनको हाँ बोनस औवर टाइम तथा हर प्रकार की सुविधा मिलती है जबकि गांवों में जो 45-50 करोड़ आदमी रहते हैं, उनको कुछ नहीं मिलता है और अगर मिलता है तो वे मुझे बनाएं कि क्या मिलता है? इसलिए श्रीमती इंदिरा गांधी के नेतृत्व में कांग्रेस गवर्नरमेट यह सोच रही है कि जो आमदनी मुल्क में हो रही है वह जग नीचे के लवल पर भी जानी चाहिए। जो आदमी खुब खाता है, अच्छा रहता है, उन्हीं का स्थाल नहीं होना चाहिए। एक तरफ जो बहा जाता है कि भ्रष्टाचार बढ़ना जाता है रेलों में बिना टिकट लोगों को ले जाया जाता है और दूसरी तरफ वे कहते हैं कि और पैसा इनको देने जाओ। इस तरह का आग्रहमेट कहाँ न कर्मा है। इस तरह का अन्यमेट उनको नहीं देना चाहिए। जो उनको मिल रहा है वहुत काफी है जरूरत में ज्यादा है। इससे बढ़ कर हमारा देश दे नहीं सकता है अगर वे लोग और

जयदा मांगते हैं और हमारे मिनिस्टर साहब बदकिस्मती से देना चाहते हैं तो मैं आपको बतलाना चाहता हूँ कि रुरल इडिया में एक किम्म का रवोल्यूशन आ जायगा और वह आने वाला भी है और अगर आप इसी तरह से बोकल सेक्शन आफदी पापुलेशन की तरफ से डिमांड पेश करते गए तो उम रवोल्यूशन में हमारे कम्युनिस्ट भाई सब से पहले बह जाएंगे और इनका नामांनिशान भी वाकी नहीं रहेगा। किस आदमी को कितना मिनता चाहिए, इसके बारे में आपको उसूल तय कर देने चाहिए और किसी उमूल पर देना चाहिए।

ताड़कुड़ा से बीबीनगर तक नई लाइन के बारे में आपने कहा है कि इसको देखा जाएगा। इसके लिए मैं आपको धन्यवाद देता हूँ। मैं चाहता हूँ कि इसको देख करके आप इसको फाइनल मंजूरी दे, इसके लिए पैसा प्रोवाइड करे। हमारे मेपरेटिस्ट मित्रों ने जो कुछ आध्र में किया है, उम पर मुझे शर्म आती है। हर आदमी जिसके लिए कुछ भी मूल्क के बास्ते दर्द है जिसका दिमाग है, उमका इन घटनाओं से सिर झुक जाना चाहिए जो कुछ हुआ है वहन बुरा हुआ है। रेलवे कर्मचारियों को, गरीब लोगों को जिन्दा जला दिया गया है। बड़े बड़े हमारे लीडरों के गांवों में इस तरह की घटनाएँ हुई हैं। प्र०० रुगा के गांव में आदमी को जलाया गया यह बहुत बुरी वात है। हमारे सेपरेटिस्ट मित्रों ने डाके बारे में कुछ नहीं कहा। रेलवे सम्पति जो मूल्क की और कोई की सम्पति है, जिसको हमने मेहनत करके पैसा बचा कर बनाया है, उसको नबाह और बरबाद करने का किसी को इच्छियार नहीं है। मैं कहूँगा कि आगे अगर कोई रेलवे प्र०पर्टी को नुकसान पूँचाने की कोशिश करे तो किमिल प्रोसीजर की धारा 302 जो मर्डर पर लागू होती है, इसको जम पर लागू किया जाए और सज्जा दिलाई जाए। जब तक ऐसा नहीं होगा हमारी प्रापर्टी इसी तरह से जो चाहेगा बरबाद कर सकता है। कोई आपने घर की

पट्टों को बरबाद नहीं करता है और कोई लौटी की प्रापर्टी को बरबाद करने की कोशिश नहीं है तो आप जानते ही हैं कि क्या होता है किन रेलवे प्रापर्टी की कोई परवाह नहीं नहीं है । मैं चाहता हूँ कि इस ओर भी आपका ध्यान जाए ।

मेरी कंस्टिट्यूएंसी निजामाबाद है । वहां एक ओवर ट्रिज की आवश्यकता है । मैं ही इस बात को कहता हूँ गंभीर बात नहीं है । और भी कई एम पीज इसकी मांग करते आ रहे हैं । निजामाबाद डिस्ट्रिक्ट आनंद का एक बहुत बड़ा विजनेम सेटर है । इसमें बड़ी कई शूगर फैक्ट्रीज हैं, खांडसारी मिलें हैं । इनकी एक लाख बीम हजार की आवादी है । गोजाना यहां से बीम पच्चीम ट्रेज पास होती है । हमें यहां गेंट वन्द रहता है ड्रिफिक जाम हो जाता है । निजामाबाद में ओवर ट्रिज की कई बार मांग की गई है, ग्रिप्रजेटेशन मंत्री महोदय को हम लोग देते आ रहे हैं । कुछ म्यूनिसिपलिटी इसके बास्ते दें सकती है और कुछ जो पैसा वाले लोग हैं वे भी थोड़ा बहुत कठीन दूशन देने को तैयार हैं । आप बहुत अच्छा काम कर रहे हैं । मैं चाहता हूँ कि आप इस एक अच्छे काम को भी कर दिखाएं ।

जो टी का टाइम जो है और दक्षिण एक्सप्रेस का जो टाइम है, यह बहुत ज्यादा है और इस में बहुत बहत जाया होता है । इनका रनिंग टाइम आप कम करें । इस बहत एक दिन और दो रात लग जाती है । इस बास्ते बहुत से लोग प्लेन में जाना पसन्द करते हैं । इससे आपकी इनकम कम होती है । एम पीज भी चाहे उनको रेल में ज्यादा सुविधा होती है लेकिन नेन में जात हैं । मेहरबानी करके रनिंग टाइम को कम करने में आप देर न लगाए । इसी साल में एक रात और एक दिन आप इसका टाइम रनिंग कर दें । दो चार घंटे इधर

उधर किया जा सकता है । इस पर आपको सीरियसली सोचना चाहिए ।

आनंद में जिन रेल कमंचारियों ने हिम्मत तथा लगन के साथ आपनी इयूटी को निभाया है इस एजीटेशन के दीरान में उनको ऐसा करने के लिए बधाई देता हूँ । रेल कमंचारियों का इसमें बहुत नुकसान हुआ है । मेरी आप से अपील है कि उनको आप फारखदिली से मदद दें ताकि आगे भी रेलवे हिम्मत से आपनी स्टेफ डियटी पर जमा रह सके और आपना कर्तव्य निभायें रख सके । आप तो जानते ही हैं कि जंगलों में से आपकी रेलवे लाइनें जाती हैं और वहां रेलवे स्टेशन है । उन स्टेशनों पर रेलवे के एक दो आदमी ही रहते हैं । यह बहुत हिम्मत का काम है । ऐसे लोगों को आप की तरफ से हौसला अफजाई होनी चाहिए । मैं चाहता हूँ कि जिस तरह से आप मिलिटरी वालों को गोल्ड मैडल देते हैं उसी तरह से जिन रेलवे कमंचारियों ने हिम्मत में और बहादुरी से काम किया है, उनकी आप हौसला अफजाई करें और उनको भी आपको गोल्ड मैडल देने चाहिए तथा दूसरी तरह से उनको हौसला अफजाई करनी चाहिए ।

SHRI P. G. MAVALANKAR (Ahmedabad): Mr. Chairman, I have moved all my cut motions Nos. 837 to 852 Taken, and Nos. 853 to 868 (Dis-approval of Policy). But I shall restrict myself to only some of the points mentioned in these cut motions.

Fist and foremost, I would like the Railways to understand and accept the argument as regards construction of new lines that it will be wrong to suggest that unless a line is profitable they will not open it. I believe that in our developing economy, there are vast areas and regions which are under-developed and even backward, and to suggest that unless

[Shri P.G. Mavalankar]

those backward areas come up to a certain standard of profitability we will not start lines there would be to say that for all time<sup>s</sup> we will never get railway facilities in those areas. I feel, therefore, that we should not talk in terms of profitability only and certainly it cannot be the sole or decisive factor in determining the question of constructing new lines. I mention these thoughts briefly specially in connection with a very-long-standing demand-the hon. Minister has already mentioned it for a line in Sabarkanta district between Kapadwanj and Modasa. I hope he will look into this matter sympathetically and carefully.

Several centuries back, there used to be a slogan in British parliamentary affairs 'no Taxation without representation'. Now they have started a new slogan here, 'no vote unless you give us a railway line in our district'.

SHRI L. N. MISHRA: It is very dangerous slogan.

SHRI P. G. MAVALANKAR : They have become desperate. That is why they have come to resort to this slogan. Even when the earlier slogan was raised in Britain, the authority thought it as a dangerous slogan that unless there was representations they would not be prepared to pay taxes. I hope I the Railway Minister will not disenfranchise this particular district for pressing thus long-standing demand unanimously and irrespective of parties there are many parties and all of them voice this demand and I hope he will see that something is done in this regard.

I also want to say a word or two about another long standing demand in Gujarat namely, the Bhavnagar-Tarapore railway line. The honorable Minister, a couple of days ago, said that he has not yet received or seen the Gujarat Government's assurance with regard to this railway. May I tell him that the Gujarat Government have already assured the Centre that after the survey work has been completed and demand for the Bhavnagar-Tarapore railway has been accepted, whatever

deficit is there, the Gujarat Government will meet it. If that is so, I do not know why this particular railway line should not be started very soon.

Then, I come briefly to the question of overcrowding. Overcrowding in trains is unfortunately a daily phenomenon all over the country. I want to mention very briefly one particular aspect and that is, overcrowding on the suburban trains in the metropolitan cities. In this connection, may I hope that new Railway Minister will not repeat the sad and disgusting performance of some of his distinguished predecessors ? That is, they went to Bombay and said that they wanted to see how difficult it was for the third class railway passengers in regard to their suburban travel, and they wanted to go incognito. But land behold ! The next morning all the newspapers published the photographs of the Railway Minister travelling. I cannot understand the Minister saying "I want to travel incognito and then the photographs appearing in all the newspapers along with the photographs of the officials who accompanied him. If the Minister wants to mitigate the difficulties of the passengers, let him not at least inflict such a cruel joke on the passengers who day-in and day-out, every day, for year together, have to travel in such crowded compartments. I do wish to suggest that especially during the peak hours, if more coaches can be added or if more trains can be given or faster train can be included, then I think to an extent this problem of over crowding will be relieved.

Then I come briefly to the question of reservation both in regard to the passengers travelling from one place to another and also with regard to the getting of wagons for goods traffic. Many hon. Members have already said about the difficulties of reservation I do not want to repeat them. I hope the Minister will see to it that the people who go for booking well ahead of time, five or eight or 10 days ahead, are not refused tickets. At present, even they are told, "It is all finished ; all closed". But on that particular day you can see how quite a number of people

get their reservations and are able to go. I understand there is a small VIP quota, but apart from that, there are many other seats and berths which are available. Therefore, there is "something wrong in the State of Denmark". One hopes that the hon. Minister will look into it.

With regard to the wagons, I want to bring one thing to the attention of the Ministry. I find that there is no proper co-ordination between the various zones. For example if the wagons have to go from the Southern zone or the eastern zone to the western zone, they are given priority, but if the wagons in the western zone have to go to the Central or the eastern for the southern zone, the railways on this particular zone continue to say "No possibility; no facility no room". I think that is very unfortunate. I am not suggesting therefore that the western zone should follow a policy of fit or fat. But for the wagons going from one zone to another, I do wish that some reciprocal arrangements are made so that a lot of harassment and difficulties to the merchants and other traders could be eliminated.

I want to say few words on the question of speeding up of the passenger trains. I find on the one side we have the Rajdhani Express, and I understand that quite a lot of money has been spent to strengthen the track to enable these trains to go faster. I have no complaint against that. But I do want to suggest that if we can spend crores of rupees on strengthening the tracks to make the Rajdhani Expresses possible, and enabling them to go at a faster speed, I don't see why a much larger number of people going by a large number of passenger trains and other local trains should not be given some proportionate comfort by a little faster train. I say this particularly because with regard to the workers and students, I find that quite often the students have to go to their colleges and universities at a particular time or the workers have to go to their factories at a particular time. It has been my experience in Gujarat, particularly, that any number of times there have been Dharnas and Satyagrahs and people have even pulled the chains for a number of

times. Why? Because they go by local or passenger trains. They have to reach Ahmedabad by a particular time to go to their classes. Occassionally students do not want to go to the classes. But if a worker loses an hour or two, he is losing his daily wages on an hourly basis. Naturally, many times they pull the chains especially when local trains are stopped and fast trains are given precedence. This is greatly unjust and I hope that this kind of a situation will not be allowed to continue for all times to come and that passenger trains will be speeded up.

I find, moreover, that the travel timings of the trains are increasing rather than decreasing. I cite an example. One would have thought that with the passage of time and the undoubted progress the railways have made, the trains will be speeded up. Some year ago the Gujarat Mail used to leave Ahmedabad at 9.30 P.M. and reach Dadar station by 6 A.M. the next day and Bombay Central by about 6.45 A.M. Now it leaves Ahmedabad at about 9 O'Clock and reaches Bombay at 8 O' clock. I do not understand why it should take a longer time, distance remaining the same. They should also attend to the electrification of the line between Ahmedabad and Virar on the Bombay line.

There is great need for construction of sheds and platforms at the Vatva station which is very near to Ahmedabad on the broad-gauge line especially because of the rapidly developing industrial complex. If I may be allowed to quote I want to say:

"Vatva Industrial Area is rapidly developing and is going to be the second largest Industrial Estate of Gujarat. Fortunately, it is situated just on the main line between Ahmedabad and Baroda and it is just outside the Municipal limits of Ahmedabad..... Unfortunately the expansion programme of the Railways has not taken any note of the Industrial Estate and there has been no provision for goodshed. As a result of this, the industries in Vatva have to book their

[Shri P. G. Mavalankar]

goods for Kankaria and cart them back to Vatva. This obviously adds to considerable expenses and still worst is the problem of double octroi at Ahmedabad and again at Vatva."

This is unjust and I hope that the shed will be constructed as early as possible.

The prevalence of ticketless travel in our railways speaks of our national character and integrity. It is said that lakhs of people travel without tickets and cause such a heavy loss to the railways. Some persons who are appointed on the enquiry committee to go into ticketless travel themselves, according to some newspapers 'reports, travel without tickets.' I want the Railway Minister to utilise the services of voluntary workers and organisations and some enlightened students and youth in order to check this evil.

If the railways want to develop properly they need to plan ahead. Already the Ahmedabad station is finding it difficult, within three or four years, to provide several facilities. The platforms and floor area are lesser than needed and other amenities are not adequate. There is much congestion. The Ministry should take a long range view and what they do today should be good enough for atleast 10 or 20 years.

Those who travel by third class are millions. In our country irrespective of parties we all say that their needs have to be attended to and better facilities should be given to these passengers. Those who pay more revenue, their amenities and facilities should also be attended to. Having said this I also want to say that the demand of bonus by the railway employees should be looked into sympathetically by the Minister.

One or two small points before I conclude. I had the pleasure of travelling from Delhi to Baroda last week in the Rajadhani Express. It leaves Delhi at 4.20. I do not like the time. It can be made to leave at 4.15 or 4.25. Secondly they can provide

small pillow to the travellers at a nominal cost and passengers who wish to have it may have it. In the United States if you travel by grey hound buses they do so and the travellers pay a nominal amount; they find it convenient, they can retire or sleep better. With these words I hope that in his regime, the Railway Minister will see that our railways become not only a national prestige but a matter of pride in the comity of nations.

16.30 hrs.

ORISSA BUDGET, 1973-74

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH) : Sir, The House is aware that by a Proclamation of the 3rd March, 1973, under Article 356 of the Constitution of India, the President assumed to himself all the functions of the Government of the State of Orissa and all powers vested in or exercisable by the Governor of the State. Under the Proclamation, the Legislative Assembly of the State stands dissolved and the powers of the Assembly are to be exercised by or under the authority of Parliament. Accordingly, I lay before the House the Annual Financial Statement of the State of Orissa for the financial year commencing on the 1st April, 1973. The House will be moved to make supplies needed for the first four months of 1973-74.

With your permission, Sir, I wish to make a brief mention of the broad features of the estimates.

Revised Estimates, 1972-73

The revenue receipts for the year shortly coming to a close are now estimated at Rs. 170.89 crores, which is Rs. 7.32 crores more than the original estimates. The expenditure met from revenue, estimated at Rs. 200.80 crores, however, exceeds the original estimates by Rs. 23.54 crores owing to a steep rise in inescapable expenditure on relief operations as well as due to grant of additional dearness allowance to the State employees. As a result, the revenue account is estimated to have a deficit of Rs. 29.91 crores. On the capital side, because of sizeable increase in receipt of loans from the Central Government, including the

special accommodation of Rs. 38.80 crores provided to the State to meet its deficit on non-Plan account, there is expected to be a surplus of Rs. 36.51 crores. Thus, the State will have an over-all surplus of Rs. 6.60 crores, thereby not only wiping out the overdraft of Rs. 6.23 crores with which the year was started but also close the year with a nominal cash balance of Rs. 37 lakhs.

*Budget Estimates, 1973-74*

For 1973-74, the estimates of revenue receipts are placed at Rs. 175.79 crores, reflecting an improvement of Rs. 4.90 crores over the revised estimates for the current year. Expenditure on revenue account is estimated at Rs. 206.79 crores, resulting in an estimated deficit of Rs. 31 crores on revenue account. Receipts on capital account are estimated at Rs. 123.47 crores and disbursements at Rs. 94.50 crores. In spite of the surplus of Rs. 28.97 crores on capital account, the estimates for 1973-74 leave an overall deficit of Rs. 2.03 crores. Although a part of this deficit is likely to be covered by the State's share of the additional resources mobilisation proposed by the Central Government, it will be essential for the State to make special and concerted efforts to improve the collection of arrears of Government dues as well as effect economy in non-developmental expenditure to fully cover the deficit in its budget.

*Plan Outlay*

Against an amount of Rs. 57.35 crores, in the current year, the outlay on the State's Plan in 1973-74 is envisaged at Rs. 64.48 crores, comprising Rs. 52.41 crores provided in the State Budget and Rs. 12.07 crores to be incurred by the State Electricity Board. The Central assistance for implementation of the State Plan in 1973-74 is estimated at Rs. 37.03 crores. Of the contemplated Plan outlay, Rs. 28.56 crores, which is about 44 per cent of the total, is for irrigation and power schemes, Rs. 13.57 crores, i.e., nearly 20 per cent is on social services, and Rs. 12.52 crores, which is more than 19 per cent, is on agricultural programmes.

The estimates for 1973-74 also include a revision of Rs. 21.80 crores, comprising

Rs. 18.58 crores in the revenue account and Rs. 3.22 crores in the capital account for schemes forming part of the Central sector of the Plan. Special Employment Programmes designed to relieve unemployment among Small and Marginal Farmers and Agricultural Labour as well as the educated unemployed are among the various schemes covered by this allocation.

**16.35 hrs.**

**SUPPLEMENTARY DEMANDS FOR GRANTS, ORISSA 1972-73**

**THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R GANESH):** I beg to present a statement showing Supplementary Demands for Grants in respect of the State of Orissa for 1972-73.

**16.36 hrs.**

**DEMANDS FOR GRANTS (RAILWAYS), 1973-74—contd.**

**MR. CHAIRMAN :** We shall now resume the discussion on the Railway demands. Mr. Shivarath Singh.

**श्री शिवनाथ सिंह (झुनझुन) :** सभापति जी, रेलवे की डिमांड्स पर बोलते हुये मैं केवल राजस्थान की कुछ समस्याओं की ओर ध्यान आकर्षित करना चाहुंगा। लेकिन उससे पहले मैं दो तीन बातें जो पालसी डेसी-शन से सम्बन्ध रखती हैं, वह निवेदन करना चाहता हूँ। मेरा सबसे पहला निवेदन है कि मीटर गेज का एक ही जोन हो। आज कोई वेस्टन जोन में है, कोई नार्दन जोन में बंटा हुआ है। आपस में कोआर्डिनेशन नहीं है। राजस्थान प्रान्त भी दो जोन्स में बंटा हुआ है। प्रजमेर तक वेस्टन जोन है और अजमेर पे आगे नार्दन जोन है। आपस में किसी प्रकार का कोआर्डिनेशन नहीं है। इसलिए सरकार और रेलवे मत्तालय थोड़ा सोचें कि यह जितना भी मीटर गेज का परिया है वह एक जोन में रखा जाये ताकि आपस में कोआर्डिनेशन हो सके।

दूसरा निवेदन मैं आपसे यह करना चाहुंगा कि सबार्डिनेट सर्विसेज जो रेलवेज की है वेस्टन जोन हो या नार्दन जोन हो,

## [श्री शिवनाथ सिंह]

उनका पब्लिक सर्विस कमीशन का हैडक्वार्टर इलाहाबाद में है जहां कि मीटर गेज का कोई नेनेदेन नहीं है। मीटर गेज का अधिकतर क्षेत्र या तो राजस्थान में या गुजरात में है या और दूसरे हिस्से में है लेकिन इलाहाबाद में पब्लिक सर्विस कमीशन का हैडक्वार्टर जो रखा गया है इससे इन लोगों को सर्विस पाने में काफी दिक्कत होती है और अधिकतर लोग वहां पहुंच नहीं पाते हैं, फुली उमको यूटिलियाइज नहीं कर पाते हैं। इसलिये इसकी तरफ भी आप ध्यान देते तो आप पब्लिक सर्विस कमीशन का अफिस अजमेर में रखें जो कि नांदनं जोन और बेस्टर्न जांन को मिलाने वाला ट्वाइंट है ताकि लोगों को सहनियत हो। उस क्षेत्र के लोग रेलवे की सर्विसेज में बहुत कम है और इसकी वजह से उनको बहुत असन्तोष है। ये दो बातें तो मैंने पालिमी डेसीशन के सम्बन्ध में रखीं।

अब मैं राजस्थान की तरफ आपका ध्यान आकर्षित करना चाहूंगा। जहां तक राजस्थान का सवाल है चाहे वह कोई मंत्री रहे हों, लेकिन इस रेलवे मंत्रालय की तरफ से राजस्थान की पूर्ण उपेक्षा की गई है। आजादी के बाद से 15—20 मील के लिये तो नहीं कह सकता लेकिन इससे ज्यादा कोई भी रेलवे लाइन वहां नहीं बनी है। राजस्थान इन वड़ा क्षेत्र है लेकिन जब हम ब्राइगेज की लाइन देखते हैं तो राजस्थान उससे बिल्कुल ही वंचित है और बड़े ही पक्षपातपूर्ण रखेये से रेल मंत्रालय ने उसको देखा है। राजस्थान के लोगों में इस बात की बड़ी टीस है। अभी यह अकाल का साल है। सम्पूर्ण राजस्थान के 26 जिलों में से 24 जिले अकाल में हैं। दूसरे प्रान्तों में रेल मंत्रालय ने कई काम जारी किये हैं और प्रधान मंत्री ने भी कई घोषणायें की हैं। हम उनका स्वागत करते हैं। दूसरे प्रान्तों में रेल की सुविधायें मिलें, अकाल पीड़ित लोगों को साधन मिलें, उनको अकाल से राहत मिले, हम इस का

स्वागत करते हैं। लेकिन राजस्थान जहां इतना भयंकर अकाल है वहां रेल मंत्रालय की तरफ से कोई काम जारी करने का प्रयास नहीं हुआ है। ऐसे बक्त में राजस्थान की उपेक्षा हो रही है। जो घोषणा यहां की गई है कि दिल्ली से अहमदाबाद को ब्राइगेज रेलवे लाइन से जोड़ा जायेगा उसके ऊपर भी काम शुरू हुआ होता तो वहां के गरीब लोगों को जो अकाल से पीड़ित हैं, राहत मिलती। अजमेर में कोटा की लाइन के लिये बहुत दिनों से मांग चल रही है। बार बार उमकी हम मांग करते थे रहे हैं। उस पर भी काम शुरू होता तो लोगों को राहत मिलती। लेकिन ये सब बातें नेगेनेकट हुई हैं और राजस्थान की पूर्ण उपेक्षा हुई है। इसमें राजस्थान के निवासियों के दिमाग में बहुत बड़ा गम्भीर असन्तोष है।

मैं आपसे निवेदन करना चाहूंगा कि कांघला पोर्ट हमने बनाया। उस पर बहुत धन हमने खर्च किया। लेकिन आज उम कांघला पोर्ट की कोई उपयोगिता नहीं गई है। कांघला पोर्ट से इन्टरनिकट स्टेट्स राजस्थान, पंजाब और हरियाणा है। जब तक आप कांघला पोर्ट को इन प्रान्तों से नहीं जोड़ेंगे तब तक कांघला पोर्ट डेवलप नहीं हो सकता। चाहे बाहर से आने वाला माल हो या बनने वाला और बाहर जाने वाला माल हो जब तक इन स्टेट्स को इसमें नहीं जोड़ेंगे तब तक कांघला पोर्ट का उपयोग नहीं हो सकता। आज राजस्थान कैनाल डेवलप हो रही है। वहां बहुत अच्छी रुई पैदा हो रही है, प्रानाज पैदा होने वाला है आगे आने वाले पांच सात सालों में, पंजाब है, हरियाणा है, ये तीन राज्य हैं, तो कांघला पोर्ट का डेवलप करने के लिये हिन्दूमलकोट गंगानगर कांघला रेलवे लाइन बीकानेर और बाड़मेर के पास से होंगे हूये अगर आप बना दें तो यह बहुत बड़ा काम होगा। यह रेलवे लाइन डिफेंस की भी काम देगी क्योंकि यह पाकिस्तान बोर्डर से सटा हुआ है। हमें आये दिन डिफेंस के काम के लिये आवश्यकता पड़ती

है और उस डेफिटिट परिया को फीड करने के लिये आवश्यकता पड़ती है। इसलिये वह लाइन श्रगा बना दी जाये तो बहुत बड़ा काम होगा और उसमें आधे के करीब लाइन बनी हूँड़ है। इसमें बहुत कम खर्च होने वाला है और इसमें बहुत लाभ होने वाला है। इसलिये इसको बनाया जाये।

दो नीन और छोटी लाठों वालों के लिये मैं निवेदन करना चाहूँगा। डावरा में खेतरी के लिये एक रेलवे लाइन आपने दी है। खेतरी हिन्दुस्तान का ही नहीं परिया का सबसे बड़ा कापर का प्रोजेक्ट है और वहाँ काम इसी मात्र के अन्त तक निकलने वाला है। वह कापर देश के विभिन्न हिस्सों में जायेगा। डावरा में खेतरी तक रेलवे लाइन आपने दी है और वह बन रही है। लेकिन चिंडाव होकर इसको मादलपुर जंक्शन तक ज्वाड़ान कर दें तो देश के दोनों हिस्सों में इसका उपयोग हो सकता है और लोगों को इसमें महालियत होगी।

अब मैं अपने क्षेत्र की दो तीन ममस्याओं की तरफ आपका ध्यान दिलाना चाहता हूँ जिनके लिये नोग मुझे तंग करने रहते हैं। आपको आश्चर्य होगा कि 1947 में पहले सीकर और लोहार के बीच एक कोच चला करती थी, लेकिन बाद में वह बन्द कर दी गई। पिछले दो मालों में मैं लगातार मांग कर रहा हूँ, लेकिन रेलवे मंत्रालय से बार बार वही रटा हुआ जवाब मिलता है— 1947 में पहले एक मोटर-कोच चलती थी, आज उसकी आवश्यकता नहीं है, क्योंकि वहाँ ट्रैफिक नहीं है। आप देखिये— तब मैं अब तक किनी पीपुलेशन वड़ गई है, इण्डस्ट्रीज वड़ गई है, व्यापार वड़ गया है, उसके बावजूद भी उसके पास ट्रैफिक नहीं है—यह बात वह कर वह कोच को जारी नहीं करना चाहते हैं—यह बड़ी असंगत बात है।

सीकर झुनझुन डिस्ट्रिक्ट का हैडक्वार्टर है। जिसकी बहुत बड़ी संख्या कलकत्ते

में रहती है। आपको आश्चर्य होगा सीकर में लोहार के लिये सिर्फ सांय को दो टेने चलती हैं, एक तीन बजे और दूसरी आठ बजे, इनके अलावा उधर जाने के लिये कोई ट्रेन नहीं है। आप कहते हैं कि वे दोनों गाड़ियां फुली-यूटिलाइज नहीं होती हैं। आज पचासों बमें गोजाना भरी हूँड़ चलती है। आपका मंत्रालय आपको सही किसी नहीं देता है—अगर आपको विश्वास न हो तो आप गाड़ियां चला कर देख नें। उस इलाके के लोग आपको गारन्टी देने के लिये तैयार हैं, आप दूसरी रेलों से जो कमाते हैं अगर उसमें लौस रहे तो आपको गारन्टी देने के लिये तैयार है, जब तक आप चालू नहीं करेंगे, ट्रैफिक नहीं आयेगा।

हमारे यहाँ आगरा-बीकानेर नेशनल हाईवे है। उस पर रोगस जंक्शन के पास एक क्रसिंग है—इस हाईवे पर इतना ट्रैफिक है कि अगर क्रसिंग एक घन्टे के लिये बन्द हो जाता है तो बहुत दिक्कत हो जाती है। उस समय में वहाँ पर तीन-चार लाइनें चलती हैं, जिसमें वह बन्द रहता है। मैं चाहता हूँ कि रेलवे मंत्रालय वहाँ पर अण्डर प्राउन्ड या ओवर व्रिज बनाये। नेशनल हाईवे पर इस नरह में घन्टों इन्तजार करना पड़े तो यह असंगत बात है।

हमारे यहाँ झूझुनू और सीकर एम्स इलाके हैं जहाँ में बहुत बड़ी संख्या में मजदूर अहमदाबाद काम करने जाते हैं। इस क्षेत्र के 50-60 हजार आदमी वहाँ काम करते हैं। सीकर और झूझुनू के लोगों को अहमदाबाद जाने के लिए पहले रोगस बदलना पड़ता है, उसके बाद फुलेरा में गाड़ी बदलनी पड़ती है। अगर आप एक डायरेक्ट कोच जनता में लगा दें तो यह दिक्कत हल हो सकती है। लेकिन कहा जाता है कि हमारे पास केपेसिटी नहीं है। अगर केपेसिटी नहीं है तो दो दिल्ली से रोगस की एक कोच कम कर

## [श्री शिवनाथ मिह]

दें और उसको वहां जनता में लगा दें। यह उस क्षेत्र की बहुत बड़ी आवश्यकता है—मैं चाहता हूं कि इस तरफ रेलवे मन्त्रालय ध्यान दे।

आज राजस्थान मिनरल मैप वर्ल्ड मैप पर आ गया है और वहां पर इतने मिनरल रिसोर्सेज डेवलप हो रहे हैं कि आज हिन्दुस्तान में टौप पर है। इन मिनरल रिसोर्सेज को आगे आने वाले 5-10 सालों में यूटिलाइज करने के लिए ट्रांस्पोर्टेशन की आवश्यकता पड़ेगी। अगर हम इस को अभी मैं वैसा बनाकर नहीं बनाए तो आगे दिक्कत अ.वेगी। मैं चाहता हूं कि आप लाइस्स को इस तरह से कनेक्ट करें कि उस समय मूर्मेंट की दिक्कत न हो तथा जितनी भी रेलवे लाइनें खोल सकें खोलने की चेष्टा करें।

इस समय दिल्ली से अहमदाबाद की लाइन को ब्राइनेंज बनाने के लिए आपने निर्णय किया है, मैं चाहता हूं कि इस काम को शीघ्र शुरू करा दें ताकि इस क्षेत्र के मूख्य-पीड़ित लोगों को महसूलियत हो सके।

मैंने अभी सीकर और लोहारू के बारे में निवेदन किया था। आपके पास एक गाड़ी एक्स्ट्रा पड़ी हुई है, जिसको आप यूटिलाइज कर सकते हैं। वसाई माधोपुर से एक गाड़ी चार बजे आकर रुक जाती है, फिर रात को 10 बजे सवाई माधोपुर वापस जाती है उसको आप आगे सोकर तक एक्सटेंड कर दें तो वह रात को 10 बजे तक वापस आ सकती है। इस तरह से उसका उपयोग हो सकता है।

एक मोटर-कोच सीकर से लोहारू तक चला दें जो लोहारू में बीकानेर मेल से कनेक्शन दे सके तथा बीकानेर मेल वालों को सीकर तक लाया जा सके।

दो फ्लैग स्टेशनों के लिए मैं कई दफ़ा रेल मन्त्री महोदय से निवेदन कर चुका

हूं। दोनों स्थान शादुलपुर जंक्शन के पास हैं—ये स्थान हैं—कैरतान और पहाड़मर। इस समय लोगों को ऊंटों पर आना पड़ता है और बड़ी दिक्कत होती है। शादुलपुर एक बड़ी मन्डी है, लोग ऊंटों और बमों में वहां आते हैं। मैं चाहता हूं कि आप कम से कम एक्सप्रिसेन्टल स्टेज पर ही इनको फ्लैग स्टेशन बनादें, इसमें लोगों को बहुत सहलियत हो सकती है। कम से कम एक ही दे दें तो हम लोगों को कह मस्करे कि रेलवे मन्त्रालय उदार होने की कोशिश कर रहा है।

अब मैं रिजर्वेशन सिस्टम की तरफ ध्यान दिलाना चाहता हूं। हम रिजर्वेशन मांगने जाते हैं तो कहा जाता है कि जगह खाली नहीं है लेकिन जब गाड़ी चलने लगती है तो आधा धंश पहले टिकट बाबू रिजर्वेशन देने लगते हैं। उनके पास पूरी फीगर्स नहीं होती हैं। पचास की जगह है 25 भरते हैं, 25 को खाली रखते हैं, जिससे उनको एक्सट्रा इनकम होती है। आप दिल्ली जंक्शन पर जाकर देवर लीजिए—4-6 रुपये देकर आपको रिजर्वेशन मिल जाएगी।

## 16.46 hrs.

[MR. DEPUTY-SPEAKER *in the chair*]

आखिर मैं मैं फिर सीकर-लोहारू कोच के लिए आपको प्रेस करूँगा। आपने जो आंकड़े दिए हैं, वे गलत हैं। सीकर-दिल्ली जो कोच चलती है, वह इतनी श्रोवर क्राउडेड चलती है कि दिल्ली जंक्शन पर उसमें बिल्कुल जगह नहीं मिलती है। मुझे हर सेटर-डे को जाना पड़ता है और लोगों का उलाहना सुनना पड़ता है, कम से कम एक कोच थड़ ब्लास में बड़ा दें।

इन शब्दों के साथ मैं इन मांगों का समर्थन करता हूं।

\*SHRI S. D. SOMASUNDARAM (Thanjavur) : Mr. Deputy-Speaker, Sir, I rise to say a few words on the Demands of the Railway Ministry.

The Railway workers numbering a few lakhs have been demanding that they should be given bonus. The hon. Minister of Railways in his reply to the General Discussion on the Railway Budget stated that he has an open mind on this question of bonus to Railway workers. It is not enough that your house is kept open and you invite people to come in. There must be something in that house for the people to appreciate. It is all right to say that the Minister has an open mind. But it is of no use to the workers if that open mind is not favourably inclined towards giving bonus to the workers. What is the use of an open mind without determined intentions to do a thing? I would appeal to the hon. Minister of Railways that he should entertain in his open mind the favourable intentions to give bonus to the Railway workers, and prove to them that they can derive some benefit also from such an open mind.

In September 1972 the running staff went on strike in Southern Railway. They were low-paid workers. But cases have been launched against them and they are pending before the courts. These low-paid workers are greatly harassed and they are unable to attend to their work because they are frequently to appear in courts. I would urge upon the Railway Minister that these cases must be withdrawn forthwith.

Sir, there are thousands of casual labour on Indian Railways. They continue to be casual labour for 5, 10, 15 years. This system of casual labour is in fact obnoxious to efficient working of the Railways. They should be enrolled as regular staff on the Railways.

Madras city represents North Madras, Mambalam, Saidapet, Tambaram and such other far-flung surrounding areas. But the Railway workers in Tambaram are denied of the City Compensatory Allowance and House Rent Allowance while their counter-parts in Madras city get them. In Tambaram the prices of essential goods are as dear as they are in T'Nagar. The rents here are equally high. therefore, I would

request that the Railway workers in Tambaram also should be given the City Compensatory Allowance and the House Rent Allowance.

Every year the scrap iron is sold in auction. Since it is worth several lakhs of rupees there is widespread rumour of corruption and malpractices in such auctioning. This system of auctioning should be stopped by the Railways. The Railways can open foundries for the purpose of melting the scrap iron so that it can be used by the Railways. This has been brought to the notice of the Railway Ministry several times. I would request the hon. Minister of Railways to take necessary action in this regard.

In regard to opening of new lines, I have to point out that the Railway Ministry has been continuously neglecting the needs of Tamil Nadu. It is only a distance of 30 miles from Thanjavur to Pattukkottai. The necessity for a railway line was recognised even before our Independence by the British and cultivable land for this purpose was acquired from agriculturists. The Railway Minister for his Ministry may not even be aware of this fact because no thought has been given to laying this new line between Thanjavur and Pattukkottai. Either a new railway line should be laid or the cultivable land should be returned to the agriculturists. I would request the hon. Minister of Railways to lay a railway line between Thanjavur and Pattukkottai. Similarly, a new railway line should be laid between Thanjavur and Pudukkottai.

At present electrification of the track has been done between Madras and Villupuram. I would appeal to the Minister of Railways that electrification of track should be further extended to Tiruchirappalli.

Sir, the salt industry is the mainstay of many thousands of poor people in Thanjavur District. In Abhiramapatnam and Vedaranyam huge quantities of salt are not transhipped for want of wagons. If the salt is allowed to stagnate, it naturally

[Shri S.D. Somasundaran]

affects the very livelihood of thousands of poor people. I would urge upon the Railway Minister that adequate number of wagons should be made available to this area so that the salt produced is transhipped immediately.

At the time of September 1972 strike of running staff, some trains from Mayuram to Nagappattinam, from Mayuram to Tiruthurai poondi, from Tiruthurai poondi to Vedaranayam were suspended. Though the running staff has resumed their work still these trains remain suspended. I would request the Minister of Railways to look into this matter and do the needful.

Before I conclude, I would refer to another small thing. From Mayuram to Karaikkudi, a distance of just 100 miles, the train takes 10 hours. On account of this inordinate time taken to cover this distance, the Railways are losing the revenue on this line. Efforts like putting heavy engine should be taken immediately for the purpose of speeding up this train.

With these words, I conclude.

**श्री साहृ राम (फिल्लीर):** डिप्टी स्पीकर माहबूब, रेलवे बजट की डिमान्ड पर मैंने पहले भी अर्जन किया था और अब भी गुजारिश करता हूँ कि जो लोग अपने अपने हानिकै और कांस्टीट्यूशन इंज के बारे में कहते हैं उम पर ध्यान देना चाहिए। मैं फगवाड़ा का रहना चाला हूँ वहां पर और विज बनाने के लिए रेलवे मिनिस्ट्री को दो-नीन दफा लिखा है। फगवाड़ा में 5 कानेज हैं और नीन चार मिल्स हैं। जहर दो तरफ बढ़ा हुआ है और दर्शन में रेल जाती है। वहां पर और विज बनाने के लिए स्टेट गवर्नमेन्ट भी पैमा देने के लिए तैयार है। और म्युनिमिपल कमेटी भी तैयार है। आये दिन वहां पर हादसे होने रहते हैं जिसमें बहुत सी जानें जाती हैं।

मेरी दूसरी डिमान्ड है कि फगवाड़ा में रिजिवेशन प्राफिस होना चाहिए। शहर की काफी आवादी है और लोगों की डिमान्ड है कि क्लास फस्ट और थर्ड क्लास का रिजिवेशन प्राफिस वहां पर होना चाहिए।

तीसरे मैंने डीलक्स के बारे में रेलवे बजट पर कहा था और अब फिर कहता हूँ, मिनिस्टर साहब उस पर ध्यान दें कि वहां पर डीलक्स श्रीनगर एक्सप्रेस और कश्मीर मेल आती दफा और जाती दफा ठहरायें। लोगों की यह डिमान्ड है। इस पर मैं काफी लिखा-यढ़ी कर चुका हूँ लेकिन अभी तक कोई फैसला नहीं हुआ है।

चौथी बात यह है कि फगवाड़ा स्टेशन पर रेलवे स्टाफ की बहुत शार्टेंज है। हम देखते हैं कि मुमाफिर टिकट देने की डिमान्ड करते रहते हैं और बाबू जो होता है वह देन पाम करने पर लगा रहता है। इसके बारे में भी हमने कई दफा लिखा लेकिन मेरी समझ में नहीं आता कि उस पर कोई कार्यवाही व्याप्ति नहीं की जाती है जबकि स्टाफ की इन्हीं शार्टेंज हैं और बड़ी दफा पैसन्जर्स को इन टाइम टिकट नहीं मिलते हैं।

**फिल्लीर:** मेरी कांस्टीट्यूशनी का नाम है वहां पर फ्लाइंग मेल की स्टेशन के लिए मैंने रेलवे बजट में कहा था और लिखा-यढ़ी भी की है। वहां पर बहुत से लोगों की यह डिमान्ड है कि फ्लाइंग मेल को वहां पर खड़ा किया जाए। लुधियाना जालन्धर के बीच में यह स्टेशन पड़ता है। वहां पर आवादी बहुत है लेकिन डेवलपमेन्ट उतना नहीं है। कानेज के स्टूडेन्ट्स, नौकरपेशा और लेवर क्लास को लुधियाना जालन्धर जाने में बड़ी तकलीफ होती है। वहां पर फ्लाइंग

मेल का स्टापेज होना चाहिए। मैं कहि दफा इसके बारे में रेलवे मिनिस्टरी को लिख चुका हूँ, मेरी इस डिमान्ड को मान लिया जाना चाहिए।

एक बात और कहना चाहता हूँ कि चन्डीगढ़ में लाइन बनार्द जाए रोपड़ को, रोपड़ में आलरेडी लाइन है, रोपड़ को राहों से मिला दिया जाए। राहों से नवाशहर, नवाशहर से गढ़शंकर आलरेडी लाइन है। गढ़शंकर को हाशियारपुर से मिला दिया जाए, हाशियारपुर से तलवाड़ा ले लिया जाए और वहां से जम्बू को मिला दिया जाए। यह लाइन बहुत फायदेमन्द होगी। बहुत देर से यह डिमान्ड पंजाब के नामों की है। कुवानी देने में पंजाब कभी पीछे नहीं रहा है। डिकेन्स के लिहाज में भी यह लाइन बहुत जरूरी है। पहाड़ी डलाके के जो लोग हैं वह भी इस लाइन का फायदा उठा सकते हैं। पहाड़ी लोग ज्यादातर फौज में होते हैं तो इस लाइन को ले जाने में डिकेन्स भी मजबूत होना भी बहुत जरूरी है क्योंकि वह एक बांदर स्टेट है। साथ-साथ दूसरे लोगों की राहत के लिए भी यह लाइन जरूरी है।

रेलवे केटरिंग का जो सिस्टम है उसके लिये मैंने लिखा था कि कोआपरेटिव सोसायटीज को दिया जाये। रेलवे ने एक दफा एनाउन्मेन्ट भी लिया कि कोआपरेटिव सोसायटीज को प्रेफरेन्स देंगे लेकिन वह दिया नहीं जा रहा है। इससे अनाउन्मलायमेन्ट घटेगा और गरीब लोगों को काम मिलेगा इसलिए कोआपरेटिव सोसायटीज को प्रेफरेन्स जरूर मिलना चाहिए।

अब मैं व्यास रेलवे स्टेशन के बारे में कुछ कहना चाहता हूँ। इसको इम्प्रूवमेंट तथा डिवेलपमेंट के लिए मैं वराबर कहता आ रहा हूँ अं. र इसके बारे में मैंने लिखा पड़ी भी की है। जो यात्री वहां जाते हैं उनको बहुत तकलीफ होती है। इसको मद्देनजर

रखते हुए फोरोजपुर डिवीजन से उसका मर्व भी एक दो बार कराया गया है। लेकिन उस पर अमल नहीं हुआ। यूजर्ज कनसलटेटिव कमेटी की मीटिंगों से भी इसको मंजूर करवाया है लेकिन उस पर भी अमल दरामद नहीं हुआ। मैं अर्ज करूँगा कि आप उस तरफ भी ध्यान दें।

MR. DEPUTY-SPEAKER : The hon. Member may continue tomorrow. We will no v take up the Calling Attention Motion.

17 hrs.

CALLING ATTENTION TO  
 MATTER OF URGENT PUBLIC  
 IMPORTANCE—*Contd.*

REPORTED POLICE INACTION IN APPREHENDING CULPRITS HARASSING INMATES OF MIRANDA HOUSE HOSTEL—*Contd.*

श्री शशि भूषण (दिल्ली)  
 मैं अविलम्बनीय लोक महत्व के निम्नलिखित विषय की ओर गृहमंत्री जी का ध्यान दिलाना हूँ और प्रत्यंता करता हूँ कि वह इन बारे में एक बताव दे :

“मिरांडा हाउस होस्टल की छावाओं को तंग करने वाले अवागतियों को पकड़ने में पुलिस की ब्रकर्मणी तथा कथित मंदिग्र व्यक्तियों के विरुद्ध होस्टल निवासियों द्वारा सीधी वारंवाई की जाने में उत्पन्न स्थिति”

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI K. C. PANT): On the 7th March, 1973, a girl was sitting in a car outside the rear gate of Miranda House. Three persons came in a taxi and tried to pull out the girl and abused her. On an alarm being raised by the girl, these persons ran away after damaging a window pane of the car. The three persons were arrested the same night, and the taxi was also seized. A case was filed in the court and the court has since discharged the accused.

[Sh. K. C. Pant]

Some inmates of the Post-Graduate Hostel for Women, Delhi University have also alleged in a written complaint dated 19th February, 1973, addressed to the Chairman of the Managing Committee of the Hostel that there was an incident of intimidation of a girl of the Hostel and her escort by the occupants of a white ambassador car No. USS-5113 at about 10.15 P.M. on 17th February, 1973. It was also alleged in the complaint that three persons again came in a white ambassador car to the gate of the Hostel on 18th February, 1973, at about 12.30 A.M. and blew the horn. The complainants presumed that this was again car No. USS-5113. On being accosted by the chowkidar of the Hostel, one of the occupants is alleged to have fired from an air-gun, a pellet hitting the chowkidar. Thereafter the occupants fled in the car. The registered owners of car No. USS-5113 are M/s Narang Brothers and Company Ltd. A case has been registered under section 324 of the Indian Penal Code and is under investigation. It has been decided to entrust the investigation to the Crime Branch of the Delhi Police, who will act under the guidance of the Central Bureau of Investigation.

On March 3, 1973, another report was lodged by a girl of the Post-Graduate Women's Hostel alleging that while she was having conversation with a friend outside the Hostel gate, at about 8.45 P.M., three persons got out of a car and started questioning them. Anticipating trouble she ran into the Hostel. The three persons followed her. When the chowkidar followed by the Hostel House Keeper came, the intruders beat a hasty retreat. The car was traced to the owner and the three students who were using it at that time, were arrested by the police for committing criminal trespass in the Hostel. The case is under investigation.

On March 14 and 15, 1973, some of the inmates of the Post-graduate Hostel for Women and Miranda House Hostel organised demonstrations in front of the house

of Shri K. R. Narang and subsequently at the residence of the Vice-Chancellor to express their anger at the failure of the police in providing suitable security arrangements and apprehending the culprits.

The security arrangements near the Women's Hostel in the University area have been strengthened.

SHRI SAMAR GUHA (Contd) : Sir, whenever there is a statement on Calling Attention, the procedure is that we are supplied with a copy of it. This sort of impromptureply and impromptu understanding will not do. It causes us lot of inconvenience.

SHRI SHYAMNANDAN MISHRA (Begusarai) : The statement which we got in the morning from the Minister of Education seems to be slightly different from the statement which the hon. Minister of State of Home Affairs has just now read out. Will it not be proper for the hon. Minister to supply us a copy of that statement also so that we can examine the two together?

SHRI K. C. PANT : I do not know exactly what the details of the other statement were, though I did have a look at it this morning. I got some additional information during the day which I have incorporated. I will gladly supply the statement but it will take time.

श्री श्यामनन्दन मिश्रा : दिल्ली यूनिवर्सिटी कैम्पस में कई दूर्घटनायें पिछले दिनों में हुई हैं। एक लड़की का जीनमंग किया गया। पाच घण्टियां पकड़े गए। उनकी जमानत हो गई, पता नहीं किस पार्टी के थे। लेकिन यह चर्चा का विषय नहीं है। फिर एक विद्यार्थी बम चलाकर ले गया और एक लड़के के माथ उसको उसने दे मारा जिसमें दो एक की मृत्यु हो गई। कैम्पस में जो एफलैट सोनायर्टी के लोग हैं, जो पैसे बाले लाग हैं, वे यह सब करते हैं। लेकिन इस घटना के बाद एक नारा जो लड़कियों ने लगाया तब जब वे के० आर० नारंग के मकान पर डॅम्पर० स्ट्रेशन करने गई, पता नहीं वह के० आर० नारंग का मकान है या उन के पिता डी०आर०

भारंग का, लेकिन उस में पांच सात आदमी रहते हैं, यह या कि लड़कियों पूजि-पतियों से होशियार रहो। वास्तव में इस में भी पति शब्द लगा है। मोही सहाव को शायद कुरा लगे लेकिन पति जैसा अच्छा शब्द रुज़ी के साथ नहीं लगता चाहिए, इनको तो पूजी चौर कहना चाहिए। बहरहाल पूजी-पति हो या पूजीपतियां हों शोषण करने वाली यही कानून है; पूजीचौर या पूजीचौर कानून है। इनके खिलाफ एक सही नारा लगाया और ये हमारी बहते और बेटियां जिन्होंने अब यह समझा है कि ये पूजीचौर किस कदमों को अनमत पर छापा मारते हैं, समाज पर उनका किन्तु अधिकार होता है, बड़े बड़े अबद्वार उनके पक्ष में लिखते हैं और उनको कोई पकड़ नहीं पाता है और मैं समझता हूँ कि महिनाओं तथा हमारी बहतों और बेटियों में जो जागृति आई है, यह एक अच्छी चोज़ है। आज हालत यह है कि यूनिवर्सिटी में कोई लड़कों लड़कों के बम में नहीं जा सकते और आगर वह जाए तो उसकी चुटकी काट कार उसका खुल निकाल लेते हैं। इन्हिएं लड़कियों की बमें अवग हैं। यह महीं है कि इनमें आम तौर पर वे लोग हाते हैं जो बड़े घरों के हाते हैं। जो गरीब बच्चे हैं उनको हिम्मत नहीं हाती है कि ऐसी बातें कर सकें। वे बेचारे मालिकलों से या पैदल जाते हैं। यूनिवर्सिटी में जो बहते आर भर्ति हैं, मैं चाहता हूँ कि वे इस ढंग के समाज बनायें कि अपनी रक्षा स्वर्यं कर सकें और उस में हम सब को सहप्रयोग करना चाहिए। इस बारे में उनका जो कदम है उसको मैं सराहना करता हूँ।

जब यह घटना हुई तो उस दिन पुलिस में रिपोर्ट नहीं की गई। तो सरे दिन वाइस चांसलर को बताया गया। उसके बाद पुलिस में रिपोर्ट हुई। लगातार घटनायें होती रहीं। पता नहीं पुलिस क्यों सोती रही। अभी तो वे ब्यक्ति पकड़े गए हैं। स्टेटमेंट में यह है कि कार में से एक लड़की को बेखोच रहे

थे। पता नहीं कामयाब हुए या नहीं हुए। लेकिन तीन लड़के वहां पकड़े गए। उनके नामों का पता नहीं है। पता नहीं कौन सज्जन पूर्ण वे हैं। यह भी बताया जाना चाहिए कि उन को जमानत एस० डॉ० एम० के यहां हुई, या जुडिशिल मैजिस्ट्रेट के यहां हुई, या थाने में हुई। लगातार घटनायें होने के बाद भी वहां किसी ब्यक्ति को पकड़ा नहीं गया है। उस कार को कम से कम जब्त कर लेना चाहिए था। जो दूसरी कार पकड़ी गई है, जिसको टैक्सी कहा गया है, लेकिन जिस को पहले बवान में डर्टी ग्रीन कलर की एव्सें-डर कार बताया गया है, वह उस को जब्त किया गया है या नहीं। क्या मत्री महोदय बतायेंगे कि उन के मानिकान के खिलाक क्या कार्यवाही की गई है?

कैम्पस में प्राइवेट मकानों का होना मुनासिब नहीं है। इसलिए कैम्पस ने जिन लोगों को नई या पुरानी कोठियां हों, उनको दूसरे मकान दे दिए जायें, तो मुनासिब होगा। कैम्पस में इन प्राइवेट मकानों के सामने इन तरह के जो पर्यान होते हैं, वे कैम्पस की शान्ति को भंग करते हैं।

जो लोग पकड़े गए हैं, उन के नाम बताए जायें। मैं यह भी जानना चाहता हूँ कि इस बारे में आगे क्या कार्यवाही की जा रही है।

मैं खाम तौर से यह कहना चाहता हूँ कि इस सामने को राजनीतिक रंग न दिया जाये। कलप्रिट्स को सख्त सजा दी जाये, चाहे वे किसी भी पार्टी के हों, पूजीपति हों या कोई भी हों।

दिल्ली यूनिवर्सिटी स्टूडेंट्स यूनियन के एकिंग प्रेजीडेंट, श्री के० कै० कक्कड़, ने कहा है :

"highly unfortunate that political witch-hunting and character assassination has been attempted by the vested political interests in the face of full cooperation being received from all concerned."

## [श्री जगि भूषण]

वह भाई जनसंघ से ताल्लुक रखते हैं और मैं उन का पूरे तीर पर समर्थन करता हूँ। अनसोशल एलिमेंट्स चाहे किसी भी पार्टी के हों, उन की कोई इज्जत नहीं कर सकता है। इस मामले को राजनीतिक रंग दिया जाये, यह दुर्भाग्य की बात है। इस दंग की कोशिश की जा नहीं है। मैं यह करने का नीतिया यह होगा कि कलप्रिट्स किसी न किसी राजनीतिक रामनामी से अपने आप को छिपाने की कोशिश करेंगे। इसलिए मैं हाउस में यह अपील करूँगा कि सब मिल कर कलप्रिट्स के खिलाफ़ कायंवाही करने की मांग करें और इस मामले को राजनीतिक रंग न दें। अगर कुछ पोलीटिकल पर्टीज द्वारा इस मामले को पोलीटिकल कलर दे रहीं की कोशिश की जानी है, तो फिर मुझे यह दरख़वास्त करनी पड़ेगी कि यह भी जांच की जाय कि यह सब जो बानावरण बनाया जा रहा है, उस के पीछे कौन लोग हैं। मैं मंत्री महोदय में यह जानना चाहता हूँ कि इस मामले में जिन व्यक्तियों का हाथ है, चाहे वे बड़े न बड़े हों और चाहे किसी भी पार्टी के हों, उन को मजा देने के लिए क्या कदम उठाया जा रहा है।

श्री कृष्ण चन्द्र पन्तः अध्यक्ष महोदय, मैं माननाय मदम्य में बिन्कुल महमत हूँ कि यह राजनीतिक ममला नहीं है और इस को राजनीतिक रंग देने की कोशिश ठीक नहीं होनी। जैसा कि मैंने अपने वक्तव्य में कहा है, 19 फरवरी को कुछ महिलाओं ने एक शिकायत की ओर हम ने वह मामला स्पैशल द्रांच को सीप दिया है। वह सी०बी० आई. की गाडेंस में अच्छी तरह जांच करेगी। इस में राजनीति का कोई प्रश्न नहीं ही है।

7 मार्च के इन्सिडेंट के मिलसिले में तीन आदमी पकड़े गए हैं, जिन के नाम हैं जगदीशचन्द्र, श्री कृष्ण गोपाल और राम सहाय। वे लोग टैक्सी में थे, लेकिन उन का

यूनिवर्सिटी से कोई संबंध नहीं है। वह टैक्सी भी इम्पाउंड कर ली गई थी।

श्री आर० शॉ बड़े (खरगोन) : उपाध्यक्ष महोदय, इन इन्सिडेंट के बारे में जिका मंत्री ने जो स्टेटमेंट दिया है और जो स्टेटमेंट अब दिया गया है, उन दोनों में थोड़ा फर्क है। सब में पहले मैं उन छात्राओं का अभिनन्दन करता हूँ, जिन्होंने जलूस निकाल कर यह नारा लगाया, "हम नारी नहीं, चिनागारी हैं।" जो व्यक्ति दूर्मार्ग की बहू-बेटी को अपनी बहू-बेटी नहीं समझता है, उसको बेईमान और गुंडा कहना चाहिए। इस संबंध में जिम कार का जिक्र किया गया है, जिम का नम्बर य०००००००५११३ है, वह नारा ब्रदर्जी की है। नारा महाब्र को जल्द यह मालूम होना चाहिए कि कौन और कब उन को बार को ले गया है। यह कहा गया है कि नारा माहबूब प्राइम मिनिस्टर के खाल आदमी है, उन के कुपायाक हैं, वह कांग्रेस को चन्दा देने हैं और उसके लिए चन्दा इकट्ठा करते हैं। (दृष्टव्यान)। यह बात पैरपंज में आई है।

मैं यह जानना चाहता हूँ कि जब धारा 324 के अन्तर्गत अपराध करने में उम कार का उपयोग किया गया, तो क्या उम को एटैच किया गया या नहीं। अगर उम को एटैच कर लिया जाता, तो मालूम हो जाता कि नारा माहबूब ने वह कार किसी को दी थी या नहीं। नारा माहबूब को मालूम होना चाहिए कि उम कार में कौन लोग थे। छात्राओं ने नारा माहबूब के मकान के मामले प्रदर्शन किया, क्योंकि सब गड़बड़ उनके यहां से हुई।

मंत्री महोदय ने बताया है कि यह मामला काइम ब्रांच के सुपुर्द किया गया है। वह तो ठीक है। लेकिन क्या वह बतायेंगे कि उस कार को कौन ले गया था, किस लिए ले गया था और उस को एटैच क्यों नहीं किया गया। उस में जो दो तीन आदमी थे,

उन के नाम नहीं बनाये गए हैं। पहले दिन जो संकेत कार गई थी, उस में कौन कौन आदमी थे? यदि इस मामले में नांगरा माहब का हाथ है, तो ऐसे बेर्इमान और गुंडे की मदद करना खुद बेर्इमान और गुंडा बनना है। मैं मंत्री महोदय से यह जानना चाहता हूं कि क्या इस बारे में कोई एनकवायरी की गई है या नहीं।

बताया गया है कि चौकीदार पर बन्दूक से फायर किया गया। मैं यह जानना चाहता हूं कि क्या एफ०आई०आर० उस चौकीदार का निया गया या किसी और का।

तीसरी बात यह है कि आउटरेंजिंग दि  
 माडेस्टी आप ए बूमेन जो है यह 324 से बड़ा आफेस होता है, उस को 353 दफा क्रिमिनल प्रोसेजर बोड की जो है उस के अंतर्गत क्यों नहीं गिरफ्तार किया गया? . . .  
 (ध्यवधान) . . .

तो मेरा यही निवेदन है कि आप ने इस प्रकार इन्वेस्टीगेशन शुरू किया है तो एफ०आई०आर० आई०आर० किस का लिया है? एफ०आई०आर० लड़कियों का लिया है या चौकीदार का लिया है? आफेसेज दो बनाये हैं या अलग अलग बनाये हैं? मेरा इतना ही कहना है कि इस प्रकार के आफेसेज दिल्ली में होते हैं और वह भी पंत जी की आंखों के सामने तो इससे बड़ा दुर्भाग्य और क्या हो सकता है? अभी परसों नसेंज का भी इसी तरह का कांड हुआ। तो इस प्रकार के आफेसेज चलते रहे और पंत जी कहते हैं कि उस को पोलिटिकल कलर नहीं देना चाहिए, पोलिटिकल कलर तो जरूर लोग देंगे। लोग कहेंगे कि कांग्रेस के राज में इस प्रकार के गुनाह क्यों हो रहे हैं? आज हमारे छात्र और छात्राएं सुबह जाती हैं, वह शाम को वापस आयेंगी या नहीं इसकी चिन्ता में लोग रहते हैं। तो मैं आप से जानना चाहता हूं कि उन की सुरक्षा के लिए कोई विशेष कदम आप ने उठाया है या नहीं उठाया है?

श्री कृष्ण चन्द्र पन्तः अध्यक्ष महोदय, मालूम पड़ता है कि माननीय सदस्य ने जिस आधार पर सवाल पूछे हैं वह यह है कि किसी महिला की मौडेस्टी आउटरेज हुई। इसी आधार पर उन को गुस्सा भी है और इसी आधार पर उन्होंने सारी बात कही है। तो पहले तो मैं यह बात साफ करना चाहूँगा कि अगर आप ने गोर से सारी बात पढ़ी या सुनी है तो उस में तो सिर्फ यह हुआ कि एक विद्यार्थी थी, उन के साथ एक उन के साथी थे, वह आय और तीन नौजवान पास में थे। रात के दम सवा दम बजे थे। वह अन्दर जा रही थी। उन्होंने आ कर कहा कि हम पुलिस के लोग हैं और उन से डराने की कुछ बात कही तो वह अन्दर चली गई और अन्दर से चौकीदार या और लोगों को बुला लाई। तो वह तीन लोग जो भी थे, बैठे गाड़ी में और भाग गये। उस के बाद 12 सवा 12 बजे फिर एक बार गाड़ी आई और जब चौकीदार ने उन को ललकारा तो उन्होंने गोली चलाई। चौकीदार को हल्की सी . . . (ध्यवधान) . . . बात पूरी मुन लें। . . . (ध्यवधान) . . . उस का इस से कोई मतलब ही नहीं है। जो बात आप ने कही उस में मिक्स आप कर दिया दोनों को। इसलिए मैं साफ कर दे रहा हूं दोनों को क्योंकि अगर आप ने उस आधार पर सवाल पूछे हैं तो वह आधार ठीक नहीं है। इसलिए मैं उस को स्पष्ट कर रहा हूं। फिर बारह साढ़े बारह बजे जो गाड़ी आई उस ने हार्न बजाया। फिर उस ने गोली चलाई और एक गोली . . . (ध्यवधान) . . . एयर गन का एक छर्रा लगा। . . . (ध्यवधान) . . . दूसरे दिन सवेरे शार्ट नोटिस क्वेश्चन दूसरे हाउस में था। उस में यह बात आई थी। तो उन को हूँका सा छर्रा लगा। डाक्टर के पास में वह नहीं गये। . . . (ध्यवधान) . . . आप मुन तो लें।

श्री आर० बी० बडे : शिक्षा मंत्री के स्टेटमेंट में 17 के बारे में और 18 के बारे में है। तो यह 17 का आप बता रहे हैं या 18 का?

श्री कृष्ण चन्द्र पंत : 17 और 18 का जो इंसीडेंट है वह 17 के सवा दस बजे श्रीर 18 के साढ़े बारह बजे का है, आप पढ़ लें उस को। इसलिए 17 और 18 में एक दो घटे का फर्क है।

इसके बाद नीन बजे गत में गाड़ी आई और उम के बाद वह चले गये। यह सीक्वेंस आफ इंसीडेंटम है। अब आप खुद ही समझ ले। मैं इस को कम भी नहीं कहता, मैं इसको ज्यादा भी नहीं कहता। जो बात हुई वह आप के सामने रख रहा हूँ। इस में जो आप ने मोचा कि किसी लड़की को पकड़ा गया या उस पर कोई जबदंसी की गई ऐसी कोई चीज नहीं है। यह बड़ा स्पष्ट है।

इसी के माथ माथ कार के नम्बर की बात आप ने कही। तो जिस वक्त सवा दस बजे वह कार देखी गई तो जिस विद्यार्थी ने, जिस लड़की ने यह शिकायत भेजी, पुलिस को नहीं भेजी, अपने होस्टेल के चेयरमैन को भेजी और आविर में फिर वह पुनिस में आई। उन्होंने कार के नम्बर का जिक्र किया सवा दस बजे। बारह माढ़े बारह बजे जिस वक्त वह छर्रा चला उस वक्त किसी ने उस के नम्बर को देखा नहीं। चौकीदार ने पहले स्टेटमेंट दिया कि यह नम्बर था गाड़ी का। बाद में चौकीदार ने कहा कि मैंने नहीं देखा, मुझ से लड़कियों ने कहा। लड़कियों ने अपने स्टेटमेंट में नहीं कहा कि वह नम्बर हम ने उस समय देखा। तो किस गाड़ी से छर्रा चला यह बहुत स्पष्ट नहीं होता। दूसरी बात जो आप ने कही है कि क्यों नहीं उस कार को अटैच किया तो एक तो यह कारण है। भले ही मैं कहना नहीं चाहता लेकिन जब आप ने पूछा है . . .

श्री इथाम नन्दन मिश्र : जरा फिर से ममझा दीजिये कि कार अटैच क्यों नहीं हुई?

श्री कृष्ण चन्द्र पंत : एक तो मैंने बताया कि उस कार के नम्बर को किसी से उस वक्त

देखा नहीं। सवा दस बजे उन्होंने कहा कि हमने देखा। बारह माढ़े बारह बजे जब छर्रा चला उस वक्त लड़कियों ने कहा कि हमने नहीं देखा। चौकीदार ने कहा कि हमने देखा। बाद में कहा कि मैं नहीं देखा, मुझ से लड़कियों ने कहा। यह सब स्टेटमेंट माजूद हैं। तो इस से यह एस्ट्रिलिश नहीं हुआ कि गाड़ी . . . (व्यवधान) . आप सुन तो ले। बात यह है कि जो चीज इन्वेस्टी-गेट हो रही है वह सब मैं रख रहा हूँ आप पूछ रहे हैं इसलिए। वैसे तो मैं पसंद करता कि मैं यह कह दूँ कि इन्वेस्टीगेशन हो रहा है इसलिए मैं इस वक्त कुछ कह नहीं सकता। लेकिन चूंकि कुछ शुरुआत के मन में है तो अध्यक्ष महोदय, आप मुझे इजाजत दें तो जितने मुझे तथ्य मानूम है वह मैं आप के सामने रख दूँ।

अब रहा यह सवाल कि सवा दस बजे गाड़ी थी या नहीं? लड़कियों ने कहा कि उस गाड़ी में फलां नम्बर था। नारंग साहब से पूछा। नारंग साहब ने कहा कि एक दूसरी गाड़ी के ऊपर यह नम्बर लगा कर वह गाड़ी चल रही थी. . .

श्री इथाम नन्दन मिश्र : उन की बात मान ली गई?

श्री कृष्ण चन्द्र पंत : बिलकुल नहीं मानी गई। उन की बात भी पुलिस नहीं मानेगी। लेकिन आप सुन तो ले। सुनने में तो कोई नुकसान नहीं है। आप को सवाल भी पूछना है। आप गरम हो जायेंगे तो सवाल भूल जायेंगे।

इस के बाद जिनका उन्होंने कहा कि उस नम्बर की गाड़ी वह भी जिस में कि दूसरा नम्बर चढ़ाया गया था, उन से पूछा गया। उन्होंने कहा कि हमारी गाड़ी गैरेज में खड़ी थी। नारंग साहब ने भी कहा कि हमारी गाड़ी गैरेज में खड़ी थी। उन के सेकेटरी ने भी उस की पुष्टि की। उन्होंने कहा कि आम तौर पर यह चाबी वहां आफिस में रहती

है, सेकेटरी से पूछिए। वहां एक चौकीदार भी रहता है। चौकीदार ने भी रिटेन स्टेटमेंट दिया है कि यह गाड़ी मैरेज से रात भर नहीं निकली। तो यह सारे फैक्ट्स हैं। इस में आवायियमनी इन्वेस्टिगेशन की जरूरत है। मैं न एक चीज को मानता हूँ न दूसरी चीज को मानता हूँ। जद्यु तक इन्वेस्टिगेशन से सही चीज सामने नहीं आयेगी तब तक मैं किसी की बात को नहीं मानता हूँ। इसनिंग मैं न किसी की तरफशारी करता हूँ न किसी की बात को मही मानता हूँ। मैं इन्वेस्टिगेशन के लिए रुका हूँ कि क्या चीज उस में सामने आती है। लेकिन जो बात आप ने पूछी कि कार वर्षों नहीं अटेंच हुई तो इसका एक कारण तो यह है।

श्री इयम नन्दन निधः विलकुल अन-  
 सेटिम्फैक्ट्री ।

श्री कृष्ण चन्द्र वंतः आप को नो वर्षों से संतोष नहीं हुआ है, उम में यह एक और हो जायगा, इस में कोई बात नहीं....

श्री इयम नन्दन निधः किस से संतोष नहीं हुआ है।

श्री कृष्ण चन्द्र वंतः हमारी बातों से।

श्री इयम नन्दन निधः विलकुल लगी बातों से मुझे संतोष नहीं हो सकता है।

श्री कृष्ण चन्द्र वंतः यह लगी शब्द अच्छा नहीं है।

अब आप ने पूछा कि जो गाड़ी में थे उनको अरेस्ट क्यों नहीं किया? तो उस में किसी का नाम नहीं दिया है। उस में जो लड़कों ने स्टेटमेंट में डिस्क्रिप्शन दिया है दो का कि ऐसा ऐसा डिस्क्रिप्शन है, उस डिस्क्रिप्शन के हिसाब से पुलिस ने अब तक को जो एन्कावायरी की ओर भेरे पास जो रिपोर्ट भेजी है उस में नारंग परिवार में तो व्हस तरह के लोग उन को नहीं मिले। जो

उन्होंने डिस्क्रिप्शन दिया है उस की ढूँढ़ चल रही है और वह लोग मिल जायें तो उनकी अरेस्ट हो जायगी। लेकिन अभी तक वह अरेस्ट नहीं हुआ है। आप ने पूछा कि एफ० आई० आर० आर० किस का था और कहां से शुरू हुआ। लड़कियों ने जो खत लिखा था, उम में पुलिस की शिकायत नहीं की थी, डिल्क मिक्योरिटी अरेन्जमैन्ट्स के लिए डीन आफ़ स्टूडेन्ट्स वैलफैयर ने जो चिट्ठी लिखी थी, उम में सिक्योरिटी के लिए लिखा था, एफ० आई० आर० आर० के लिए नहीं लिखा था, लेकिन उम में छर्रा चलने की बात थी। इस लिए पुलिस ने स्वयं स्थिति को समझने हुए कार्यवाही की ओर उस बयान के आधार पर 324 का केम रजिस्टर किया—यहीं में इसकी शुरुआत की।

सारी चीजें मैंने आप के सामने रख दी हैं। मैंने यह भी बतलाया है कि दिल्ली के प्राइम ब्रान्च को इसे दे रहे हैं, सी०बी०आई० को कह रहे हैं, ताकि उस की गाइडेन्स में तहकीकात हो। इस लिए प्राइम मिनिस्टर का नाम इस में घसीटना, या कांग्रेस को पैसा देते हैं, ऐसी बातों की चर्चा करना, मैं समझता हूँ कि इस मामले को एक राजनीतिक रंग देना है, जितनी चर्चा मैंने की है इससे कोई दूसरा नतीजा नहीं निकल सकता है। मैं नहीं जानता कि इन बातों से तहकीकात में कोई आसानी होगी या मदद मिलेगी। इस तरह की चीजें सदन में कहना, मैं समझता हूँ कि गैर-जिम्मेदारी की बात है। जब सारी बातों की तहकीकात हो रही है, तब इस तरह की बातें कह कर प्रधान मंत्री का नाम घसीटना कोई शोभा नहीं देता . . . (व्यवधान) . . .

आपने पूछा कि मिक्योरिटी अरेन्जमैन्ट्स क्या क्या किये गये हैं। मैंने माननीय सदस्यों को बतलाया है कि दो बावर्दी पुलिस बाले वहां तैनात कर दिये गये हैं ताकि मिराण्डा हाउस और विमेन्ज होस्टल के

[श्री श्याम चन्द्र पन्त]

सारे क्षेत्र में घूमें, बीट-पैट्रोलिंग का इत्तजाम किया गया है और जब से यह इत्तजाम हुआ है तब से कोई शिकायत नहीं आई है।

SHRI SHYAMNANDAN MISHRA : These incidents give us a feeling of extreme sadness. Even otherwise the situation in the university was not very admirable, but these incidents make it worse and even disturbing. At the root of such shameful incidents is the erosion of the moral values which is being systematically brought about under the present regime. The Government is conspicuously cynical about the higher value of life. Otherwise, it would not be encouraging the drug culture or the pot and liquor culture even in this city of Delhi. The Government which has been deliberately encouraging this kind of culture and assisting people to come up with liquor shops in this city which are increasing at an alarming pace, cannot be absolved of the responsibility for such incidents. May I remind you that only the other day when the Minister was replying to a question on the highest incidence of crime in the city of Delhi, I asked him whether one of the reason contributing to it was the increasing liquor consumption in the country, but the Minister did not reply to that point? Delhi has to its credit, again it is according to the Government's admission, the highest incidence of crime in the whole country. In the University campus too crime has been increasing, as the Minister himself has given as quite a few examples of that.

Earlier, you know there was a rape case in which an office-bearer of the DUSU is alleged to be involved and the matter is under judicial determination. One is almost coming to feel that our girls are not safe in the institutions in Delhi. Gangs of miscreants are prowling about and they particularly keep on waiting at the gates of the institutions when the classes are over. On their way to the institutions and back from the institutions they are not safe, and now these revelations indicate that even in the hostels they are not safe. This is the state of affairs with which we are confronted.....(interruptions)

I think that some of the hon. Members are not reacting soberly at the moment. I know how some of them behave.

At the same time, again on the admission of the Government, security arrangements for the Minister have been increasing. We have to foot a much larger bill now for the security of the Ministers. But, so far as the security of our girls is concerned, that is next to nothing. That is the kind of situation prevailing today.

The main reason for the increase in such incidents is that the Delhi Police is proving to be not only terribly inefficient but also outrageously partisan. For all political purposes the Delhi Police is behaving as the domestic servants of No. 5, Dr. Rajendra Prasad Road. This was proved—I will go on repeating it a thousand times—when the raids were carried out on the offices of some of the opposition parties with the active connivance of the Delhi Police. This is the kind of conduct that we get from the Delhi Police in this city.

In a situation like this, one would have expected that Government would come out on its own with a statement, giving details of the situation. This was being agitated by our daughters and sisters but that did not make the Government wake up to its duty. It did not come forward with any kind of statement on that. The Government should not have waited for a calling attention motion to be tabled on this, or for the girls to mount an agitation. So, that is how the Government functions. In the United Kingdom, within a few hours of the raid on our High Commission, the Government of the country went before the House of Commons to make a detailed statement. But this Government would never do so. This shows the sense of values and priorities that this Government has. And this invests, at the same time, the whole incident with a certain amount of mystery and makes us feel somewhat intrigued about it.

Coming to the incident, one aspect seems to be very much in the minds of our countrymen, and also in the minds of the hon. Members,—the extent of supin-

ness on the part of the police. The incident took place on the 17th of February. The complaint was registered on the 19th of February, and today we are on the 20th of March. And yet the country does not know, nobody knows, even the guardians of these girls do not know, whether any action has been taken by the Government, or by the police which functions under this Government in this regard. And yet the Minister speaks; with a certain amount of flourish, because he has got the backlog of 350 or 360 members; may be, the number is swelling because of the kind of moral values that they seem to be preaching and practising. There does not seem to be any sense of logic in this state of affairs. We are also conversant with facts in this respect. We are noticing on the 20th of March that the police has not yet woken up to its duty.

They have now begun some kind of an inquiry—that is what we are being told—and a case has been registered under section 324. May I ask why only under section 324 has the case been registered when shots were fired twice? Further, there is a difference between the two statements. One statement says that they again visited at 3 A.M. The other says they visited again at 12.30. May be, they visited thrice. If the miscreants visited thrice, that increases the enormity of the offence. When shots were fired, did that not attract a much more serious section than section 324? Could they not have been prosecuted under section 307? At least a case should have been registered against the suspects under section 307, because there was an attempt at murder.

**श्री शशी भूषण :** चिडिया मारने वाली बन्दूक थी।

**SHRI SHYAMNANDAN MISHRA :**  
चिडिया मारने वाली बात आप जाने।

All these things cannot be attributed to the advantage of suspects in this case. Let it be made quite clear that we are not guided by any political motive. It is the Government

which is importing some political consideration into it. We only want to deal with the cold facts that have been made available to us.

Now, even if the case is registered under Section 324, may I ask whether this Section is not a cognizable Section and, if it is a cognizable Section, why was the arrest not made immediately after the report was received? This is a cognizable Section that attracted arrest immediately after the incident took place and after the report was made to them.

The number of the car is given. Even the colour of the car is given. I do not attach any particular importance to the colour of the car—in a sense, white colour seems to represent innocence, it seems to represent peace. The United States vehicles have got generally white colour. So, maybe the Minister would now come forward with a very strange plea that car with white colour went there as a messenger of peace, as a symbol of innocence! The whole thing is that the girls had been very particular in noting the colour of the car. These things were made available to the police authorities. (Interruptions) Why are you not hearing these arguments a little patiently? There lies the rub. You can understand why these people are smarting even when I am bringing in only details of the case. Therefore, if these things were given to police, what more was required? This is not a satisfactory reply to say that the Secretary of Mr. Narang said that the car was not released, that Mr. Narang said that the car was not released for any other purpose. Are we going to attach all importance to the testimony given by the owner of the car or by the Secretary of Mr. Narang and none to what the girls, who are the affected party, have to say in this regard? Now, if the scale is tilted in favour of the evidence on one side, would not the Government be attracting the charge that it is siding with the suspects? I want everybody to judge it very coolly.

As regards the seizure of the car, it beats me why it has not yet been seized. May I

[Shri Shyamnandan Mishra]

submit for the consideration of the House that the car seems to be the key factor in the whole situation ? That might give a clue to the whole incident. And yet this key factor—the car—is not seized by the police! How is the Government going to track down the suspects or the culprits in this regard if the car is not seized ?

I would make one thing very clear. I would not say who were in the car at that time: no paper has mentioned that Mr. Narang himself was an occupant of that car and that he had visited the place. Every paper has been rather fair to him in this respect.

Then, there is another question that arises. Was the owner of the car interrogated ? If he was interrogated, what did he say ? It must be made available to us, — what the owner of the car has said. If he has not been interrogated, why has he not been interrogated ? That is a very plain question. He must be interrogated. Why has he not been interrogated so far ?

The House would like to know also the full story that has been given by the inmates of the Hostel or the report that has been submitted by the Vice-Chancellor or the Warden of the Hostel in this regard. They must have given a much fuller report in this matter. We would like to know something about that also.

It is not the personality of Mr. Narang that is sought to be brought in, but only his connection as the owner of the car. Then his political background also is relevant to the consideration of the complaint about the police inaction. The police seems to be almost overawed by the kind of political association that this gentleman has. Is he or is he not a member of the ruling party ? Is he or is he not a member of the Cadre-building committee of the ruling Party ? And this is the kind of cadre which he is supposed to build ! Then, it is also very relevant to consider that it is this gentleman (*Interruptions*) who had reorganized the ruling party office in Parliament; he had also reorganized

the party headquarters at 5, Dr. Rajendra Prasad Road..(*interruption*) If anybody challenges, the report of reorganisation would be placed here. It is this gentleman who has put up a huge column in Connaught Circus which proclaims, 'The Leader is right; our future is bright'. Is it not this gentleman who has put up this column ? I ask you whether it is a fact or not. And would not any policeman of Delhi, who sees that column, feel a tremor down his spine while taking action against this gentleman ? This is relevant to the consideration of the important aspect of the case.

It is also very important to note that this gentleman also happens to be a member or even the Chairman of the Board of Directors which publish the *National Herald*, and I am told that great editor of this paper, Mr. Chalapathi Rao, refused to attend two meetings of this Board because this gentleman was inducted into the Board. It is on very good authority that I am saying so.

Therefore, I would plead with you to ask the Minister to reply to all the points that I have raised and not only skirt around them and leave us where we were.

SHRI K. C. PANT : Mr. Deputy Speaker, it is not I but faith which has left him where he is. The point that I tried to make earlier which he has either not given due weight to or not properly heard, is that regardless of any political colour that my hon. friend wants to bring to this matter, we on this side, Government, are particularly keen.. (*Interruption*) You get irritated when somebody interrupts you. Why do you not keep quite ? This is not fair. You were irritated by the least interruption. I made it perfectly clear that we are interested in getting at the truth of this matter.

I have placed the matter before the House exactly as it happened—the car coming, a shot being fired, etc, etc.

Now, the fact that he has been trying to bring out towards the end of this speech is to somehow bring in the Congress Party into this ..(*Interruptions*) The clear fact that I have stated is that we have given it to the

Crime Branch of the Police. We have asked the CBI to guide the Crime Branch to get at the bottom of this matter. Any reasonable man should be satisfied with this that this is the utmost the Government can do, to get at the bottom of the matter and to find out the truth. (interruptions)

SHRI SHYAMNANDAN MISHRA : Would you agree to a Commission of Inquiry?

SHRI K. C. PANT : There should be a proper sense of perspective in these matters. (Interruptions) Why this running commentary? He gets irritated when somebody here speaks a word, but he himself is indulging in this running commentary.

My hon friend referred in the beginning to certain laudable sentiments. He referred to the erosion of moral values and the rest of it. But he made the amazing statement that the Government was encouraging pot culture. It is an amazing statement. (Interruptions)

It is utterly wrong, it is utterly incorrect. (Interruptions) Why this running commentary? Why does he feel uncomfortable everytime I refute him, must he reply and should this go on permanently?

SHRI SHYAMNANDAN MISHRA : Have you not increased the number of liquor shops in Delhi?

SHRI K. C. PANT : Let the hon. Member go on then, I will sit down.

SHRI SHYAMNANDAN MISHRA : You must answer all the points.

SHRI K. C. PANT : Let him have his full say, Sir.

MR. DEPUTY SPEAKER : He has. Now Mr. Mishra, please listen to him. .... (Interruptions) You have made a charge. Let him reply to it.

SHRI K. C. PANT : There is no doubt. (Interruptions)

MR. DEPUTY SPEAKER : Order, please. Leave Mr. Mishra to the Chair and the Minister.

SHRI K. C. PANT : There is no doubt that a number of liquor shops have been opened. There was a long discussion in this House and then the spurious liquor matter was discussed, many friends in this House advocated that the Government should take this over and open a number of new shops and sell liquor at cheaper prices. If my friend would recall the debate, this was what happened and it is in pursuance of that these things have been done. And if tomorrow the House comes to a different decision, I would be happy, because I am certainly not for liquor shops. I am more a prohibitionist than most of my friends here. Therefore, I would not be at all unhappy. It is quite true that the consumption of liquor does lower the defences of a man and makes him more prone to act in a criminal manner and so on. These things are well known. But these are wider issues. I would only say that if we get into a discussion on these issues, we shall have to go into matters like our educational system, to upbringing of our children in our homes, the effect of the environment and the effect of all that goes on in the society all that shape our young men, and also the employment question, the frustration of our youngmen when they do not get jobs, all these things. But I do not think this is the manner in which I can deal with a question as wide as that.

Again, my friend has unwittingly made a remark which would cause unnecessary concern when he says that girls are not safe in our colleges....

SHRI SHYAMNANDAN MISHRA : We are gradually coming to believe that.

SHRI K. C. PANT : I do not think he meant it seriously. It was a bit of rhetoric on his part and I do not think this kind of statement helps.

He said the gates of girls' colleges were vulnerable points. I agree with him there and, therefore, the police is specially posted near the gates of girls' schools and colleges. We have specially done it and we have been doing that for quite some time now.

SHRI P. VENKATASUBBAIAH (Nandyal) : Women police.

SHRI K. C. PANT : About hostels, I have given three instances. In two of these arrests were made promptly. So, that itself, carries a certain re-assurance that whenever such things do happen, the machinery of law and order moves quickly and takes action. You seem to have lot of knowledge about periphery of the wall etc. I do not personally have that knowledge; I cannot say. I have to depend upon second-hand knowledge in these matters.

Sir, my hon. friend mentioned about the increase of security arrangements for Ministers there were some figures mentioned recently. So, I would like to tell him and the House about the position. I would not have normally done so, but there were certain threat received, which came out in the papers also in Bombay and Delhi, not only regarding Ministers, but opposition members also, respected members, and during that period we provided security arrangements to ministers as well as opposition members who were threatened and so it is not a party matter. All those who are in the threatened category among opposition leaders were provided this protection. (Interruption) If you are not threatened how can I give guard? Therefore, to speak about Delhi police being partisan and all that, is not at all correct. We never take a partisan attitude in all these matters. I hold the members opposite in the highest regard. When I feel a threat comes, I provide security arrangement for them also. I think this is necessary. He likened this particular incident to the raid on our High Commission in London. I leave it to the House to judge as to what the merit is, in comparing the two incidents.

SHRI SHYAMNANDAN MISHRA : That shows your sense of values.

SHRI K. C. PANT : That shows your sense of imagination, purple imagination, if I may say so.

SHRI SHYAM NANDAN MISHRA : I am very much concerned....

SHRI K. C. PANT : Is there no way of getting up that microphone, Sir?

He said something which cast doubt on what I had earlier said. I had mentioned that the pellet was fired from an air gun. He said, if everything was presumed to the advantage of the suspect, the Government would be acting unfairly and all that. I can assure him once again that there is no question of Government being interested one way of or other in this matter. I have based myself on the statement of the chowkidar who was injured and if he likes I can read out that statement.

उन्होंने एक एयर गन से होस्टल के अंदर की तरफ कायर किया। जिसका एक छरी में से बाई तरफ से में लगा और मामला दाग पड़ गया। मैंने कोई डाक्टर नहीं कराई चूंति चोट न थी।

This is what the chowkidar himself has said. At 3 O' clock , the air-gun was fired. No one was hit at all. No one has said that anybody was hit. Possibly it might have hit some stones or something like that, I do not know, or it might have hit the wall.

SHRI SHYAMNANDAN MIS HRA : Attempt to kill.

SHRI K. C. PANT : How can you kill a wall or a stone? There was nobody against whom one could fire. Sir, this shows how far one can stretch one's imagination. Truth is so simple that unless he stretches his imagination and builds up a fanciful structure on it, he cannot say so. The matter is very simple and he cannot make out a case therefore, he is using all this imagination.

SHRI B. P. MAURYA (Hapur) : Have you seen the air-gun? You are helping the accused. You are missing this floor.

SHRI K. C. PANT : What you say is surprising . I have heard you.

SHRI B. P. MAURYA : I get up only because I have reason.

48 hrs.

SHRI K. C. PANT : I am surprised. I am not volunteering any information unless it is dragged out of me. In my original statement I have not given any information. I prefaced my remarks saying that it would

not affect the investigation in any way. I would be happy if no questions are asked. I do not want to give any information about it. If you ask me specific questions, I have to give answers. That is the only reason. I think these are the main questions which he asked. He asked whether the owner was asked questions. The owner was asked questions and replies were obtained from him. He asked me whether the number and the colour of the car had been given and if so, why the car was not attached. I have explained that at length in reply to M. Bade.

SHRI SAMAR GUHA : Sir, the ugly incident that happened in the campus of Delhi University cannot be discussed in isolation as many more ugly incidents are overtaking the unfortunate fate of the citizens of Delhi. Delhi is the national capital of our country but increasingly it is becoming a big carnival of criminals. This remark sounds hyperbole but Government statistics will justify it.

According to the statistics given by the Government, the average rise in overall crime in the country is 13 per cent but in this national capital which has become carnival of the criminals the rise 77.4 per cent during his year. The hon. Home Minister in reply to certain questions in this House observed that there was some rise in registered crimes in Delhi. I want to draw your attention to the fact that in 1969 the Delhi police recorded 16114 crimes but during the last four years the crime figure shot up to 32588 in 1972. Is it not an abnormal jump of crimes? No doubt, population has increased in Delhi but see how disproportionately the crime incidents have increased. The number of murder increased in Delhi from 175 in 1969 to 130 in 1972.

MR. DEPUTY-SPEAKER : What is the question?

SHRI SAMAR GUHA : I am just coming to that. You cannot discuss things in isolation.

MR. DEPUTY-SPEAKER : Even so, there should be some proportion.

SHRI SAMAR GUHA : Robbery cases recorded during the same period rose from 44 to 378, that is an eight-fold increase. Dacoities multiplied during 1969-72 from 1 to 28. About the figure of molestation of womenfolk, that is not given. During the last few days, it came in the papers that a retired ICS officer, an IAF Squadron Leader, an IARI employee and a large number of scooter-riksha passengers and a large number of men, women and daughters were the victims of hoodlums. Most of the 110 robbery cases reported..

MR. DEPUTY-SPEAKER : Now ..

SHRI SAMAR GUHA : I am coming.

What trust can we have in the police ? Most of the 110 robbery cases reported between December 1972 and February 1973 are still pending for investigation, and not even half the number of the criminals have been arrested. The hon. Minister cited.. (*Interruptions*). In this carnival of criminals, naturally they will have some interest .... (*Interruptions*). This is not taking thing seriously nor feeling ashamed that in the capital city of India, this is the position. I know what kind of power intoxication has gone into their heads.

The hon. Minister cited three instances in Miranda Campus, one on 17th February, one on 18 February and the third on 7th March. Even to day three is a statement made by the Education Minister in which he stated that there were two attempts, one at 12.30 at night and again another at 3 in the night. The Minister of State in the Ministry of Home Affairs does not refer to that.

I will give you a number of instance that occurred in and around Miranda House. On 3rd March, a Fiat gate-crashed into the P.G. Girls hostel. On 7th March, a car with three inmates forcibly entered the campus of the Government hostel. On 10th March, a stabbing incident took place in the Hostel campus. On 11th March, a major theft case occurred in the Gawyer Hall. Again on 11th March, a clash between two inmates of the

[Shri Samar Guha]

International hostel and a taxi driver was reported. On 12th March, a clash at Hans Rai college was reported. And you know, it has been mentioned—we are ashamed to mention it—that there was a case of the worst type of criminal inside the campus itself.

When I mention these, at least I do not feel whether I belong to this side or that side, that is a matter for the Opposition or for the Government Party; it is a matter of shame for all of us that in Delhi, in the capital city of India...

SHRI VASANT SATHE (Akola) : Capital or no capital.

SHRI SAMAR GUHA....Where at the helm of the administration is the leading luminary of the fair sex, the honour, dignity and security of the fair sex is in danger today.

I also want to draw your attention to another point. I do not want to say whether Mr. Narang is involved in the case or not. I do not want to exonerate him, nor do I want to involve him because the matter is under investigation. But there is something fishy. I am coming to that.

But before that, I want to draw your attention to one thing. What is that gentleman's name, the Vice-Chancellor of the Delhi University ?

AN HON. MEMBER: Dr. Swarup Singh.

SHRI SAMAR GUHA : Yes, Sir. I want to ask, what has happened to him, that gentleman. He has become the Chancellor—if I may use very strong words—of crime and vices. The Chancellor of Crime and Vices. I say that because these things are happening in the Delhi University, in the campus, where our sons and daughters are being dishonoured; they are being dishonoured there.

SHRI K. C. PANT : Sir, a point of order.

SHRI SAMAR GUHA : Why I say so is because—(*interruptions*).

MR. DEPUTY SPEAKER : The difficulty is that when he gets angry he does not

hear anything. There is a point of order. Let us hear the point of order first.

SHRI K. C. PANT : Sir, if there is criticism against the Government the criticism can be answered. If there is criticism against, any of us, we are here to answer it. The Vice-Chancellor is not in the House ; the Vice-Chancellor is not here. Therefore, he is not here to defend himself. He being the head of an important national institution, I think it would be less than fair to charge him in this manner. The hon. Member can charge the Government and say all that he wants to say, and we here to defend ours elves.

MR. DEPUTY-SPEAKER : I think that is all right. You avoid that. Leave that point there.

SHRI SAMAR GUHA : I ask one question of the hon. Minister. If there is a guard in the house of the hon. Minister, if there are dozens of crimes in his house, if that guard fails, by his nincompoopism, either to haul up these criminals or take adequate steps, what remark will the hon. Minister make about that guard ?

It is the Vice-Chancellor's duty to safeguard the security, the honour, the betterment and welfare of both boy and girl students in the university. He is squarely responsible for that.

MR. DEPUTY SPEAKER : Ask your questions now.

SHRI SAMAR GUHA : I am coming to it. There is a lot of in discipline in the campus.

MR. DEPUTY-SPEAKER : There is a limit to this. Put your questions please.

SHRI SAMAR GUHA : You have been indulgent to others.

MR. DEPUTY-SPEAKER : You have taken more than 10 minutes. Come to the question.

SHRI SAMAR GUHA : I am coming to another important point. That important point is that I congratulate the girl students for demonstrating before that gentleman's house. They have shown courage. I would have been happy if they had taken up the

slippers from their feet and used them against the eve-teaser. I would have congratulated them a hundred times. But there is an overtone of politics as has been alleged by the President of the DUSU. Even then, I would congratulate the girl students, because so many of them got up and took courage to demonstrate, even if wrongly, I do not know. This matter is under investigation. But I would congratulate them for their courage.

But there is one point. I ask my sisters, and some of them are as aged as my daughters also, to develop a sense of discipline. There are a large number of girl students, and according to the rule they should all come back before 8.30 p.m. to Miranda Hostel. (*Interruption*). But it is a matter of worry and shame that many of them do not follow the rule.

MR. DEPUTY-SPEAKER : Please put your question.

SHRI SAMAR GUHA : They return at 9 p.m. or 10 p.m., even though there is a restriction that they should return by 8.30 p.m., and that the hostel will be closed by that time. Even in the college, even in the corridor, the boy and girl students violate discipline and there is a mixing up of boy and girl students. I would urge my sisters and daughters there that they should develop a sense of dignity, a sense of honour which cannot be tinkered with away.

MR. DEPUTY-SPEAKER : If he does not ask his question—

SHRI SAMAR GUHA : Now, I shall ask my question. (*Interruption*).

MR. DEPUTY-SPEAKER : Order please. If you do not have any question, I will ask the Minister to reply.

SHRI SAMAR GUHA : Question No. 1—(*Interruptions*).

SHRI PRIYA RANJAN DAS MUNSI (Calcutta South) : You better teach your students in your own way.

SHRI SAMAR GUHA : Be careful ; you call me your a teacher ? You should feel ashamed. (*Interruptions*).

MR. DEPUTY SPEAKER : Order please. Ask your question.

SHRI SAMAR GUHA : Why this incident occurred.....(*Interruptions*). Why did the police take 27 days to accept the complaint lodged by students? Is it a fact that the same police officer who refused to entertain the complaint of the students has been entrusted with the investigation of this matter? Is it a fact that Mr. Narang who belongs to the ruling party, I do not know whether he is involved or not ..... (*Interruptions*). I want to know from the Government whether it is a fact, not only in this case but in many other cases too, that if a person who is close to the ruling party is involved, the police are afraid to take any steps against him. Is it a fact that 2,000 police personnel should be on patrol duty in Delhi but now-a-days only 600 men are on the road because others are given different duties ? Will the Government institute, not an enquiry, but some kind of an expert committee to deal with this matter and stop this carnival of criminals at the heart of the capital of India ?

SHRI K. C. PANT : Firstly, he referred to the visit of the car at 3 a.m. and said I had not mentioned it. I did mention and I did say it in the course of my reply. He said he did not want to prejudge the issue since it was under investigation. I would entirely agree with him. I think it is, if I may av so with respect, the right attitude to adopt at this stage ..... *Interruptions*. My friend referred to the delay that took place and I want to make the position clear. The girls wrote to the Chairman of the Managing Committee of the University Hostel for Women of the Delhi University on the 19th and that was endorsed on the 20th by the Provost and that went to the Dean of Student Welfare who sent it to the D.I.G. with a covering letter on 23-2-73. The D.I.G. then sent it to the S.P. Sunday came in between. It went to the police station. I think I have mentioned that only a copy of the letter sent by the girls was forwarded by the Dean to the D.I.G. It was an unsigned copy, and I am told that you cannot proceed on the basis of

[Shr. K.C. Pant]

an unsigned copy, you cannot register a case. They had to interview the Chowkidar, and on 28th February a case was registered under 324 I.P.C. Therefore my friend should appreciate that the passage of time is fully accounted for. (Interruptions) After that three weeks have passed. I wanted to point out that the time was taken up in this manner.

Thereafter, I have made it clear what the difficulty was with regard to the car. I made it clear how the police found it difficult to establish that this was the car which was used at that particular time that this was the car involved. I have also explained the difficulty in tracing the particular persons referred to. All these things were referred to in detail.

It is not correct to say that the police was not helpful. But, as I have explained, regardless of any suspicion or otherwise, I thought it proper that, as the matter in which there was a certain amount of public interest, it should be given to Crime Branch of Delhi Police and I asked C.B.I. to give them guidance because that would remove any

shadow of suspicion or doubt that may be entertained by anybody in this matter.

So it is for that purpose that this has been done, not because the police were not helpful. The police were asked to do their best. It has been done because the matter has come up in the House and in deference to the wishes of the Members who participated in this House and the other House, I thought that that would be the right thing to do and that they would appreciate it as a step which would remove all possibilities of doubt.

This is the reason why I referred to it in my statement itself so that the Members would feel re-assured.

MR. DEPUTY-SPEAKER : Now, the House stands adjourned till 11 a.m. on Wednesday, the 21st March, 1973.

18.21 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 21, 1973/ Phalguna 30, 1894 Saka.*