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Thursday, March 7, 1963
Phalgun 16, 1884 (Saka)

LOK SABHA DEBATES

(Fourth Session)



(Vol. XIV contains Nos. 11—20)

LOK SABHA SECRETARIAT
NEW DELHI

ONE RUPEE (INLAND)

FOUR SHILLINGS (FOREIGN)

C O N T E N T S

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LOK SABHA

Thursday, March 7, 1963, Phalgun 16,
1884 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Assets in Foreign Banks

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299. { Shri S. M. Banerjee:
Shri Harish Chandra Mathur:
Shri B. N. Mandal:
Shri Ram Sewak Yadav:
Shri Bagri:

Will the Minister of Finance be pleased to state

(a) whether some more persons have declared their assets in foreign banks after November, 1962;

(b) if so, the total amount thereof; and

(c) whether Government have taken any steps to ascertain total assets in foreign banks of Indians residing in India?

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): (a) Yes, Sir.

(b) A total amount of Rs. 3.75 lakhs has been declared during the period 1st November, 1962 to the end of February, 1963.

(c) Under the provisions of Government Notification No. F.1(15)ECI, dated 7th September, 1961, it was made obligatory for all Indian residents to declare their foreign accounts.

891(Ai) L.S.D.—1

Shri S. M. Banerjee: May I know whether there is any truth in the statement that there are many Indians who are keeping accounts in foreign banks in Switzerland where the names are not disclosed and, if so, what steps are being taken by Government to get disclosure of those accounts.

Shrimati Tarkeshwari Sinha: If we know that they are keeping their accounts in foreign banks and if tangible proof is there, the Reserve Bank would be taking appropriate action in the matter.

Shri S. M. Banerjee: Apart from this procedure of their declaring their accounts voluntarily, what other steps have been taken to ascertain their accounts in foreign banks? Is it a fact Rajas, Maharajas and big businessmen are regularly maintaining their accounts in foreign banks?

Shrimati Tarkeshwari Sinha: After the notification was issued, 950 accounts were declared, including those by Maharajas and ex-rulers, amounting to Rs. 330 lakhs. After the prescribed date of 12th November 1961 till February 1963 seventy more accounts have been declared, totalling Rs. 10.65 lakhs.

श्री रामसेवक यादव : मैं यह जानना चाहता हूँ कि विदेशी बैंकों में मुद्रा का अब तक जो पता चला है, क्या उसमें गाजियों के मुख्य मन्त्रियों, केन्द्र के मन्त्रियों ग्रोर प्रधान मन्त्री का भी हिसाब है, यदि हां, तो क्या उस रूपां को विदेशी मुद्रा की शब्द में इस्मैमाल करने का कोई प्रयास किया जा रहा है।

श्रीमती तारकेश्वरी सिन्हा : हमारी जानकारी में ऐसा कोई हिसाब नहीं है।

वित्त मंत्री (श्री मोरारजी देसाई): मैं निर्धारण करना चाहता हूँ कि अगर किसी व्यक्ति के बारे में पूछा जाए कि उसका हिसाब है या नहीं, तो उसके बारे में मैं कह सकता हूँ, लेकिन ऐसी रोकिंग एन्काउंटरी नहीं की जा सकती है कि किस किस का हिसाब है। इतना मैं जल्द कह सकता हूँ कि मिनिस्टरों और प्राइम मिनिस्टरों का कुछ अनजाने नहीं है और उसमें इरंगुलर कुछ नहीं है।

श्री रामसेवक यादव : अध्यक्ष महोदय, मेरे प्रश्न का दूसरा भाग यह था कि यदि किसी का भी एकाउंट हो, तो क्या उस रूपए को विदेशी मुद्रा को शब्द में इस्तेमाल करने की कोई योजना सरकार के पास है।

श्री मोरारजी देसाई : गवर्नरमेंट की परमीशन के बारे किसी को भी उसका उपयोग करने का अविकार नहीं है।

Shri Hem Barua: Is it not a fact that the report of the Enforcement Directorate 1962 has brought to light quite a number of cases of individual Indian residents maintaining and operating accounts in foreign banks without the necessary permission of the Reserve Bank and, if so, what was the *modus operandi* of those people? Has Government been able to fix it up and take steps against the individuals pointed out in the report of the Enforcement Directorate?

Shrimati Tarkeshwari Sinha: If the Enforcement Directorate points out such irregularities, it is for the Director of Enforcement to take appropriate action, and he is competent enough to take action.

Shri Kashi Ram Gupta: Which are the countries where these accounts are kept?

Shrimati Tarkeshwari Sinha: That information is not available to me in which countries the accounts are kept. They are mostly in the United Kingdom and in Switzerland.

Shri Tyagi: Are any incentives offered to those people who are keeping accounts outside to persuade them to disclose their accounts?

Shri Morarji Desai: We issued a notification in 1961 giving notice to everybody to declare his accounts within two months in which case no penalty would be levied. Then, about 950 accounts were disclosed and they were allowed to keep up to £500 in their accounts and bring the rest to this country. Out of those £500 they could spend for medical expenses and other matters, if they are permitted under the regular rules, for which no further foreign exchange would be given to them until they first use up the amounts in their accounts. These are the facilities which are given to them. Therefore, some more are coming up even now.

अध्यक्ष महोदय : नैकट व्यक्तिगत। श्री विजनवन्द्र में।

श्री बागड़ी : अध्यक्ष महोदय, नाम नो इन में मेरा भी था।

अध्यक्ष महोदय : माननीय सदस्य नेट आए हैं।

श्री बागड़ी : नहीं, मैं तो तीन दफा उठ चुका हूँ।

अध्यक्ष महोदय : नो मेरी ही गलती होगी। और मैंने उनको नहीं देखा होगा। लेकिन श्रीब मैं अगले प्रश्न पर चला गया हूँ।

Gulhati Commission Report

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<p>Shri Bishan Chander Seth: Shri Yashpal Singh: Shri Basappa: Shri Raghunath Singh: Shri Sivramurthi Swamy: Shri J. B. S. Bist: Shri P. Venkatasubbaiah: Shri D. C. Sharma: Shri P. K. Ghosh: Shri Vidya Charan Shukla: Shri P. R. Chakraverti: Shrimati Jamunadevi:</p>

*300.

Shri Koya:
 Shri Laxmi Dass:
 Dr. L. M. Singhvi:
 Shri Mohsin:
 Shri R. S. Pandey:
 Shri Siddiah:
 Dr. P. Srinivasan:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 48 on the 9th November, 1962 and state:

(a) whether the Gulhati Commission Report has been considered by Government; and

(b) if so, how far it has been implemented?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) The report is still under consideration of the Government.

(b) Consultations have been held with the States and a decision is expected to be taken shortly.

Shri Ranga: Is it not a fact that when it was appointed it was announced that it was only to be a fact-finding commission and that it was not expected to give any decisions or to make any recommendations with regard to the agreement that has been reached in 1951 between the concerned governments?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): There is nothing on the basis of which what has been said by the hon. Member can be said. They have made recommendations only with regard to the waters of the Godavari and the Krishna.

Shri Ranga: My question was: Is it not a fact that they were not expected to make any recommendations but only to act as a fact-finding commission and to study whether any changes have taken place in the computation of the water supply and its utilisation since that agreement was concluded?

Shri Alagesan: The hon. Member's assumption is quite correct. They

were not asked to give any award; they were only asked to find out the availability of waters in the two rivers.

Dr. P. S. Deshmukh: When it is proposed to publish this report, if at all?

Hafiz Mohammad Ibrahim: After the Government have come to a decision and that decision is out.

Shri Vidya Charan Shukla: Could we know the salient features or recommendations of this report and has the Gulhati Commission laid down any principles on which inter-State division of waters would be regulated in future?

Shri Alagesan: When the report is published, he will have all the information.

Shri Vidya Charan Shukla: Is there any objection to giving the salient and important recommendations, just one or two?

Mr. Speaker: Why not wait for them?

Shri D. C. Sharma: May I know if some of the Chief Ministers of the States concerned have expressed their utter dissatisfaction with the report, what their views are so far as the division of the waters are concerned and how far they are going to be honoured or breached by the negotiations that are going on?

Hafiz Mohammad Ibrahim: The views of the Chief Ministers or anybody cannot be given out at this stage of the matter.

Shri Hem Barua: May I know if it is not a fact that this Gulhati Commission was originally appointed to make an appraisal of the water resources of the two rivers and the requirements of the projects on the rivers? Since they have submitted a report, has this report been forwarded to the States concerned and if this has been forwarded to the States concerned, what are their reactions?

Hafiz Mohammad Ibrahim: The reports were submitted to the State Governments also. The State Governments were given the reports made by the Commission. As far as their views are concerned, they are keeping them secret till we take a decision.

Shri Hem Barua: On a point of order, Sir. You have been rather protecting the hon. Ministers, if I may say so, only on one ground, namely, when they say that in the public interest this cannot be disclosed. We agree with you that in the public interest things should not be disclosed. In this particular case he has kept it as a secret. What are the reasons for keeping it a secret?

Hafiz Mohammad Ibrahim: On the ground that it is not in the public interest to disclose it.

श्री बड़े : क्या यह सत्य है कि कल कुछ एम० ०१० मे कृष्णा-गोदावर; नै झगड़े के बारे में कोई रिप्रेजेन्टेशन माननीय मन्त्री को दिया है और इस क्रमोशन को रिपोर्ट के बारे में आवाजैक्शन दिया है?

Hafiz Mohammad Ibrahim: I do not remember to have received any such representation.

Mr. Speaker: Next question. Shri D. N. Tiwary.. Absent. Shri R. G. Dubey.. Absent. Shrimati Renu Chakravarty.

Shri Bade: Sir, my question was not....

Mr. Speaker: Shri Bade should realise that we have left it behind long ago. Shri Bishanchander Seth.

Delhi Water Supply

*301. { **Shri Bishanchander Seth:**
{ **Shri D. N. Tiwary:**
{ **Shri R. G. Dubey:**
{ **Shrimati Renu Chakravarty:**
{ **Shri Sidheshwar Prasad:**

Will the Minister of Health be pleased to state:

(a) whether any arrangement is proposed to be made for meeting the

shortage of filtered water in the Capital during summer and also for supplying uncontaminated water in the areas where filtered water is not available; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Health (Dr. D. S. Raju): (a) Yes, Sir.

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

STATEMENT

In most of the areas of Delhi, there is no scarcity of water during summer months. However, sometimes shortage of water supply occur due to the following reasons:—

1. Shortage of water in river Yamuna at Wazirabad.

2. Low pressure of water in pipes in certain localities.

To overcome the shortage of water in the Yamuna, arrangements have been made with the Government of Punjab to get canal water released in the river through the Munak Escape of the Western Yamuna Canal. If the discharge of the river in Yamuna at Wazirabad goes down below 300 cusecs, the Government of Punjab will be requested by the Delhi Municipal Corporation to release water.

There are several areas in the town where the pressure of water during summer months was low last summer. They are:—

- (a) Parts of old city such as Chandni Chowk, Naya Bazar, Phatak Habash Khan, Joghidian Colony, Frash Khana, etc.
- (b) East Park Road and Rohtak Road area.
- (c) Rajindra Park.
- (d) Defence Colony, Friends Colony, Lajpat Nagar.

- (e) Malviya Nagar and Hauz Khas.
- (f) Parts of Darya Ganj, Jangpura and Blocks 7 & 8 of Karol Bagh.

Areas mentioned in (a) will get relief because a 15" main is being laid by the Corporation from Kashmere Gate to Chandni Chowk and the work is expected to be completed by 30th April, 1963.

For improving pressure in areas mentioned in (b) an 18" main has been laid from Jhandewala Reservoir and put into commission.

For improving pressure in areas mentioned in (c) a temporary connection has been given by the Corporation from a high pressure rising main.

For improving pressure in areas mentioned in (d) a 24"x21" main has been laid from Kalkaji Reservoir to Ring Road.

For improving pressure in areas mentioned in (e) and (f), new mains have not yet been laid. These will be laid according to a phased programme and till then some relief will be given by suitably operating sluice valves in these areas.

The new areas in which filtered water supply has been given are the following:

Kailash, Ramakrishnapuram, New Delhi, South Extension parts 1 & 2, Raja Gardens, Slum re-housing and D.D.A.'s areas on Najafgarh Road, Jhil Mila Colony and the 12 acre Slum Housing Area on G.T. Road in Shahdara.

Until now water supply has been given in an additional area of about 2000 acres. During the remaining period of the Third Five Year Plan, it is proposed to give filtered water to an additional 10000 acres according to a phased programme. These areas include Government, semi-Government and Municipal as well as private colonies.

श्री म० सा० हिंदेवी : गर्मियों के दिनों में जब दिल्ली में नलों में पानी कम हो जाता है, उस समय लोग दिल्ली के कुओं के पानी का इस्तेमाल करते हैं जो कि ठंडा भी होता है। इन कुओं के पानी को साफ करने के कोई व्यवस्था क्या की गई है जिससे लोग इस पानी को पियें तो नक्सान न हो ?

Dr. D. S. Raju: Water scarcity may occur for two reasons.

Mr. Speaker: When taps are dry, people use wells. Are any measures being taken to purify that water also?

Shri D. S. Raju: The recommendations have been to sterilise water with bleaching powder and potassium permanganate.

श्री रा० शि० पांडेय : क्या मानना, य मन्त्री जी को खबर है कि दिल्ली में कुल कितने कुएँ हैं और कितने कुओं का पानी अच्छा है और कितनों का खराब है ?

Dr. D. S. Raju: In view of the latest emergency, several hundreds of wells have been renovated and cleaned.

Shri Bhagwat Jha Azad: In the statement, it is said that a large number of areas are areas of low pressure in the summer. Are the Government aware that these areas termed as low pressure areas are areas where there is no water at all? What attempts are being made in the coming season to make them water areas?

Dr. D. S. Raju: One recommendation is that new wider mains are being laid. Secondly, water pressure may fall due to the fall of water pressure in Jumna in which case we get more water from the Punjab.

Shri Inder J. Malhotra: May I know if there is any improvement in the water-supply arrangements this year as compared to last year, and what are the improvements?

Dr. D. S. Raju: The recommendation which has been made is improvement of the mains.

Shri Ansar Harvani: Water scarcity has become a chronic disease in Delhi. Has the Government any long-term plan to solve this problem or only occasionally they make some plans?

Mr. Speaker: That has been given in the statement.

Shrimati Savitri Nigam: Keeping in view the irregular water supply in Delhi during the summer season, may I know whether the Government is intending to sink a few hand pumps and if there is a regular plan to provide subsidy to poor people for getting such pumps?

Dr. D. S. Raju: Steps are already being taken by the Municipal Corporation as well as the New Delhi Municipal committee for instituting hand pumps. Several hundreds have already been instituted.

श्री गुरु सिंह मुसाफिर: क्या सरकार के पास कोई अन्दाज़ा है कि कितने लोगों को फिल्टर वाटर नहीं मिलता है और किस किस एरिया में वे लोग रहते हैं?

Dr. D. S. Raju: I cannot give the exact figure.

Dr. L. M. Singhvi: We find from the statement that new mains have not yet been laid in areas mentioned in (e) and (f). It is said that a phased programme will take care of this over a long period. We should like to know the details of the phased programme and we would also like to know by when this phased programme will be completed so as to give relief in areas (e) and (f)?

Dr. D. S. Raju: I cannot give the exact time when it will be completed.

Mr. Speaker: He may lay that information afterwards.

श्री यशपाल सिंह: क्या सरकार को जानकारी है कि गर्मियों के दिनों में साउथ एवेन्यू में सिर्फ़ सुबह शाम ही पानी मिलता है, बाक़ी समय पानी बन्द रहता है, यदि हाँ तो इसका क्या इन्तज़ाम किया जा रहा है?

Dr. D. S. Raju: I have already given the answer. There is no special reply to this.

श्री कल्याण: नई दिल्ली में पानी के नल कितने समय तक के लिये बन्द रहते हैं और चौबांस घंटे पानी देवें इसके बारे में क्या कोई प्रबन्ध किया गया है?

प्रध्यक्ष महोवर्य: यह उन्होंने बता दिया है।

Shri S. M. Banerjee: I want to know whether it is a fact that despite all assurance of the hon. Minister, water supply in Ramakrishnapuram and other new areas . . .

Mr. Speaker: If he takes up one locality after another, how can . . .

Shri S. M. Banerjee: This particular area has been mentioned in the statement.

Mr. Speaker: I have seen it.

Shri S. M. Banerjee: I only want to know what steps have been taken to improve the hours of water supply in those areas, especially the new areas.

Dr. D. S. Raju: The answer is given in the statement.

Shri S. M. Banerjee: It is after reading the statement that I am putting this question.

Dr. D. S. Raju: By the improvement in the mains, I think that the pressure will be improved in the pipes.

Shri Priya Gupta: May I know the criteria laid down for assessing the

total consumption of water in regard to domestic supply, and the *per capita* consumption kept in view by the Government of India?

Dr. D. S. Raju: About 30 gallons per head are being supplied now, and the estimated supply would be about 50 gallons per head, and that is what we hope to supply.

दिल्ली में अस्पताल

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*३०२. { श्री म० ला० द्विवेदी :
श्रीमती सावित्री निगम :
श्री प्रकाशवीर शास्त्री :
श्री जगदेव सिंह सिद्धांती :

क्या स्वास्थ्य मन्त्री यह बताने कि कृपा करेंगे कि :

(क) जनसंख्या की वृद्धि के अनुपात में दिल्ली में अस्पतालों की संख्या में कितन; वृद्धि हुई है;

(ख) क्या वर्तमान आवश्यकताओं को पूरा करने के लिये अस्पतालों की संख्या तथा उनमें पलंगों की संख्या पर्याप्त है;

(ग) यदि नहीं, तो उनको संख्या में वृद्धि करने का योजना कि क्या रूपरेखा है; और

(घ) दिल्ली के नागरिकों की अस्पतालों तथा उनमें पलंगों की संख्या ममवन्धि कि नाई कब तक दूर हो जाने का आशा है?

स्वास्थ्य मंत्रालय में उपमंत्री (डा० दा० स० राजू): (क) से (घ). एक विवरण मभ। पटल पर रख दिया गया है।

विवरण

(क) दिल्ली में जनसंख्या में वृद्धि के अनुपात में अस्पतालों (सरकारी एवं गैर

सरकारी दोनों) की संख्या में कि गई वृद्धि इस प्रकार है:—

वर्ष	दिल्ली में अस्पतालों की संख्या तथा जन संख्या
अस्पतालों की संख्या	जन संख्या
१६५१ . २१	लगभग १७,४४ लाख
१६६१ . ३१	लगभग २६,५८ लाख
१६६३ . *३६	लगभग २६,५८ लाख

(* नमें रेलवे द्वारा अपने दिल्ली स्थित कर्मचारियों के लिए चलाये गये हैं अस्पताल भी सम्मिलित हैं)

(ब) जो नहीं। ये उपर्युक्त अस्पताल अभी पर्याप्त नहीं समझे जा रहे हैं।

(ग) (१) तृतीय चंचवर्षीय योजना में दिल्ली में जिन नये अस्पतालों को खोलने के प्रस्ताव सम्मिलित किये गये हैं वे इस प्रकार हैं:—

सरकार द्वारा (१) इविन अस्पताल नई दिल्ली की प्रसीमा के अन्तर्गत ३५० शय्याओं का एक नया अस्पताल।

(२) शाहदरा में मानसिक लोगियों के लिए १०० शय्याओं का एक अस्पताल।

दिल्ली नगर (३) विभिन्न क्षेत्रों में कुल ४४५ निगम द्वारा शय्याओं के ८ अस्पताल।

कर्मचारी राज्य (४) ४०० शय्याओं का एक निगम द्वारा जनरल अस्पताल।

(५) २०० शय्याओं का एक क्षय रोग अस्पताल।

(६) तृतीय पंचवर्षीय टोजना के अन्तर्गत मांजूदा अस्पतालों में शय्याओं की प्रस्तावित वृद्धि।

सरकारी अस्पताल (स्वास्थ्य मन्त्रालय तथा दिल्ली प्रशासन के अधीन	अस्पताल	७५१
		५२६
स्वास्थ्य मन्त्रालय के अधीन अर्द्ध सरका० ।		
दिल्ली नगर निगम के अधीन अस्पताल		५६५
योग		१८७२
		—

(ब) स्थिति की सतत समीक्षा की जा रही है तथा जनसंख्या में हुई फिर के परिणाम-स्वरूप अस्पतालों, और शय्याओं की जो मांग बढ़ गई है उसकी पूर्ति के लिए सरकार, दिल्ली नगर निगम आदि हर प्रकार के प्रयास कर रहे हैं। यह स्पष्ट है कि इसके लिए समय की कोई सीमा निर्धारित नहीं की जा सकती।

श्री म० ला० द्विवेदी : जो स्टेटमेंट सभा पटल पर रखा गया है, इसमें कहा गया है :—

"The above hospitals are still not considered adequate."

मैं जानना चाहता हूँ कि कौन से कारण हैं कि जिन की वजह से भारत सरकार का स्वास्थ्य मन्त्रालय अभी तक दिल्ली में बढ़ी हुई आबादी के लिए पूरे अस्पतालों की ज्यवस्था नहीं कर सका है? क्या वित्त मन्त्रालय ने रुपया नहीं दिया है या योजना ही नहीं बनाई गई है?

Dr. D. S. Raju: The total number of beds in Delhi is about six thousand.

श्री रामेश्वरानन्द : क्या दिल्ली की ही चिन्ता है, या देहातों की भी है?

अध्यक्ष महोदय : ऐसे नहीं बोला जाता है।

श्री रामेश्वरानन्द : आप से पूछ कर कह सकूँगा।

अध्यक्ष महोदय : आपने आप पूछ भी लिया और आपने आप मंजूरी भी दे दी,

सवाल भी कर लिया। अब आप बैठे रहें, अब पूछेंगे तब देखा जायेगा।

Dr. D. S. Raju: It is true that there is some shortage of beds in Delhi when compared to international standards, but, actually speaking, there are about 6380 beds for a population of 26 lakhs. Probably it works out to 2.4 beds per one thousand population. It is not so bad as compared with that in other cities of India, but there is some shortage, and so many measures have been recommended for increasing the bed space.

श्री म० ला० द्विवेदी : स्टेटमेंट में कहा याहा है कि कमी को दूर करने के लिए गवर्नमेंट आफ इंडिया ने एक फेज योगाम बनाया है। यदि कमी नहीं है तो इस फेज योगाम की क्या आवश्यकता है? क्या यह सच है कि बेचारे भेगियों को अस्पतालों में जाने की सुविधा नहीं मिलती है, इन को भरती नहीं मिलती है?

Dr. D. S. Raju: The statement gives all the particulars. There are some hospitals which are increasing their bed strength every year during the Third Plan period.

In the statement details have been given as to which particular hospital is putting up how many beds. During the next four or five years they hope to increase the bed strength to about 8000 beds. There are now about six thousand odd beds in Delhi in the Government hospitals, the semi-Government hospitals and the municipal corporation hospitals; they are increasing their bed strength. .

Shrimati Savitri Nigam: Keeping in view the great pressure on the hospitals, may I know whether Government are thinking of providing mobile vans which can serve the people in their own localities?

Dr. D. S. Raju: The main question is related to in-door patients and hospital beds.

Mr. Speaker: Is there any proposal at the moment?

Dr. D. S. Raju: At the moment, there is none.

श्री ब्राकाशवीर शास्त्री : माननीय स्वास्थ्य मंत्री जी ने एक प्रश्न का उत्तर देते हुए पीछे यह बताया था कि दिल्ली में रोगियों की जो संख्या है और डाक्टरों का जो अनुपात है बड़े अस्पतालों में, उसके अनुसार एक डाक्टर एक रोगी को देखने में दो मिनट से अधिक का समय नहीं दे पाता है। मैं जानना चाहता हूँ कि श्रीमी यहीं स्थिति है, या इस में कोई परिवर्तन हुआ है?

Mr. Speaker: The hon. Member wants to know whether a doctor can only give two minutes to a patient now, and whether that situation has been eased or the same situation continues.

Dr. D. S. Raju: Those two minutes should be ample for examining a patient and giving the diagnosis.

श्री जगदेव सिंह सिद्धांती : क्या माननीय मंत्री जी को मालूम है कि दिल्ली राज्य की बात ही क्या, जो लोग देहातों से आते हैं, उड़ी विषम परिस्थिति में बीमार आते हैं, उनको दवाई का बहाना दे कर वापिस लौटा दिया जाता है, उनको दाखिल नहीं किया जाता है। क्या सरकार उनको दाखिल करने के लिए आदेश देगी?

Mr. Speaker: That is a suggestion for action.

श्री रामेश्वरानन्द : दिल्ली की ही चिन्ता है कि देहातों की भी आप को चिन्ता है? मैं जानना चाहता हूँ कि कितने कितने गांवों पर वहां एक श्रीष्ठालय है और उनको दवाइयां मिलती भी हैं या नहीं मिलती हैं और अगर मिलती हैं तो बरस में कितने सप्ते एक श्रीष्ठालय पर खर्च होते हैं?

अध्यक्ष महोदय : यह बहुत लम्बा प्रश्न है।

श्री रामेश्वरानन्द : अगर लम्बा है, तो जितने का वह उत्तर दे सकते हैं, दे दें।

अध्यक्ष महोदय : जितना यह सवाल है, उससे बहुत बाहर आपका सवाल जाता है।

श्री कल्पाय : श्रुती श्रीपड़ियों में जो मजदूर परिवार रहते हैं, उन में से उनका इलाज न होने की वजह से साल भर में कितने लोग मरते हैं?

अध्यक्ष महोदय : जो सवाल है, उससे इसका कोई सम्बन्ध नहीं है।

श्री रामेश्वरानन्द : आवश्यकताओं को देखते हुए क्या छोटे छोटे अस्पताल बनाने की भी कोई योजना है, २०-२५ बैड्ज के?

Dr. D. S. Raju: The Municipal Corporation have got a plan to build a small hospital. They are already doing it.

श्री रामेश्वरानन्द : अध्यक्ष महोदय, जब यहां हिन्दी में प्रश्न पूछे जाते हैं तो कम से कम मंत्रियों के लिये पाठशाला तो लगा दें हिन्दी सीखने के लिये।

अध्यक्ष महोदय : यह पाठशाला लगाना मेरा काम नहीं है। स्वामी जी को चाहिये कि वे लगायें।

श्रीमती चावदा : विलिंगडन अस्पताल में जो आंखों का विभाग है वहां चपरासियों की बहुत कमी है और जो वहां का डार्क रूम है वह इतना गरम है कि मरीज वहां नहीं बैठ सकते हैं और उन की आंखों की जांच ठीक से नहीं की जा सकती। मैं जानना चाहती हूँ कि क्या सरकार ने इस के लिये कुछ सोचा है।

Mr. Speaker: It is going into too many details.

Life Insurance for Armed Forces Personnel

303. Shri Shree Narayan Das: Will the Minister of Finance be pleased to state:

(a) whether the question of introducing a scheme of life insurance for the armed forces on the lines of the National Service Life Insurance policy in the U.S.A. has been considered or is proposed to be considered by Government; and

(b) if so, the stage of such consideration?

The Deputy Minister in the Ministry of Finance (Shri B. R. Bhagat): (a) and (b). No, Sir. However, in order to extend life insurance protection without imposing any restriction or charging any extra premium to Armed Forces Personnel (excluding those engaged in Aviation or who have undergone training in aviation or parachute jumping) during the period of war or war like operations, the Life Insurance Corporation have proposed that Government should bear the extra cost involved as a result of higher mortality during such periods. The matter is under consideration.

Shri Shree Narayan Das: Will the hon. Minister give us an idea of the precise nature of the scheme prevalent in USA and tell us whether it has been studied and considered, and if so, Government's reaction thereon?

Shri B. R. Bhagat: A scheme is under consideration and as soon as it is finalised—it is going to be finalised very soon—it will be placed before the House.

Shri S. M. Banerjee: I would like to know whether the service insurance scheme has already been implemented in the case of civilians working in defence industries and other government employees. If so, what are the salient features of the scheme.

Shri B. R. Bhagat: There is no service insurance scheme. There is a postal life insurance scheme in which government employees, both in civilian departments and in defence departments, can join.

Mr. Speaker: He was referring to civilians in defence industries.

Shri B. R. Bhagat: I have no knowledge of any service insurance scheme being there. As I said, there is a postal life insurance scheme which covers all government employees, whether in defence or in civil departments.

श्री भक्त दर्शन : मैं जानना चाहता हूँ कि इस तरह के बीमों के लिये जो ज्यादा प्रीमियम रखने का विचार किया जा रहा है, उस को उन संस्करणों को देना पड़ेगा या प्रतिरक्षा मंत्रालय उस को वहन करेगा।

श्री ब० रा० भगत : लाइफ इंश्योरेंस कारपोरेशन ने बतलाया है कि जो प्रीमियम अधिक लगेगा उसे गवर्नर्मेंट देगी।

Dr. L. M. Singhvi: Since when precisely has this matter been under consideration and when precisely would this consideration be concluded?

Shri B. R. Bhagat: The matter is before the Defence Ministry at present....

Dr. L. M. Singhvi: Since when precisely?

Shri B. R. Bhagat:...and very soon a decision will be taken.

श्री बड़े : यहां माननीय मंत्री महोदय ने बतलाया कि सर्विस स्कीम नहीं है। लेकिन गवर्नर्मेंट मर्केन्ट्स इंश्योरेंस स्कीम है। मैं जानना चाहता हूँ कि इस के अन्तर्गत आर्म्ड फोर्सेज आती हैं या नहीं।

Mr. Speaker: With regard to the defence forces, a question was asked by Shri S. M. Banerjee and he answered that there is a postal insurance scheme for all government servants.

Shri Bade: He said there is no service insurance scheme. That is wrong. गवर्नरमेंट सर्वेंट्स इंश्योरेंस स्कीम है, और हमारे मध्य प्रदेश में भी है। उस के लिये डाक्टर स्पेशली एन्वाइटेड है। तो क्या उस में आर्म्ड फोर्सेज आती हैं? क्या इस प्रकार की कोई शीम यहां है?

Shri B. R. Bhagat: I said that there is a postal insurance scheme. I am not aware of any other scheme that the hon. Member is referring to.

Government Dues to N.D.M.C.

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*304. *Shri Hari Vishnu Kamath:*
↳ *Shri D. C. Sharma:*

Will the Minister of Works, Housing and Rehabilitation be pleased to state:

(a) whether it is a fact that Government are heavily in arrears in respect of their dues to the New Delhi Municipal Committee;

(b) if so, the total amount of arrears; and

(c) the steps that have been, or are being, taken to pay up and wipe out the arrears?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) to (c). The New Delhi Municipal Committee have preferred some claims on account of taxes and services against Government. There are also some counter-claims by the Central Public Works Department against the New Delhi Municipal Committee for works and services carried out on their behalf. As most of the claims and counter-claims are disputed, and are spread over of a period of nearly ten years, a detailed examination is being made through a series of meetings between all parties concerned. Considerable progress has been made and it is expected that decisions will be reached and settlement made in a few months' time.

Shri Hari Vishnu Kamath: If I heard the Minister aright, he said that the claims are over 10 years old. Is that so? Also, may I know when the first claim was lodged by the New Delhi Municipal Committee, what action was taken thereon and why is this dispute pending all these ten years?

Shri Mehr Chand Khanna: The main question is in regard to the imposition of house tax on Government buildings. We have taken the advice of the Ministry of Law, but so far we have not been able to arrive at a clear decision whether on Government property house tax is chargeable or not, if so at what rate. That is the main question and that is now under discussion between my Ministry, the Ministry of Finance and the Ministry of Home Affairs, and we should be able to arrive at a decision before long. The other points are minor questions about bagri, CPWD works, horticulture and all that, and we have already made an on-account payment of Rs. 75 lakhs to the NDMC in this behalf. On the main question we should be able to arrive at a decision before long.

Shri Hari Vishnu Kamath: What is the total amount of the claim by the NDMC on the Government, how much of it has been admitted, how much is in dispute, and how much of it has been paid?

Shri Mehr Chand Khanna: Again, I will answer that in two parts. The house tax claim is round about Rs. 3 crores, and nothing has been accepted yet till we take a final decision in the matter. The others are small claims here and there. I believe in regard to them perhaps the NDMC would be owing me something, rather than my owing them.

Shri Hari Vishnu Kamath: Probably. Is it proper for the hon. Minister to say that probably it is due? He should be able to say with certainty.

Mr. Speaker: Because the accounts have not been gone into. The claims and counter-claims have still to be settled.

Shri D. C. Sharma: What is the position of State Governments with regard to house tax in the other parts of India, and what is the position of foreign governments so far as house tax is concerned in other parts of the world?

Mr. Speaker: That is a different question.

श्री बड़े : क्या यह बात सच है कि ३ करोड़ ८० में से एक भी पैसा अभी तक म्यूनिसिपल कारपोरेशन और एन० डी० एम० सी० को नहीं दिया गया है? उस में कौन सी हित्र है गवर्नमेंट को और क्या ला वाइट है कि दस साल से यह पैसा नहीं दिया गया है?

प्रध्यक्ष महोदय : यह तो उन्होंने बतलाया।

श्री बड़े : उन्होंने नहीं बतलाया।

प्रध्यक्ष महोदय : मिनिस्ट्री समझती है कि वे ले ही नहीं सकते हैं।

श्री बड़े : उस में लोगल हित्र कौन सी है? आखिर कोई व्याइट तो होगा जिस के कारण हित्र आ गई है।

प्रध्यक्ष महोदय : मैं बार बार समझाने में असमर्य हूँ। वह मानते हैं कि वह हाउस टैक्स ले सकते हैं लेकिन गवर्नमेंट का ख्याल है कि वह ले ही नहीं सकते हैं। यही कानूनी हित्र है।

Shri Bade: Under what law?

Mr. Speaker: The law cannot be discussed here.

श्री दरवा कोटा : श्रीमन्, मैं मंत्री जी से जानना चाहता हूँ कि जो म्यूनिसिपैलिटी का दृष्टा सरकार की तरफ बाकी है उस के कारण मोहल्लों में झुगी झोपड़ियों में बिजली और पानी की व्यवस्था के सम्बन्ध में कोई शिकायत आई है?

प्रध्यक्ष महोदय : यह चिल्कुल मनाहदा सवाल है।

Permit for Purchase of Gold

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Shri D. C. Sharma:
*305. **Shri Bishanchander Seth:**
Shri Yashpal Singh:
Shri Kajrolkar:

Will the Minister of Finance be pleased to state:

(a) whether it is proposed to introduce a permit system for purchasing gold;

(b) if so, the details thereof;

(c) whether there is any proposal to place a limit on the quantity of gold to be retained by a person; and

(d) if so, the details thereof?

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

(a) and (b). Superintendents of Central Excise have been authorised to grant permits under certain conditions to ayurvedic and unani physicians, dentists and certain other persons requiring gold for industrial or medical purposes.

(c) and (d). It is not possible at this stage to anticipate the decisions, if any, regarding the further modification or extension of the scheme of control.

Shri D. C. Sharma: May I know the conditions under which these Superintendents of Excise have been allowed to give permission for gold?

Shri B. R. Bhagat: Permits will be available for quantities not exceeding half the proved uses in the corresponding period of last year in respect of the profession of dentists or manufacturers like Ayurvedic and Unani, doctors, gold zari or any other profession.

Shri D. C. Sharma: May I know if the manufacturers of art pieces with

gold have also been given any concession or any permit for the use of gold?

Shri B. R. Bhagat: Thus far, there are about six or seven categories who are entitled for such permits, and they are the dentists, the Ayurvedic and Unani doctors, manufacturers of surgical instruments, manufacturers of liquid gold—that liquid gold may be used for art pieces etc.,—manufacturers of gold zari, manufacturers of glass pieces containing gold, manufacturers of fountain pen nibs and gold electroplaters. There is another condition which I forgot to mention, and that is, half the proved use of the corresponding period of last year is subject to a maximum of 500 grams in each case.

श्री विश्वनाथन्द सेठ : मैं यह पूछता चाहूंगा कि सोना खरीदेंगे कहां से जबकि मार्केट में सोना ही नहीं ?

श्री मोरारजी देसाई : जहां से खरीदना चाहें वहां से खरीदें, मैं तो किसी को दे नहीं सकता ।

श्री यशपाल सिंह : क्या सरकार ने कोई डटरेण्ट पेनाल्टी निर्धारित की है जिस से सोने का ट्रान्सफर और पज़शन खत्म हो सके ? यदि हां, तो अब तक कितने लोगों को इस के मात्रातः सजा दी गयी है ?

अध्यक्ष महोदय : जो इल्लीगल ट्रान्सफर करेगा या अपने पास रखेगा त्या उस के लिए सजा रखी गयी है ?

श्री मोरारजी देसाई : स्मगलिंग के लिए सात साल की सजा रखी गयी है ।

श्री यशपाल सिंह : किसी को दी गयी है ?

श्री मोरारजी देसाई : अभी तो नहीं, मगर अगर माननीय सदस्य की जानकारी में कोई ऐसा केस हो तो बतावें ।

Shrimati Renu Chakravarty: In view of the fact that 14 carat gold is the only legal tender now, many of the small goldsmiths find it difficult to get even this 14 carat gold. Will Government supply them this type of gold? From what source will they get it?

The Minister of Finance (Shri Morarji Desai): Government cannot supply any gold. Then Government will have to import gold. That is not possible. But the refineries who buy some ornaments will turn them into 14 carat gold and then sell it. In the transition period it will be difficult to get it immediately.

श्री बड़े : जो लोग सोने के आरनामेंट खरीदेंगे तो क्या अगर वे उन को बेचें तो उस बक्त सरकार उन को रोकने वाली है । क्या डीलर उन आरनामेंट्स को बेच सकते हैं । यदि सरकार बेचेगी तो क्या उसी भाव से बेचेगी जिस से खरीदा है या इंटर-नेशनल भाव से बेचेगी ?

श्री मोरारजी देसाई : जो खरीदेगा वह उस को उसी शब्द में नहीं बेच सकता । उस को उसे १४ कैरेट में बदलना होगा । अगर सरकार खरीदेगी तो उसको बेचेगी नहीं, बल्कि उसको फुल गोल्ड में बदल कर अपने पास रखेगी, किसी को देगी नहीं ।

श्री राठ शिंगांडे : कल वित्त मंत्री ने स्पष्ट शब्दों में बताया है कि सरकार किसी का सोना नहीं लेना चाहती, लेकिन देहातों में इस प्रकार का भ्रम फैलाया गया है कि सरकार लोगों का सोना ले लेगी । मैं जानता चाहता हूं क्या गवर्नमेंट इस भ्रम को दूर करने के लिए कोई प्रयत्न कर रही है ?

श्री मोरारजी देसाई : मैंने स्पष्ट कह दिया है और अब यह माननीय सदस्यों

का काम है अपनी अपनी कांस्टीट्यूशन्सी में जा जा कर लोगों को बतलावें।

श्री न० ला० द्विवेदी : सरकार ने १४ केरट सोने के जेवर बनाने की व्यवस्था की है। लेकिन सुनार लोग १४ केरट का जेवर बनाना नहीं जानते। क्या सरकार ने उन को इस की विधि सिखाने का कोई प्रयत्न किया है?

श्री मोरारजी देसाई : वे बनाना जानते हैं मगर कहते नहीं और जो जानना चाहते हैं उन को तालीम देने के लिए व्यवस्था की जायगी लेकिन वह पहले कहें तो कि हम जानना चाहते हैं। उसी के बाद कोई व्यवस्था हो सकती है। अभी तो उन को लोगों ने चढ़ा रखा है।

Shri Kajrolkar: What steps do Government propose to take to stop irregular dealing in the purchase or resale of gold by goldsmiths dealing with ignorant people in rural areas?

Shri Morarji Desai: This control order will exactly take care of that in the country.

Emergency Insurance Scheme

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Shri P. R. Chakraverti:
Shri Morarka:
Shri Berwa Kotah:
Shri Daji:
Shri Dharmalingam:
Shri Basappa:
Shrimati Sharda Mukerjee:
Shri Himatsingka:

*306.

Will the Minister of Finance be pleased to state:

(a) the prescribed mode of valuation of insurable property under the Emergency Insurance Scheme;

(b) whether the insurable value would be related to the market value of the property; and

(c) if so, in cases of items which have no recognised market value,

how the replacement cost would be determined?

The Deputy Minister in the Ministry of Finance (Shri B. R. Bhagat): (a) to (c). A statement is laid on the Table of the House. [Placed in Library, See No. LT-919/63].

Shri P. R. Chakraverti: In view of the fact that the rate of depreciation is expected to be counted in terms of the rate for income-tax purposes may I know how far the latter rate, the rate for income-tax purposes, has been affected in the period of the emergency?

Shri B. R. Bhagat: There has been no change in the rate allowed for income-tax purposes. It has only been stated that the depreciation prescribed for income-tax purposes should be regarded as the maximum permissible rates.

Mr. Speaker: Shri Daji.

Shri P. R. Chakraverti: I am asking how far that rate used for income-tax purposes has been affected.

Mr. Speaker: Shri Daji.

Shri Daji: What are the terms on which it is worked out? Is it given to the insurance companies? Are any tenders invited before giving it to them?

The Minister of Finance (Shri Morarji Desai): This is a Government company. There is no question of any terms; it is only on cost basis.

श्री बेरवा कोटा : इस योजना के कितने ऐसे केसेज हैं जिन के मूल्यांकन के बारे में निर्णय नहीं लिया गया है?

श्री ब० रा० भगत : ऐसे कोई केस नहीं हैं। जो एप्लाई करते हैं उन के बारे में देखा जा रहा है और इस काम को तेजी से आगे बढ़ाया जा रहा है।

Shri Tyagi: What is the estimate of the annual premia which would be

received all over India, and in case there is no emergency how will that fund be disposed of ultimately?

Shri Morarji Desai: During the first quarter the income that has been received is Rs. 9 crores. That is the premium received; that is the criterion. Therefore, at that rate, it will be Rs. 36 crores. But I am proposing to reduce it in view of the danger being less now. If it increases it will be increased again. Therefore, I cannot give the complete estimate just now.

Shri Tyagi: I further wanted to know how it will be disposed of in case there is no emergency at all in due course?

Shri Morarji Desai: It will certainly be disposed of by merging it in the Consolidated Fund.

Gold Prices and Gold Smuggling

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Shri Vidya Charan

Shukla:

Shri Shree Narayan Das:

Shri D. C. Sharma:

Shri P. R. Chakraverti:

Shri Harish Chandra

Mathur:

Shri M. L. Dwivedi:

Shrimati Savitri Nigam:

Shri S. C. Samanta:

Dr. Mahadeva Prasad:

Shri Heda:

Shri Raghunath Singh:

Shri Bade:

Shrimati Maimoona

Sultan:

Shri J. B. S. Bist:

Shri Berwa Kotah:

Shri Subodh Hansda:

Shri Y. S. Chaudhary:

*307.

Will the Minister of Finance be pleased to state:

(a) the level at which the gold prices have been brought down since the promulgation of Gold Control Order; and

(b) the further measures Government propose to take to achieve their aim to stop gold-smuggling into the country?

The Deputy Minister in the Ministry of Finance (Shri B. R. Bhagat): (a) Gold was quoted at Rs. 129.90 per ten grammes on August 29, 1962, but since then prices have fallen appreciably, and the latest quotations are around Rs. 96.

(b) It is not possible at this stage to indicate the further action which Government is likely to take.

Shri Vidya Charan Shukla: Are the Government considering the feasibility of putting a ceiling on the possession of ornaments of greater purity than 14 carat in order to prevent the smuggling of gold more effectively?

Shri B. R. Bhagat: Part (b) of the reply takes care of that. We cannot give any specific answer at this stage.

Shri Vidya Charan Shukla: I seek your protection. I would like to know...

Mr. Speaker: The Finance Minister said yesterday that there are certain further steps that he proposes to take and this might be one of those steps that are being contemplated. So, how can that be disclosed?

Shri Vidya Charan Shukla: What are the measures that have been adopted or are going to be adopted to strictly regulate the working of gold refineries and gold ornament manufacturing shops to see that they are not enabled to utilise the smuggled gold?

The Minister of Finance (Shri Morarji Desai): They are asked to keep accounts and asked to show from whom they have bought and what they have done with it, and if anything wrong is found, the whole thing is to be forfeited and they will be sent to jail for seven years.

Shri Indrajit Gupta: May I know if the amount of gold which has come into Government's possession through investment in gold bonds has been up to expectation and whether there

is any proposal to make this investment in gold bonds more attractive?

Shri Morarji Desai: Government does not give any expectations in nebulous matters. Therefore, whatever has come has come. Rs. 8 crores have come.

Shri Hari Vishnu Kamath: Why nebulous?

Shri Morarji Desai: Who can say how much can come, and who can say who will give it? When I do not know how much gold my hon. friend has, how can I say?

Shri Hari Vishnu Kamath: Whatever I have, I will give you. You had better give yours in exchange. Let us have a fair exchange. I will give whatever I have got. You give yours to me. You have more than I have.

श्री रामेश्वरानन्द : आप ने स्वर्ण नियंत्रण के सम्बन्ध में देहातों में साहित्य अंग्रेजी में छपवा कर बटवाया है जहां ७५ प्रतिशत लोग अनपढ़ हैं। मैं जानना चाहता हूं कि क्या उम साहित्य को हिन्दी या प्रान्तीय भाषाओं में छपवा कर बटवाने का प्रयत्न सरकार करेगी?

एक नाननीय सदस्य : आप को सोने से क्या मतलब?

श्री रामेश्वरानन्द : तुम को एक क्षेत्र की फिक्र है लेकिन मुझे तो सारे देश की चिन्ता है।

श्री म० ला० द्विवेदी : कल माननीय मंत्री महोदय ने सोने की बहस का जवाब देते हुए बतलाया था कि जब तक लोगों में स्वयं चेतना पैदा नहीं होगी तब तक स्मर्गलिंग नहीं रोका जा सकता। मैं जानना चाहता हूं कि इस प्रकार की चेतना लोगों में पैदा करने के लिए सरकार क्या प्रयत्न कर रही है? और क्या मंत्रीजी को यह मालूम है कि दिल्ली में ही सोना १४० और १५० रुपये के भाव से बिक रहा है?

प्रध्यक्ष महोदय : भभी भभी चार घटे की बहस में सारी बातें तो बतला दी गयी, लेकिन फिर आप वही बात पूछते हैं।

Shri M. L. Dwivedi: I enquired about the price also. It is selling at Rs. 150 per tola now. The Minister says it is Rs. 96 only; it is selling at a much higher rate everywhere.

Shri Morarji Desai: May I know if the hon. Member has made a purchase at Rs. 150? Then I would know. (Interruption). There are no sales. I have given the information which I have got after enquiry. If any hon. Member has any other information and if he informs me about it, I will take steps about it.

Shri Ranga: However eminent a place a Minister may hold in this Government, is it permissible for a Minister to put a question to an hon. Member here or is it our privilege to put a question to the Minister?

Mr. Speaker: The privilege is of the hon. Members to put a question and the Minister has the privilege to answer it. But sometimes the answer is to be given in a form which appears to be a question to the hon. Member. It is only an answer.

Shri Ranga: You are nullifying the earlier ruling that you have given.

Mr. Speaker: Then I am sorry.

Shrimati Renuka Ray: The hon. Member here has said that he has found that gold is selling at a higher price. Will Government make an enquiry about this, because many people have said that gold is selling at much higher prices than what the Minister has said?

Mr. Speaker: That is only a suggestion for action.

Shri Thirumala Rao: When there are such difficult times, it was customary to keep track of the prices of commodities like gold, etc. Government were quoting black-market prices for foodgrains at certain stages. Is there any machinery in Government to keep track of the price of

gold and see how it is selling in the black-market?

Shri Morarji Desai: There is no question of Government keeping track of black-market prices. If Government is able to do that, Government can stop the black-market also. I do not understand how that is to be done. Things are reported and they are enquired into; whatever information is feasible is given. This is the result of the enquiry, that the present price is about Rs. 96. If anybbydy has any other information, I am prepared to follow it up provided he gives me that information.

High Power Commissions for Water and Power

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*308. { **Shri Bibhuti Mishra:**
Shri Bhagwat Jha Azad:
Shri Bhakt Darshan:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether Government propose to set up high power commissions for water and power as suggested by the Minister of Economic and Defence Coordination in New Delhi in February, 1963; and

(b) if so, what will be the purpose of these commissions?

The Minister of State in the Ministry of Irrigation and Power Shri Alagesan: (a) There is no such proposal under consideration at present.

(b) Does not arise.

श्री विभूति मिश्र : मंत्री जी ने अपने बयान में बतलाया कि पानी का पूरी तरह प्रस्तेमाल नहीं होता है और बिजली की जो कमी है वह पूरी नहीं होती है तो फिर इस को ठीक करने के लिए सरकार क्या इंतजाम द्वाच रही है?

Shri Alagesan: I am not able to follow.

Shri Bibhuti Mishra: The Minister stated in his statement that the water

is not utilised fully and there is dearth of power. What does the Government do in this matter?

Shri Alagesan: I do not know what the hon. Member has in mind.

Shri Bibhuti Mishra: As regards irrigation facilities, in DVC the water is misused and that water is not being used for irrigation purposes. Do Government propose to take any steps in this regard?

Shri Alagesan: I do not know how it arises out of this question. Yet, I should like to say that the water is not being misused by DVC. In fact, it is being used by the West Bengal Government and more than 8 lakh acres have been irrigated out of the Durgapur barrage water.

Shri Bhagwat Jha Azad: If there is no such proposal, may I know what is the substitute at present in the Ministry for the Commission of the British days which used to assess the development of power in the country?

Shri Alagesan: There is the Central Water and Power Commission, which is a highly technical body. It takes care of all the water and power projects and coordination. I do not know how he says it is a body of the British days.

श्री भक्त दर्शन : श्रीमन्, इस प्रश्न में मिनिस्टर आप एकोनामिक्स एंड डिफेंस को-आरडिनेशन के एक भाषण का उल्लेख किया गया है और अब दूसरे मंत्री महोदय ने उस से इंकार कर दिया है, मैं जानना चाहता हूँ कि यह मंत्री महोदय क्या आपस में बातचीत करते के बाद कोई वक्तव्य दिया करते हैं या अपनी ही इच्छा से एक फिलासफर की तरह वक्तव्य दे दिया करते हैं?

Shri Alagesan: The hon. Minister of Economic and Defence Coordination was invited to inaugurate a session of the Central Board of Irrigation and Power. Certainly, there is no question of his consulting us

previously. Naturally, he is conversant with the subject and he made a speech.

Shri Iqbal Singh: May I know whether Government has considered the desirability of having the utilisation of the whole resources and associating the public in all enquiries in that connection? Always all enquiries are conducted by technical personnel and the public do not have any say in the matter.

Shri Alagesan: The projects are investigated first at the State level. The State Government naturally investigate the projects as a result of public opinion. There is no question of associating public opinion as such in technical investigations. When a certain project is desired by the people in a particular area or region, the State Government does the necessary investigation about that project.

Shri Hem Barua: Is it not a fact that 25 per cent of the water resources of 12.15 million acres remain unutilised; if so, may I know what steps Government propose to take to see that this is being utilised?

Shri Alagesan: I can tell the hon. Member that some years ago the percentage of non-utilisation was much more, and as a result of persistent steps taken in this regard it has been brought down to 25 per cent. We are still pursuing the matter with the various project authorities. It should also be realised that as every year we are adding to the irrigation potential, there will be some time lag between the actual creation of the potential and its full utilisation.

Dr. L. M. Singhvi: In view of the fact that water and power disputes are likely to have far-reaching effect on our federal frame-work and our inter-State relations, have the Government under their present contemplation the setting up of a Commission or calling a conference of the various State representatives to come

to a certain agreed formula on a uniform basis for the whole country.

Shri Alagesan: Water disputes are likely to arise; but, at the same time, it is not right to assume that there are any number of water disputes between the States. There is a machinery created under the Inter-State Water Disputes Act for resolving such disputes when they arise. But even without allowing that, we try to settle the matter.

Dr. L. M. Singhvi: Is there any criterion laid down?

Shri Vidya Charan Shukla: Is it not a fact that water disputes in India are today more than what they were ten years back; if so, may I know what is the machinery that Government have today to settle these inter-State water disputes?

Shri Alagesan: I cannot say that water disputes are more in number today. Even in the previous days water disputes have been known to be there. Since we are taking up ever so many projects and are actively pursuing them, there are likely to be disputes. But they are settled at the state level and at central level also.

Foreign Investment in India

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*309.	Shri P. R. Chakraverti:
	Shri P. C. Borooh:
	Shri Heda:
	Shri Rameshwar Tantia:
	Shri Sham Lal Saraf:
	Shri Bibhuti Mishra:
	Shri Raghunath Singh:
	Shri Morarka:
	Shri Sarjoo Pandey:
	Shri R. S. Pandey:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that lately there has been a decline in the inflow of foreign private investment into India; and

(b) if so, the reasons therefor?

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): (a) Available information does not show that there has been a decline in the inflow of foreign private investment into India.

(b) Does not arise.

Shri P. R. Chakraverti: Is it not a fact that some industrialists from the United Kingdom recently visited India and expressed their readiness to participate in industries sponsored in India; if so, may I know what facilities have been made available to them?

Shrimati Tarkeshwari Sinha: From time to time hon. Members have been informed about the facilities which are being extended to foreign investment in India. I think that is quite a good ground for such investment to come here and stabilise.

Shri P. R. Chakraverti: May I know if it is a fact that there is an increasing tendency to stimulate investment in India rather than giving loans?

Shrimati Tarkeshwari Sinha: We welcome both, if it is according to our policy.

Shri Bhagwat Jha Azad: As a result of the facilities that have been given from time to time, is it a fact that in the current year, during the recent months, there has been an increase in the flow of foreign investment in the country?

Shrimati Tarkeshwari Sinha: The full figures, as compiled by the Reserve Bank of India, which cover everything including technical know-how, are available till the end of 1960 and they show that there has been a gradual satisfactory increase of foreign investments in India, private as well as government, and the returns that the Reserve Bank receive about monthly investment also shows that while in 1961 the total investment was Rs. 588.50 lakhs, in 1962 it was of the order of Rs. 693.78

lakhs. But, as I said, these monthly remittance figures do not cover import of equipment, capitalisation of reserve or issue of free shares against supply of technical know-how. Therefore, these are not the full figures.

Shri Rameshwar Tantia: May I know whether it is a fact that for the last three or four years many tea plantations have been transferred from foreign hands to Indian hands and, if so, what was the foreign exchange involved in regard to the transfer of these tea gardens? What are the reasons for such transfers?

Shrimati Tarkeshwari Sinha: I have not got the details here for every industry as to how much funds have been transferred and how much funds have been invested. All I can say is that there is nothing abnormal. On the other hand, we have put restrictions on the transfer of funds to a considerable extent since the foreign exchange position has become difficult.

Shri Ramanathan Chettiar: Out of the total investments of the order of nearly Rs. 700 crores, what is the share of UK private investors in this country and may I know also whether the present taxation proposals will retard further foreign private investment in India from the United Kingdom?

The Minister of Finance (Shri Morarji Desai): I do not know why the hon. Member wants to make a suggestion that there will be retardation of investments. On the other hand, he ought to be interested in seeing that they ought not to retard foreign investment.

Mr. Speaker: The second part of the question is a matter of opinion. The first part may be answered.

Shrimati Tarkeshwari Sinha: I have got before me a big chart, indicating the figures for each year from 1952 to 1962. It indicates that in 1962 the share of UK was 15 per cent and that of USA 24.65 per cent.

Shri Hem Barua: May I know whether the attention of Government has been drawn to a statement made by the Director of the British Chamber of Industry to the effect that the inflow of foreign private capital has slightly declined and, if so, may I know the reasons? Is it due to the emergency or due to paucity of imported raw materials?

Shrimati Tarkeshwari Sinha: I have already indicated in reply to the original question that it is not a fact and that it has not come to our notice.

Shri Indrajit Gupta: I want to know how much of American and British private capital has come to the country directly as a result of the efforts of the India Investment Centre since it was set up.

Shrimati Tarkeshwari Sinha: I do not have all those details in connection with this question.

श्री तुंशी राज जाधव: हमारे देश में जो बाहर के लोग इंवेस्टमेंट करते हैं, क्या उन को भिन्न-भिन्न देशों में दी जाने वाली फ़ैसिलिटीज़ में कोई कर्क नहीं है?

श्रीमती तारकेश्वरी सिंहा: सब अपने अपने देश की हालत के अनुसार फ़ैसिलिटीज़ देते हैं। हम अपने सिद्धान्तों के अनुसार उन को फ़ैसिलिटीज़ देते हैं। यहाँ पर उन को काफ़ी फ़ैसिलिटीज़ दी गई हैं। इसलिए चिन्ता की कोई बात नहीं है।

Leprosy Pilot Projects in Orissa

***310. Shri G. Mohanty:** Will the Minister for Health be pleased to state:

(a) the number of Leprosy Pilot Projects in operation in Orissa at present and the places where they are located; and

(b) whether they are fully equipped with staff, medicines and instruments?

The Deputy Minister in the Ministry of Health (Dr. D. S. Raju): (a) There are 19 Leprosy Pilot Projects in operation in Orissa. The places

of their location are given in the statement laid on the Table of the Sabha.

STATEMENT

1. Khugda .	Puri District.
2. Puri .	Do.
3. Tangi .	Do.
4. Nayagarh .	Do.
5. Jagatsingpur	Cuttack District
6. Kendrapara	Do.
7. Jajpur .	Do.
8. Banki .	Do.
9. Tigiria .	Do.
10. Sukinda .	Do.
11. Sohella .	Sambalpur District.
12. Attabira .	Do.
13. Bhanjnagar	Ganjam District.
14. Khalikote .	Do.
15. Hinjilicut .	Do.
16. Talcher .	Dhenkanal District.
17. Dhenkanal.	Do.
18. Bhadrak .	Balasore District.
19. Betnoti .	Mayurbhanj District.

(b) Excepting Medical Officers in some of the Pilot Projects, the centres are fully equipped with other staff, medicine and instruments.

Shri G. Mohanty: Which is the controlling authority at the State level? What share of the expenditure has to be borne by the State Government?

Dr. D. S. Raju: We have got a pattern of assistance for these centres by which 75 per cent of the non-recurring expenditure and 50 per cent of the recurring expenditure are borne by the Central Government.

Shri G. Mohanty: When do Government propose to construct the necessary quarters for the project workers?

Dr. D. S. Raju: This is the pattern of assistance. The State Government has got to go on with the construction of the building and all that.

Shri A. S. Saigal: How many leprosy pilot projects will be established during the Third Five Year Plan in the country, specially in Madhya Pradesh?

प्रध्यक्ष भ्रह्मोदय : सवाल करने वाले याननीय सदस्य ने तो उड़ीसा की लैपरासी शायलेट प्राजेक्ट्स के बारे में मालूम किया और अब आप लैपरासी को खींच कर मध्य प्रदेश में से जाना चाहते हैं।

Shri Hari Vishnu Kamath: Is it a fact that the British Medical Association or some British medical specialist working in this field has suggested as a psychological slant to the treatment of this disease that the word 'leper' with its odious associations be not used to describe a leprosy patient? Has Government accepted, or is the Government reconsidering this suggestion?

Dr. D. S. Raju: Yes, Sir; that is the view of the Government also. We are considering the matter.

New Power Station in Delhi

*311. **Shri Bhagwat Jha Azad:**
Shri Bhakt Darshan:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the new Power Station of 30,000 K.W. in Delhi has been completed; and

(b) if so, when Power is likely to be made available for consumption?

The Parliamentary Secretary to the Minister of Irrigation and Power (Shri S. A. Mehdi): (a) No, Sir.

(b) By the end of June, 1963.

Shri Bhagwat Jha Azad: What are the reasons, according to the investigation that has been made into the recent crisis of power in Delhi, for this inordinate delay in the completion of this power station?

Shri S. A. Mehdi: There has been no delay in the completion of this power station. In fact, it has been scheduled for commissioning two months earlier than what was originally scheduled.

Shri Bhagwat Jha Azad: May I know whether it has been pointed out during the different investigations that the organisational structure of running it, that is, between the DESU and the Central Government, is responsible for much of this crisis and delays? If so, what attempts are being made by the Government to avoid this?

Shri S. A. Mehdi: As far as the construction of this power station is concerned, no such complaints have been received.

Shri Bhagwat Jha Azad: That was not my question.

Mr. Speaker: He denies the delay.

Shri Bhagwat Jha Azad: The delay is not there. May I know if it is a fact that this commissioning of this power station even earlier could have been expedited if the proper organisational structure between DESU and the Central Government could have been there? If so, what is being done to avoid this?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): The hon. Member seems to assume that there is some difference of opinion between the Central Government and the DESU. I do not think there is any difference of opinion. In fact, we are helping them to commission this plant as early as possible. But, as the hon. Parliamentary Secretary has said, it would have been commissioned by the end of August and now we are trying to have it commissioned by June in view of the emergency.

श्री भक्त दर्शन : श्रीमान्, मैं यह जानना चाहता हूँ कि स नये पावर स्टेशन के बनने के बाद क्या दिल्ली में जितनी बिजली की कमी है वह पूरी हो जायेगी या इस के बाद भी कोई कमी रह जायेगी और अगर कोई कमी रह जायेगी, तो क्या सरकार उग के बारे में विचार कर रही है।

श्री से० अ० मेहुदी : इस पावर-स्टेशन के बाद ही नहीं, बल्कि यह फाइवैर लान के बाद तक भी, दिल्ली में जितनी जलरत होगी, उतनी तो दावार नहीं हो सकती है।

Shri Inder J. Malhotra: May I know whether this power station is being set up under the supervision of one authority, or is it again the joint responsibility of the Central Government, DESU and the Punjab Government?

Shri Alagesan: The authority which is responsible for the construction of this power station is the Delhi Electric Supply Undertaking.

श्री नक्काश : मैं यह जानना पाहता हूँ कि क्या संविधानसभा को बनाने के लिए किसी विदेशी में मदद मिली है और इस में कितना सचाँ हूँगा है।

श्री से० अ० मेहुदी : इस का पूरा खर्च ३१५ लाख रुपये है और इस में बाहर के लोगों से भी, और सब से ज्यादा जापान के मिट्सूविशी से, मदद मिली है।

Shri S. M. Banerjee: May I know whether it is a fact that the entire responsibility for the power failure in Delhi has been thrown on DESU? If so, what action has been taken against the officers of DESU?

Mr. Speaker: That is a different question altogether.

Dr. K. L. Rao: In view of the recent recommendation that the generation of power should be taken over by the Centre, may I know whether the Ministry is going to take over the generation of power in Delhi?

Shri Alagesan: Yes, Sir; such a recommendation has been made by one of the committees. We are also having it under consideration. It is still in the process of consideration.

चिकित्सा की आयुर्वेदिक प्रणाली

*३१२. श्री शिर्देश्वर प्रसाद : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अमरीका के राजकेन्द्र तथा कई अन्य संस्थानों ने आयुर्वेद के प्रध्ययन में दिनचर्सी दिखाई है;

(ख) यदि हाँ, तो किस रूप में; और

(ग) क्या देशीय सरकार भी उन के कार्य में योग देने जा रही है?

स्वास्थ्य मंत्रालय में उपनंत्री (श्री व० स० राजू) : (क) भारत सरकार के पास कोई सूचना नहीं है :

(ख) और (ग). ये प्रश्न नहीं उठते।

श्री सिर्देश्वर प्रसाद : आयुर्वेदीआयुर्वेदी और ऐनोवेंथी सिस्टम्स का जो इंट्रेप्रेटिड कोर्स शुरू कर दिया गया था, उस को क्या सरकार ने बन्द कर दिया है, यदि हाँ, तो उस का क्या असर आयुर्वेदिक सिस्टम पर पड़ेगा?

Dr. D. S. Raju: We have not closed any school or college.

श्री प्रकाशबाई शास्त्री : भारत से अमरीका के लिए कुछ आयुर्वेदिक औषधियों का क्या निर्यात किया जाता है, यदि हाँ, तो किन किन औषधियों का और क्या उस के सम्बन्ध में यहाँ श्री कुछ विवेच अनुसन्धान फिरे जा रहे हैं?

अध्यक्ष महोदय : निर्यात वाली बात तो दूसरी हो गई।

श्री जगदेव सिंह सिंहांती : भारत सरकार वैज्ञानिक ढंग से आयुर्वेदिक चिकित्सा प्रणाली को प्रोत्साहन देना चाहती है या नहीं?

अध्यक्ष महोदय : यह बहुत जनरल कॉर्स है।

Shri Hari Vishnu Kamath: Is it a fact that the attitude of the Government to Ayurveda is conditioned by its prejudice that it is not as scientific a system as allopathy and if so, has

the Government revised its attitude towards this problem?

Dr. D. S. Raju: We keep an open mind. We have no prejudices.

Shri R. S. Pandey rose—

Mr. Speaker: The Question hour is over. Mr. Pandey has been changing his place. I cannot allow him questions in this seat.

WRITTEN ANSWERS TO QUESTIONS

Power Shortage in the Country

*313. [Shri Subodh Hansda:
Shri S. C. Samanta:
Shri P. C. Borooh:
Shri Indrajit Gupta:
Shri Surendra Pal Singh:
Shri Bibhuti Mishra:
Shri R. S. Pandey:
Shri Maheswar Naik:
Shri P. R. Chakraverti:
Shri Sidheshwar Prasad:
Shri Bishanchander Seth:
Shri Yashpal Singh:
Shri Harish Chandra Mathur:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that there will be a great power shortage during the Third Five Year Plan period;

(b) whether this matter was studied by a team of experts;

(c) whether it has submitted any report; and

(d) whether it has stated the problems for not fulfilling the targets and if so, what are the main problems?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Yes, Sir. Power shortage is likely in a number of States mostly in the last two years of the Third Five Year Plan period.

(b) The matter is under study by the Energy Survey Committee recently constituted by the Government.

(c) No, Sir.

(d) Does not arise.

Delhi Master Plan

*314. **Shri A. N. Vidyalankar:** Will the Minister of Health be pleased to state:

(a) whether Government have finalised the Delhi Master Plan;

(b) whether it is a fact that nearly eighty per cent of land earmarked in the capital for schools, hospitals, and parks during the Third Plan period, has been occupied by unauthorised constructions;

(c) if so, whether Government intend to regularise all these unauthorised constructions; and

(d) the steps being taken to ensure the planned development of the city and strictly prevent unauthorised occupation of lands originally reserved for public parks and public institutions?

The Minister of Health (Dr. Sushila Nayar): (a) Yes, Sir.

(b) The exact area covered by unauthorised constructions is being ascertained.

(c) No, Sir.

(d) A revolving fund has been placed at the disposal of the Delhi Administration for the acquisition and development of land on the lines of the recommendations in the Master Plan. The Delhi Municipal Corporation, the New Delhi Municipal Committee and various departments of Government are also carrying out development in their spheres.

Strict instructions have been issued to the staff of the Delhi Development Authority to keep a proper vigilance and to demolish, with the

help of the Demolition Police Squad, any unauthorised constructions which still come up.

भाखड़ा नंगल बांध

*३१५. श्री पू० तिं० चौपरी : क्या सिचाई और विद्युत् मंत्री यह बताने की रूपा करेंगे कि :

(क) भाखड़ा और नंगल बांध का निर्माण कब तक पूरा हो जायेगा; और

(ख) उन के निर्माण पर कुल कितनी जागत आई है ?

सिचाई और विद्युत् मंत्रालय में राज्य मंत्री (श्री अलगेशन) : (क) नंगल बांध १९५२ में पूरा किया गया था । भाखड़ा बांध भी अक्टूबर १९६२ के अन्त तक लगभग पूरा किया जा चुका है । बांध की चोटों पर के कुछ छोटे अनुलग्न काम अभी भी चल रहे हैं;

(ख) भाखड़ा बांध की कुल अनुमित जागत ५६०६.६१ लाख रुपये है और नंगल की ३४४.७३ लाख रुपये ।

Chest Diseases in India

*३१६. { Dr. L. M. Singhvi:
Shri D. C. Sharma:

Will the Minister of Health be pleased to state:

(a) whether the visiting experts attending the Seventh International Congress on Diseases of the Chest held in February, 1963 in New Delhi have been asked or consulted in respect of the high incidence of chest diseases in India; and

(b) if so, whether they made any observations or recommendations?

The Minister of Health (Dr. Sushila Nayak) : (a) No, Sir.

(b) Does not arise.

Transfer of D.V.C. Headquarters

*३१७. { Shri Shree Narayan Das:
Shri P. R. Chakraverti:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri B. K. Das:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the question of shifting the Headquarters of the Damodar Valley Corporation to Maithon has been finally settled;

(b) if not, the reasons therefor;

(c) whether the Central Government have taken any initiative in the matter; and

(d) if so, the result of such initiative?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan) : (a) The shifting of the headquarters of the D.V.C. to the Valley has been agreed to in principle by all concerned.

(b) to (d). Do not arise.

Floods and Power Supply in Assam

318. Shri P. C. Borooah: Will the Minister of Irrigation and Power be pleased to state:

(a) whether various schemes/suggestions for tackling the problems of Assam regarding Floods and Power have of late been under consideration of the Union Ministry of Finance; and

(b) if so, what decisions have been taken in this regard?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan) : (a) They are under consideration of the Ministry of Irrigation & Power.

(b) With regard to Flood Control Schemes, it has been decided in consultation with the Ministry of Finance and the Planning Commission to render financial assistance to meet

the special needs of the State, in addition to the normal annual allocation. The State Government would be rendered all technical help required, and they have been authorized to go ahead with certain categories of urgent schemes.

As regards Power Schemes, one scheme of the capacity of 60 MW has been sanctioned, and the State Government have been asked to prepare a detailed project report for another scheme of 100 MW capacity.

U.N. Technical Assistance

*319. { Shri D. C. Sharma:
Shri Bibhuti Mishra:
Shri P. C. Borooh:
Shri Rameshwar Tantia:
Shri Bade:
Shri Raghunath Singh:
Shri Hari Vishnu Kamath.

Will the Minister of Finance be pleased to state:

(a) whether the United Nations Technical Assistance Board has offered to help to review the plans in India in view of the national emergency; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): (a) and (b). No Sir. The U.N. Technical Assistance Board is concerned with technical assistance to programmes and projects in which we seek its help, but it cannot play any part in any review which we make of our priorities in the light of the national emergency.

Drug Control

*320. { Shri D. N. Tiwary:
Shri Kappen:
Shri Sarjoo Pandey:

Will the Minister of Health be pleased to state:

(a) whether it is a fact that the Drug Control Order of 1962 is being disregarded by the dealers;

(b) whether it is also a fact that the prices of medical drugs are displayed by a very few pharmacists in their shops;

(c) whether Government are aware that no prosecution is being launched by the State Governments for these breaches; and

(d) if so, the measures devised to check the breaches?

The Minister of Health (Dr. Sushila Nayar): (a) to (d). The question presumably refers to the Drugs (Display of Prices) Order, 1962. The Central Government have no information to the effect that the order is being disregarded by the dealers. It is a fact that not all manufacturers were providing detailed price lists to the dealers when the order was originally issued. The State Governments were therefore advised to allow sufficient time before prosecutions were launched. The actual position now is being ascertained from the State Governments and Union Territories and will be placed on the Table of the Sabha as early as possible. The State Governments and the Union Territories have also been advised to take suitable steps for the proper enforcement of the order.

National School Health Council

*321. Shri Shree Narayan Das: Will the Minister of Health be pleased to state:

(a) whether a National School Health Council has been set up;

(b) if so, the precise nature of its functions and constitution; and

(c) whether there is any proposal to set up its counter-parts in the States also and their reactions in this regard?

The Minister of Health (Dr. Sushila Nayar): (a) Yes Sir.

(b) The constitution and functions of the National School Health Council are given in the Ministry of Health Resolution No. F. 6-18/62-PH, dated the 8th February, 1963, a copy

of which is laid on the Table of the House. [Placed in Library. See No. LT-920/63].

(c) The School Health Committee had recommended the setting up of State Councils of School Health. The recommendations of the Committee have been communicated to the State Governments. Their reactions are awaited.

Registered Contractors in Manipur

556. Shri Rishang Keishing: Will the Minister of Works, Housing and Rehabilitation be pleased to state:

(a) the number of registered local contractors in Manipur at present; and

(b) value of works or contracts assigned to the local contractors and those coming from outside Manipur during 1961-62 and 1962-63?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) and (b) The information is being collected and will be placed on the Table of the House.

Rural Electrification in Rajasthan

557. Shri Karni Singhji: Will the Minister of Irrigation and Power be pleased to state:

(a) the number of villages in the districts of Ganganagar, Churu, Bikaner, Jaisalmer and Kota of Rajasthan where electricity has been provided for;

(b) the number of villages which will be so benefited by the end of the Third Five Year Plan; and

(c) the amount allotted for this purpose for the above districts in the Third Five Year Plan and the amount spent so far?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) to (c). The information is being collected from the State Government and will be laid on the table of the House.

Soviet Collaboration in Plan Projects

**558. { Shri Shree Narayan Das:
Shri Moraka:**

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the Soviet Union has expressed its willingness to discuss certain plan projects for collaboration;

(b) if so, whether the negotiations in this connection have started; and

(c) the progress made so far?

The Minister of Finance (Shri Morarji Desai): (a) to (c). Yes, Sir. Detailed negotiations for Soviet assistance are expected to take place with the Soviet authorities shortly.

Buddha Jayanti Park, New Delhi

559. Shri Surendra Pal Singh: Will the Minister of Works, Housing and Rehabilitation be pleased to state:

(a) whether it is a fact that a special Committee has been set up by his Ministry to supervise the lay-out and construction work of the Buddha Jayanti Park on the Ridge in New Delhi; and

(b) if so, the progress of the Committee in this connection up to date?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) Yes.

(b) Since its formation in August 1962, the Committee has held two meetings and made certain recommendations which are being implemented.

Bisdari Malcha Mahal on Ridge

560. Shri Surendra Pal Singh: Will the Minister of Works, Housing and Rehabilitation be pleased to state:

(a) whether it is a fact that the Bisdari Malcha Mahal building on the Ridge, New Delhi has been made over

to the Lalit Kala Akademi for the establishment of an art museum; and

(b) if so, the terms and conditions under which this historical monument has been given away for this purpose?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) Yes.

(b) The building Bisdari (Malcha Mahal) off Kitchner Road on the Ridge has been given to the Lalit Kala Akademi on a temporary lease for a period of five years in the first instance on the following terms and conditions:—

(i) The Akademi shall be required to pay ground rent @Rs. 600 P.A.

(ii) The building shall be maintained in good condition by the Akademi at their own cost to the satisfaction of the Lessor.

(iii) The Building shall be used by the Akademi only as a studio and a museum of works of arts and for no other purpose.

(iv) No residential accommodation shall be permitted.

(v) The museum shall be open to the public.

(vi) No additional structure shall be built without the prior approval of the Chief Commissioner and Director General of Archaeology.

(vii) The Government may at its option resume the property from the Akademi at any time during the period of this licence after giving one month's notice.

Kishau Dam Project (U.P.)

561. Dr. L. M. Singhvi: Will the Minister of Irrigation and Power be pleased to state:

(a) whether Central Government are extending any assistance to the Government of Utter Pradesh in respect of Kishau dam project;

(b) if so, the details thereof;

(c) whether the Governments of Punjab and Uttar Pradesh have arrived at any accord regarding this project on the basis of the terms of a reported agreement dating back to 1943; and

(d) if so, the agreed formula for collaboration?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) No.

(b) Does not arise.

(c) No.

(d) Does not arise.

रुसी घड़ियों का तत्कर व्यापार

५६२. श्री योगेन्द्र ज्ञा : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत-नेपाल सीमा पर के शहरों में नेपाल से रुसी घड़ी नोग चौर वाजारी में बड़ी मंद्या में लाते हैं; और

(ख) यदि हां, तो इस की रोकथाम के लिये सरकार ने अब तक कौन सा कदम उठाया है ?

वित्त मंत्री (श्री मोरारजी देसाई) : (क) ऐसा कोई संकेत नहीं मिला जिस से यह जाना जा सके कि रुसी घड़ियां भारी तादाद में नेपाल से चोरी-छिपे भारत लाई जा रही हैं। लेकिन ऐसी कुछ घड़ियां, जिन्हें कुछ लोग बेचने के द्वारा से भारत लाये थे, पकड़ी गयी हैं।

(ख) यह सवाल दा ही नहीं होता।

Contribution to National Defence Fund by Members of Income-tax Department

563. Shri Hari Vishnu Kamath: Will the Minister of Finance be pleased to state:

(a) whether his attention has been drawn to a Circular C.R. No. 183/62,

dated the 15th December, 1962 issued by the Commissioner of Income-tax, Hyderabad Division on the subject of voluntary donations by Members of Income-tax Department to the National Defence Fund;

(b) if so, whether the directions of the Commissioner therein as regards collection from Members of the staff and report of defaulters' names to him is in accordance with the policy of 'voluntary' contributions to National Defence Fund as laid down by Government; and

(c) whether the aforesaid Circular is proposed to be rescinded or modified?

The Minister of Finance (Shri Morarji Desai): (a) Yes.

(b) No.

(c) By another circular dated the 7th January, 1963, the Circular dated the 15th December, 1962 was withdrawn and it was also emphasised that the contributions were to be made only on a voluntary basis.

Licences issued under Gold Control Scheme

564. { Shri A. K. Gopalan:
Shri Kolla Venkaiah:
Shri Berwa Kotah:
Shri P. K. Deo:
Shrimati Vimla Devi:
Shri Balkrishna Wasnik:

Will the Minister of Finance be pleased to state:

(a) the numbers of licences issued to (1) gold refineries, (2) dealers in gold, and (3) makers of gold ornaments under the provisions of the gold control scheme;

(b) the amount of gold declared by various classes of gold-holders under the provisions of the gold control scheme; and

(c) how much of it is bullion and how much is gold ornaments?

The Minister of Finance (Shri Morarji Desai): (a) Licences will be issued as soon as certain details are settled. The number of applications for licences received upto the 9th February, 1963 from refiners and dealers was 11,428 and the number of applications which were expected to be received was 11,611.

(b) and (c). The requisite information is furnished in the statement laid on the Table of the House.

STATEMENT

1. No. of declarations received from persons other than dealers and refiners	6,300
2. Quantity (in grammes) of gold declared by persons other than dealers and refiners :	
(a) Manufactured article other than ornaments	353,616
(b) All other forms, other than ornaments	3,165,435
3. No. or returns in form Gold Series No. 3 received from dealers	27,166
4. Quantity (in grammes) of gold declared by dealers :	
(a) Ornaments, old	6,612,943
(b) Ornaments, new	13,287,347
(c) Manufactured articles other than ornaments, old	130,656
(d) Manufactured articles other than ornaments, new	370,825
(e) Other forms of Gold, old and new	2,870,801
5. No. of returns in form Gold Series No. 3 received from refiners	526
6. Quantity (in grammes) of gold declared by refiners :	
(a) Ornaments, old	7,881
(b) Ornaments, new	519
(c) Manufactured articles other than ornaments, old	86
(d) Manufactured articles other than ornaments, new	Nil.
(e) Other forms of gold, old and new	81,322

Government colonies of Delhi

565. { Shri Yashpal Singh:
 Shri P. K. Ghosh:
 Shri P. K. Deo:

Will the Minister of Works, Housing and Rehabilitation be pleased to state:

(a) whether the Union Government are considering the question of taking over from the Delhi Municipal Corporation the task of providing civic services in Government colonies; and

(b) if so, how the Corporation has reacted to such a move?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) A suggestion that Government should take over from the Local Bodies the work of providing civic amenities in Government colonies in Delhi has been made and is under examination. No decision has yet been reached.

(b) Does not arise.

Survey of Power Projects in Himalayas

566. Shri D. C. Sharma: Will the Minister of Irrigation and Power be pleased to state:

(a) whether some projects for the generation of over 22 lakhs k.w.s of power are currently being surveyed in the Himalayas; and

(b) if so, what are they and results of the survey made so far?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) and (b). There is a large potential for generation of Hydro-electric Power in the Himalayas. A list of the schemes included in the Third Five Year Plan and others under investigation is attached.

Drug prices in Delhi

567. Shri D. C. Sharma: Will the Minister of Health be pleased to state:

(a) whether it is a fact that in spite of the promulgation of Drugs (Dis-

play of Prices) Order, not a single Chemist's shop in Delhi displays retail prices of drugs although a month has passed since the order came into force; and

(b) if so, the action taken or proposed to be taken in the matter?

The Minister of Health (Dr. Sushila Nayar): (a) It has been ascertained from the Delhi Administration that Chemists are displaying price lists available with them.

(b) Instructions are being issued for the proper enforcement of the order.

Namasudra Community

568. Shri P. R. Chakravarti: Will the Minister of Works, Housing and Rehabilitation be pleased to state:

(a) whether Government examined the cases of persons, mostly those belonging to Namasudra Community, who were forced out of their houses in Barisal and Faridpur District in East Pakistan and sought shelter in West Bengal in 1961 for rehabilitation; and

(b) the number of such families waiting for rehabilitation?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) and (b). We have no information about the persons mentioned in parts (a) and (b) of the question. Nor any reference appears to have been received from the Government of West Bengal in regard to them.

Loans to displaced persons

569. Shri P. R. Chakravarti: Will the Minister of Finance be pleased to state:

(a) the total number of displaced persons from East Pakistan who received loans from Rehabilitation Finance Administration and the amount of loans advanced to them till December, 1962;

(b) the amount repaid by them and the amount still outstanding together

with the interest accrued thereon; and

(c) the cases reviewed by Government and remissions granted to facilitate payment of debts?

The Minister of Finance (Shri Morarji Desai): (a) In about 5900 cases loans aggregating to Rs. 3·94 crores were advanced.

(b) Rs. 1·6 crores and Rs. 4·24 crores respectively.

(c) Up-to the 31st December, 1962, 837 cases have been reviewed. In 450 cases remissions by way of write off of the entire dues or waiver of a part of the dues have been agreed to: out of this, in 314 cases, a sum of Rs. 21·41 lakhs has already been written off.

Licences to private electricity undertakings

570. Shri Hem Barua: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the State Governments have not needed the Centre's interim recommendation to grant licences to private electricity undertakings to make "special appropriations"; and

(b) if so, what steps Government have taken or propose to take to overcome this difficulty?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) and (b). Most of the States had accepted the Central Government's recommendation in regard to 'special appropriations' and also taken the necessary action thereon. The matter is being pursued with others.

Refugees in Muslim Houses

571. Shrimati Renu Chakravarty: Will the Minister of Works, Housing and Rehabilitation be pleased to state:

(a) whether it is a fact that refugees living in Muslim houses who have all the qualifications for being eligible

for rehabilitation benefits have been kept waiting all these years without any help being given to them; and

(b) if their applications have been made within the due date what is the reason for denying them benefits?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) and (b) Attention of the Hon'ble Member is invited to the reply given by me to Question No. 884 asked in the Lok Sabha on the 21st May, 1962. The upto date position is being ascertained from the Government of West Bengal and will be laid on the table of the House.

Camps for displaced persons

572. *Shri B. K. Das:*
Shri Subodh Hansda:

Will the Minister of Works, Housing and Rehabilitation be pleased to state:

(a) whether the camps of all categories started in different States for the displaced persons from Pakistan have been totally liquidated;

(b) if not, the reasons therefor;

(c) whether there is any Permanent Liability Camp; and

(d) if so, the number thereof and the number of inmates therein?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) Yes.

(b) Does not arise.

(c) and (d). Yes. There are 55 Homes/Infirmaries having approximately 52,000 inmates.

Medical College at Meerut

573. Shri Rameshwari Tantia: Will the Minister of Health be pleased to state:

(a) whether it is a fact that the Government of U.P. have approached the Central Government for grant-in-aid to set up a medical college at Meerut; and

(b) if so, the Central Government's reaction thereto?

The Minister of Health (Dr. Sushila Nayar): (a) and (b). The Government of Uttar Pradesh have included a medical college at Meerut in the list of medical colleges to be established. No definite proposal has yet been received.

Irrigation projects in Kerala

574. Shri A. K. Gopalan: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the Central Water and Power Commission has recommended to Government to abandon four irrigation projects in Kerala;

(b) if so, the nature of these projects and the reasons for such a recommendation;

(c) whether Government have received any representation from the Kerala Government in this respect; and

(d) if so, the action Government have taken thereon?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) No.

(b) to (d). Do not arise:

L.I.C. Housing Programme

**575. { Shri Heda:
Shri Kajrolkar:**

Will the Minister of Finance be pleased to state:

(a) whether Life Insurance Corporation has decided to set aside a substantial sum for the construction of workers' houses;

(b) if so, the target for 1962-63 and 1963-64; and

(c) the amount so far set aside?

The Minister of Finance (Shri Morarji Desai): (a) No, Sir.

(b) and (c) Do not arise.

Housing Schemes

576. Shri Shiv Charan Gupta: Will the Minister of Works, Housing and Rehabilitation be pleased to state:

(a) how much amount was provided to be spent in 1961-62 for the following schemes:

(i) Subsidised Industrial Housing;

(ii) Dock Labour Housing;

(iii) Slum Clearance, Slum Improvement and construction of Night Shelters;

(iv) Low Income Group Housing;

(v) Middle Income Group Housing;

(vi) Village Housing;

(vii) Plantation Labour Housing;

(viii) Land acquisition and development;

(ix) State Housing Schemes;

(x) Town Planning including preparation of Master Plan;

(xi) Urban Development Schemes; and

(b) how many units have been constructed under each of the above Schemes in 1961-62 except items (viii), (x) and (xi)?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) and (b). Information in respect of the State Housing Schemes and Urban Development Schemes items (ix) and (xi) is being collected from the State Governments and will be placed on the Table of the House as early as possible.

Information in respect of the other is given below in the Statement laid on the Table of the House.

STATEMENT

Scheme	Amounts allocated to States/Union Territories etc. for 1961-62	No. of Housing units built during the year.
(Figures in lakhs of Rupees)		
(i) Subsidised Industrial Housing	590.05	11,167
(ii) Dock Labour Housing	45.00	Nil*
(iii) Slum Clearance, Slum improvement and construction of Night shelters	1627.66	10,482
(iv) Low Income Group Housing	613.45	10,426
(v) Middle Income Group Housing	426.35	1,868
(vi) Village Housing	131.75	5,773
(vii) Plantation Labour Housing	16.84	256
(viii) Land acquisition and Development	350.00	††
(x) Town Planning including preparation of Master Plan	30.00	††

*As the Dock Labour Boards showed little interest in loan-finance, the provision made for this Scheme could not be utilized during the year. It has since been decided to include an element of subsidy in the Central assistance to the Boards for the provision of housing facilities to the Dock workers.

† including state share of Rs. 81.66 lakhs.

†† Information not called for.

Seizure of Wrist Watches by Bombay Customs

577. Shri Raghunath Singh: Will the Minister of Finance be pleased to state whether it is a fact that on the 7th February, 1963, the Bombay Customs Officers seized 189 wrist watches from a police constable?

The Minister of Finance (Shri Morarji Desai): It is a fact that on the 7th February, 1963, the Bombay Customs authorities seized 185 wrist watches from a police constable.

'Seizure of Pakistani Currency'

578. Shri P. C. Borooh: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that Pakistani currency amounting to Rs. 1,50,000 had been seized by Land Customs officials on the border of Khasi Hills, Tripura and Goalpara and East Pakistan;

(b) if so, whether investigations have been conducted into the details

of this smuggling of foreign currency; and

(c) if so, with what result?

The Minister of Finance (Shri Morarji Desai): (a) It is a fact that during the period of 13 months from January 1962 to January 1963 Pakistani currency amounting to Rs. 1,43,143.00 was seized in the Indo-Pakistan border areas in Tripura and Assam.

(b) and (c). In some cases action has been completed and the currency confiscated, while in others investigations are still in progress.

Bhang, Charas and Ganja

579. Dr. L. M. Singhvi: Will the Minister of Finance be pleased to state:

(a) the total consumption of bhang, charas and ganja in the country State-wise; and

(b) the measures taken during the last five years and further steps pro-

posed now to gradually restrict and eventually to eliminate the use of such deleterious commodities?

The Minister of Finance (Shri Morarji Desai): (a) The quantity of ganja and bhang consumed during the year 1961 is furnished, State-wise, in the statement laid on the Table of the House. [Placed in Library, See No. LT-921/63]. As regards charas, its consumption is totally prohibited throughout India.

(b) At the All-India Narcotics Conference convened by the Government of India in the year 1959 a resolution was passed which recommended *inter alia*:

- (i) that in States where cultivation of ganja is still continued, the area of cultivation should be restricted to the minimum requirement of ganja; and
- (ii) that all States who have not hitherto done so, should take immediate steps to reduce the level of legal possession of ganja and bhang to 2 tolas and 20 tolas respectively.

Consumption of ganja for non-medical purposes has been prohibited in all the States/Union Territories except West Bengal, Bihar, Orissa and Madhya Pradesh. Consumption of bhang has likewise been prohibited in the States of Andhra Pradesh, Assam, Maharashtra, Gujarat, Jammu and Kashmir, Kerala, Madras, Mysore, Pondicherry and in the Union Territories of Himachal Pradesh, Manipur, Andaman and Nicobar Islands and Laccadive, Minicoy and Amindivi Islands. In the remaining States, the matter is under the consideration of the State Governments.

संसद् सदस्यों के लिये होटल

श्री सरजू पांडेय :

५८०. श्री महेश्वर नायक :

क्या निर्माण, आवास और पुनर्वास मंत्री

१५ नवम्बर, १९६२ के अतारांकित प्रश्न संख्या

४२६ के उत्तर के सम्बन्ध में यह बताने की

2891 (Ai) LSD—3.

कृपा करेंगे कि रफी मार्ग पर संसद्-सदस्यों के लिये होटल बनाने की जो योजना स्वीकृति की गई थी, उस में अब तक क्या प्रगति हुई है?

निर्माण, आवास तथा पुनर्वास मंत्री (श्री मेहरचन्द खन्ना) : ५४ इकहरे (पिंगल) और दुहरे कक्षों (सूटप) की मंजूरी पहले ही दी जा चुकी थी; उन के अलावा रफी मार्ग पर संसद् सदस्यों के लिये एक होटल की जिस में ६० कक्ष और होंगे, मंजूरी दे दी गई है। इस परियोजना की तकनीकी तक्षशील तैयार की जा रही हैं और आशा है कि निर्माण का कार्य कुछ महीनों में शुरू हो जायेगा। संसद् सदस्यों के लिये एक कलब की भी मंजूरी दे दी गई है। इस परियोजना का कुल लागत ५२.०६ लाख रुपये है।

Family Planning in Rajasthan

581. Shri Karni Singhji: Will the Minister of Health be pleased to state:

(a) the total number of persons benefited by the family planning programme in Rajasthan so far; and

(b) the number of family planning centres in the urban and rural areas in Rajasthan State and the number likely to be reached in respect of both by the end of the Third Five Year Plan?

The Minister of Health (Dr. Sushila Nayar) : (a) No definite estimate of the number of persons benefited is possible as the number of persons resorting to the open market for contraceptives is not known. The number of persons who resorted to the family planning centres is reported to be about 10 lakhs.

(b) The number of family planning service centres in the urban and rural areas in Rajasthan State are reported to be 57 and 140 respectively. The target numbers for urban and rural centres by the end of the Third

Five Year Plan are reported to be 232 rural, 55 urban. In addition the number of medical and health centres from where contraceptives are likely to be made available (other than regular family planning centres) are reported to be 40 urban and 140 rural.

Pochampad Project

582. Shri Kolla Venkaiah: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the Government of Andhra Pradesh have applied for the technical clearance of the Pochampad Project;

(b) if so, whether the clearance has been given by the Central Government;

(c) if not, the reasons therefor;

(d) the total area proposed to be irrigated by the project; and

(e) the cost of the project?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Yes.

(b) and (c). No, it is still under examination.

(d) and (e). The original Project submitted by the Government of Andhra Pradesh utilising 66 TMC ft. of Godavari waters was estimated to cost Rs. 15.25 crores, irrigating 3.6 lakh acres.

Chandrepure Thermal Station, Bihar

583. Shri P. K. Deo: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that American aid is being made available for financing the expansion of the Chandrepure Thermal Station in Bihar; and

(b) if so, what sort of financial assistance is being made available and on what terms?

The Minister of State in the Ministry of Irrigation and Power (Shri

Alagesan): (a) and (b). The Chandrapura Thermal extension has been posed for assistance from the U.S. Agency for International Development. It is proposed to secure a loan of Rs. 7.6 crores in foreign exchange for the import of plant and equipment required for the Chandrapura extension (140 MW). The Agreement for the loan has still to be finalised.

Rural Electrification in Delhi

584. Shri P. C. Boroah: Will the Minister of Irrigation and Power be pleased to state:

(a) the progress made so far in regard to the electrification of villages in the Union Territory of Delhi; and

(b) when the work of electrification of Delhi villages is likely to be completed?

The Minister of State in the Ministry of Irrigation and Power (Shri O. V. Alagesan): (a) Out of a total of 328 villages in the Union Territory of Delhi, 102 villages have been electrified. The work is in progress in 37 more villages.

(b) The Delhi Electric Supply Undertaking expect to complete the electrification of all the villages by the end of 1965-66.

Quarters for Central Government Employees

585. Shri Rishang Keishing: Will the Minister of Works, Housing and Rehabilitation be pleased to state:

(a) the total amount provided for in the Second and the Third Five Year Plans for construction of quarters for Central Government employees;

(b) the amount expended; and

(c) the target achieved?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) No separate allocation for the construction of residential accommodation in the general pool has been made in the Second and

Third Five Year Plans. The total amount allocated in the two plans for the construction of residential and office accommodation in the general pool is, however, Rs. 33.50 crores.

(b) and (c). The information is being collected and will be laid on the Table of the Sabha.

रूस में मसूरिका के टीके

५८६. श्री सिंहेश्वर प्रसाद : क्या स्वास्थ्य मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या यह सच है कि रूस में मसूरिका के लिए टीके का आविश्कार किया गया है;

(ख) यदि हाँ, तो क्या इस सम्बन्ध में रूसी सरकार से कोई जानकारी प्राप्त की गई है; और

(ग) क्या मसूरिका के टीके का यहाँ परीक्षण किया गया है, यदि हाँ, तो क्या परिणाम निकला?

स्वास्थ्य मंत्री (डॉ सुशीला नेहर) :

(क) इस विषय में सरकार के पास कोई प्रामाणिक सूचना नहीं है।

(ख) इस सम्बन्ध में आवश्यक पूछताछ की जा रही है।

(ग) विश्व स्वस्थ्य संगठन की सहायता से मौलाना आजाद मैडिकल कालेज, दिल्ली में अमीरिका में उत्पादित मसूरिका-उपचार वैश्वीन पर क्षेत्र परीक्षण किये जा रहे हैं।

T.B. Conference

587. Shri Koya: Will the Minister of Health be pleased to state:

(a) whether the annual T.B. Conference to be held at Lucknow has been cancelled;

(b) if so, the reasons therefor?

The Minister of Health (Dr. Sushila Nayar): (a) The Conference has been postponed.

(b) The Tuberculosis Association of India, who sponsored it, decided to postpone it due to NATIONAL EMERGENCY.

Property Left in Pakistan by D.Ps.

588. श्री इंद्रजित गुप्ता:
श्री र. स. पांडेय:

Will the Minister of Works, Housing and Rehabilitation be pleased to state:

(a) whether any progress has been made towards a settlement of the question of movable and immovable property left behind in Pakistan by displaced persons; and

(b) the estimated value of such property?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) Considerable progress has been made in the implementation of the Indo-Pakistan Movable Property Agreement of 1950. There is no agreement with the Government of Pakistan on immovable property.

(b) The value of Urban immovable properties excluding agricultural lands left by displaced persons in West Pakistan, is estimated at roughly Rs. 500 crores. No precise details of the value of movable property left by displaced persons in West Pakistan are available.

Water Supply in Cities

589. Shri S. B. Patil Will the Minister of Health be pleased to state:

(a) the *per capita* supply of water in Delhi, Madras, Bombay, Calcutta, Hyderabad, Ahmedabad and Bangalore;

(b) whether the Government of Mysore have approached the Central Government for financial assistance to take up the Cauvery scheme; and

(c) if so, the action in the matter?

The Minister of Health (Dr. Sushila Nayar): (a) The *per capita* supply water in Delhi during 1962-63 was 45 gallons. Information regarding the *per capita* supply of water in other

cities is being collected and will be placed on the Table of the Sabha, when received.

(b) and (c). The Government of Mysore have approached for financial assistance from the Central Government for augmenting water supply of Bangalore Corporation by bringing water from Cauvery river. Their request is under consideration.

Survey of Chenab Basin

590. { Shri Abdul Ghani Goni:
Shri D. C. Sharma:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the survey of Chenab Basin by the Central Water and Power Commission has been completed;

(b) if so, what is the estimated cost; and

(c) when the work is likely to be started?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Reconnaissance Surveys by the Central Water and Power Commission have been completed. Detailed surveys are being taken up by the Commission.

(b) and (c) These will be known only after detailed investigations have been carried out.

Salal Hydro Electric Project in Jammu and Kashmir

591. { Shri Abdul Ghani Goni:
Shri D. C. Sharma:
Shri P. R. Chakraverti:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether survey on Salal Hydro Electric Project in Jammu and Kashmir State is completed;

(b) when the work is expected to be started;

(c) the total amount expected to be spent; and

(d) power potential of the said project?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) No.

(b) to (d). These details will be known only after the surveys have been completed.

Malaria Eradication in West Bengal

592. **Shri Ravindra Varma:** Will the Minister of Health be pleased to state:

(a) whether it is a fact that 24 jeeps gifted by the UNICEF for use in the National Malaria Eradication Programme and work in West Bengal are still lying unused in the Central Medical Stores godowns; and

(b) if so, the reasons for the delay in distributing these vehicles for use?

The Minister of Health (Dr. Sushila Nayar): (a) No.

(b) Does not arise.

Bronchitis

593. **Dr. L. M. Singhvi:** Will the Minister of Health be pleased to state:

(a) whether in the present state of medical science it is possible to indicate the causes of chronic bronchitis; and

(b) whether bronchitis is linked with smoking according to medical experts?

The Minister of Health (Dr. Sushila Nayar): (a) There are many causes of chronic bronchitis, such as bacterial infections, air-pollution, and as a complication of some respiratory diseases.

(b) According to the information now available, there is reason to believe that excessive smoking may be a contributory factor in the development of chronic bronchitis.

Water Supply to Madras City

594. Shri Nambiar: Will the Minister of Irrigation and Power be pleased to state:

(a) whether a conference between him and Madras State Ministers took place in Madras on the 14th February, 1963;

(b) if so, nature of the decisions taken as a result of that conference;

(c) whether the subject of the supply of drinking water to Madras city was considered; and

(d) if so, what are the short-term and long-term measures contemplated?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Yes.

(b) and (c). The question of meeting the requirements of drinking water of Madras was discussed.

(d) The details have yet to be worked out.

Sharing of Krishna Waters by Madras and Andhra Pradesh

**595. { Shri Nambiar:
 \ Shri Umanath:**

Will the Minister of Irrigation and Power be pleased to state:

(a) whether Conference of State Ministers of Madras and Andhra Pradesh is to be held soon about the sharing of the waters of Krishna;

(b) if so, the details thereof; and

(c) whether this subject was discussed when he met the Madras State Ministers in Conference in Madras on 14th February, 1963?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) We are not aware of any such proposal.

(b) Does not arise.

(c) The discussions with the Madras Ministers on 14th February,

1963 related to meeting the drinking water requirements of Madras City from Krishna flows.

Rural Housing Programme

**596. { Shri P. Kunhan:
 \ Shri Dharmalingam:
 \ Shri Umanath:**

Will the Minister of Works, Housing and Rehabilitation be pleased to state:

(a) the progress made in implementing the rural housing programme during the first two years of the Third Plan;

(b) the total amount allotted for the programme during this period; and

(c) how much of it has been spent?

The Minister of Works, Housing and Rehabilitation (Shri Mehr Chand Khanna): (a) to (c). A statement showing the progress under the Scheme, and also the amount of Central assistance allocated to and drawn by each State and Union Territory during 1961-62 and 1962-63 under the Village Housing Projects Scheme, is laid on the Table of the House. [Placed in Library, See No. LT-922/63].

Utilisation of Irrigation Potential

597. Shri Malaichami: Will the Minister of Irrigation and Power be pleased to state:

(a) the State-wise improvement in the utilisation of irrigation potential acre-wise after the enactment of legislations; and

(b) the States which are yet to take legislative measures?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) and (b). Necessary information is being collected and will be placed on the Table of the House.

T.B. Clinics in Madras State

598. Shri Malaichami: Will the Minister of Health be pleased to state:

(a) the number of T.B. Clinics to be established in Madras State during the Third Plan Period; and

(b) the number of such T.B. Clinics in that State at present?

The Minister of Health (Dr. Sushila Nayar): (a) 10.

(b) 30.

सेंट्रल इन्स्टीट्यूट आफ फार्मेसी

५६६. श्री बृज विहारी मेहरोत्रा : या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) सेंट्रल इन्स्टीट्यूट आफ फार्मेसी की स्थापना में क्या गति हुई है; और

(ख) फार्मेसी से सम्बन्धित डाकु-मेन्टरी फिल्म कब तक तैयार हो जायेगी ?

स्वास्थ्य मंत्री (डा० सुशीला नेयर) : (क) इस संस्था को अपना वार्षिक यदि आवश्यक आ तो १९६३-६४ में अंशतः छापर वाले स्थान में प्रारम्भ करने के लिये नये वित्तीय वर्ष में एक बोकन बजट व्यवस्था की सिफारिश की गई है। बाद में अधिक धन की व्यवस्था करदी जायेगी।

(ख) सामग्री तैयार है विन्नु संकटकालीन स्थिति के कारण सूचना ए प्रसारण मंत्रालय नये वित्तीय वर्ष में सिर्फ इस से सम्बन्धित विषय ही लेगा। स प्रश्न पर १९६४-६५ में पुनः विचार किया जायेगा।

Mr. Speaker: Calling Attention Notice: the statement will be made at 1 o'clock. Papers to be laid on the Table.

12 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATION UNDER BENGAL FINANCE (SALES TAX) ACT, 1941 AS IN FORCE IN DELHI, ETC.

The Deputy Minister in the Ministry of Finance (Shri B. R. Bhagat): I beg to lay on the Table a copy each of the following Notifications:—

(i) Notification No. F. 4(33)/62-Fin-(E) published in Delhi

Gazette dated the 14th February, 1963 making certain amendment to the Delhi Sales Tax Rules, 1951, under sub-section (4) of section 26 of the Bengal Finance (Sales Tax) Act, 1941 as in force in the Union Territory of Delhi. [Placed in Library, see No. LT-916/63].

(ii) The Central Excise (Fourth Amendment) Rules, 1963 published in Notification No. G.S.R. 311 dated the 23rd February, 1963, under section 38 of the Central Excises and Salt Act, 1944. [Placed in Library, see No. LT-917/63].

CORRIGENDUM TO THE REPORT ON THE THIRD GENERAL ELECTION TO THE ORISSA LEGISLATIVE ASSEMBLY, 1961

The Deputy Minister in the Ministry of Law (Shri Bibudhendra Mishra): I beg to lay on the Table a copy of Corrigendum to the Report on the Third General Election to the Orissa Legislative Assembly, 1961, laid on the Table of the House on the 24th January, 1963. [Placed in Library, see No. LT-918/63].

12.01½ hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

FOURTEENTH REPORT

Shri Krishnamoorthy Rao (Shimoga): I beg to present the Fourteenth Report of the Committee on Private Members' Bills and Resolutions.

12.02 hrs.

ESTIMATES COMMITTEE

TWENTY-FOURTH AND TWENTY-FIFTH
REPORTS

Shri Dasappa (Bangalore): I beg to present the following Reports of Estimates Committee:—

- (i) Twenty-fourth Report relating to action taken by Government on the recommendations contained in the Fourteenth Report of the Estimates Committee (Second Lok Sabha) on the erstwhile Ministry of Education and Scientific Research—Special Education.
- (ii) Twenty-fifth Report relating to action taken by Government on the recommendations contained in the Forty-ninth Report of the Estimates Committee (Second Lok Sabha) on the Ministry of Finance—Organisation of the Department of Revenue—Central Board of Revenue.

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*DEMANDS FOR GRANTS—RAILWAYS—Contd.

DEMAND No. 1 Contd.

Mr. Speaker: We take up further discussion on Demands for Grants. Out of seven hours, 2 hours and 15 minutes have been consumed. Four hours and 15 minutes remain. Any hon. Member wishing to speak? **Shri P. R. Patel.**

Shri P. R. Patel (Patan): Mr. Speaker, Sir, I thank you for the opportunity . . .

Shri Hari Vishnu Kamath (Hoshangabad): Will the statement of the hon. Home Minister be made definitely at 1 o'clock and not earlier? Once it happened that such a statement came 10 minutes earlier.

Mr. Speaker: He announced that he will make it at 1 o'clock. It might be 5 or 10 minutes later.

Shri Hari Vishnu Kamath: Not earlier.

Shri P. R. Patel: I think you for the opportunity given to me to congratulate the Railway Minister on the progress done. I will take this opportunity to bring to his notice certain points and I hope they will be considered.

First of all, I will refer to Gandhi-gram. This station was known as Ellis Bridge before. That station along with Sharkej and Sabarmati—the whole railway line is being shifted from that place to some place outside the limits of Ahmedabad corporation. I would like to know why the shifting is done, whether it is in the interests of the passengers, whether the passengers using the line have requested the Government to shift the line or is it to oblige certain interested persons of Ahmedabad? I know that it is at the instance of the Ahmedabad Corporation. I would like to know whether the Ahmedabad Corporation is the only user of this line? I would like to know whether any representative of the Ahmedabad constituency in the Lok Sabha is against the shifting of this line? I would like to know whether Government received any representations from the citizens of Ahmedabad? I would also like to know from Government whether they received protests from the villagers using this line?

It is a fact, as I am informed, that some people are owning some lands where the new stations are to be put up, and the shifting of the railway line from the old site to the new site would benefit those persons who are owning the lands there, because the value will be increased.

*Moved with the recommendation of the President.

[Shri P. R. Patel]

It is a bad bargain also on the part of the Railway Administration. And the bargain is this. The Municipal Corporation is required to give Rs. 65 lakhs as charges for the removal of the station and the rails from this site to the other site. Also, the Municipal Corporation has to bear the acquisition charges for the new site. That means that the corporation will acquire the new sites, and the price of the land would not be more than Rs. 2 a square yard, while those present sites will give the corporation a value of not less than Rs. 50 a square yard. In that case, the corporation will earn from this transaction about Rs. 3 crores by selling this land for house-building. I do not know why Government wanted to do this?

I know that it is at the instance of the Gujarat Government, and the Gujarat Government has moved for this at the instance of the corporation, and the corporation has moved for this at the instance of some interested persons owning the lands there. Is it the way of obliging? What an inconvenience it will cause to the passengers! For those people coming from Dholka, Bavla and Sharkhej to Ahmedabad, this is the most convenient railway line. If the line is shifted some four miles away from the present site, what will be the cost to the passengers coming from those places? They shall have to pay at least Rs. 4 to a taxi-driver to come over to the city. Is that in the interests of the passengers?

I would submit that Government and the Railway Administration are not well informed or I must say that they are misguided. I would request the Railway Administration to give a thought to this, investigate the matter, seek the opinions of the passengers using the line and also seek the opinion of the people living in Ahmedabad city proper and then take a final decision. I think that the Municipal Corporation has not paid any instalments of the sum of Rs. 65 lakhs, and in that case the Rail-

way Administration can reconsider the matter.

I would humbly request that the hon. Minister may look into the matter and see that the people's agitation is not invited. I would also request him to call a meeting of the Gujarat M.P.s and get their opinion. I would also request him to seek the opinion of the hon. Member representing that constituency. Then whatever proper may be done.

My second point is this. I suggested last year that we are having the Udaipur-Himmatnagar link. That will enable the people of Udaipur and those living on that side to travel by this line for going to Rajasthan and other places beyond Ajmer and also up to Abu. In that case, there will be a heavy burden on passenger trains between Ahmedabad and Ajmer. We cannot have a double line upto Ajmer. From Kalol to Mehsana we are going to have a double line. To put a double line from Mehsana to Abu or Ajmer would be too costly. So I am suggesting that we can have a double line without more expenditure. We have Benildi on the Kaidla-Palanpur link. Bihildi is connected with the rest of Rajasthan. We can connect Bihildi either with Patna or with Harij or with Bechorji. That will be a track of about 15-20 miles. This will give us a double line from Ahmedabad to Rajasthan and beyond. So this may be considered.

Furthermore, I would suggest. The distance between Himmatnagar and Vijapur is about 12 miles. If we connect those, the burden on Prantaj-Ahmedabad and Ahmedabad-Abu will be less.

Here I would refer to the 21st Report of the Public Accounts Committee (1959-60) which has this passage:

"At the time of the merger of the Baroda State, the ex-State Government made over to the Central Government a sum of Rs. 112.7 lakhs in the form of a

reserve fund to be utilised *inter alia* for capital improvements, extensions and developments exclusively of the Baroda Railway system".

This part comes in Baroda territory. We can spend this amount in connecting Himmatnagar with Vijapur and also Bhildi with any of the stations I suggested. This amount was given in 1949, and today if we take the interest accrued thereon, I think it would amount in all to more than Rs. 2 crores. So this amount may be utilised for the new tracks I have suggested.

This will be in the interest of Kandla port also. Kandla is our major port. It is a promising port. We see that day by day it is developing. However, there is one difficulty in the way of its development. That is that it is connected only by a metre gauge line with Palanpur. The capacity of that line, according to an article in the *Times of India* is 120 wagons a day from Kandla. It would carry 6,48,000 tons of import traffic annually. Actually the port has to handle 10 to 11 lakh tons annually. Further, local products also have to be sent from Kandla and other places on this line. So, the present line cannot bear the burden. For that we thought it would be proper to connect Kandla with Jund by a broad gauge line. That was proposed two years back, but I find that only Rs. 1 lakh is provided for it in this Budget. How are you going to develop this line? If you do not commence the work, how are you going to finish that line before the end of the Third Plan?

Imports are increasing at Kandla, and for the development of Kandla, it is absolutely necessary that this broad gauge line should be completed as early as possible. I would suggest that the work may be taken up immediately and finished before the end of the Third Plan if possible.

In the end, I have a suggestion to make. The Railway Minister may be

pleased to ask the General Manager and other regional officers to contact the M.P.s. when they go on tour. Our Ministers are pleased to send their programmes of tour, and we meet them, but these officers never send their tour programmes. I have got certain points, as everybody has got, to be presented to them and to be solved. I hope instructions will be issued.

Dr. P. S. Deshmukh (Amravati): It is a long time since I said anything with regard to the railway administration in the country. Unfortunately I have merely to reiterate what I had said about ten or twelve years ago, because those things have not been done.

It is highly gratifying that almost everybody in the House has appreciated the work of the Ministry, and there is nothing but praise showered on them. I would also like to add a word of my own appreciation for what the Ministry has done.

So far as my points are concerned, they refer to my area mostly. I have long been asking for the widening of the bridge at Bandnera, six miles from Amravati. It is very steep and very narrow. It is so steep that I think every year about 100 bullocks slip and their legs are broken, and once they suffer this injury, they simply die, there is no remedy whatsoever.

This is also an area where cotton is grown on a big scale and Amravati is the biggest marketing centre of cotton in the whole of India, if not in the whole of the world. There are hundreds of carts coming very morning and going back in the evening, and very often, because of the steepness and the narrowness of the bridge, traffic is held up, causing inconvenience to a large number of people. So I hope this matter will be taken up and the width of the bridge will be increased and its steepness reduced. The other point is connecting Amravati to Narkher, a scheme which was approved many

[Dr. P. S. Deshmukh]

years ago and even the work was about to start. Probably the second world war of something came in the way and this was not undertaken. I think this is included in the Third Plan but there is no sign of any work starting. During the last few years we have been getting electricity in this area and as a result of which many orange gardens are coming up. A railway line is needed to transport these fruits. Recently the drivers of trucks in M.P. struck work for a fairly long time and the orange growers suffered a heavy loss as the trucks were the only means of transport. Even otherwise, the railway would largely contribute to the development of the area. The track through which this line will go will not only help the orange growers but others also in this area. We require more fruits and vegetables and there will be larger cultivation of these things. The Maharashtra Government, I think, had very strongly supported the demand of the people and I hope the work on it will be undertaken without delay.

My hon. friend Dr. Aney already referred to the restarting of the narrow gauge line between Darwha and Pusa. I am happy about the Khandwa-Hingoli metre gauge line. It shows that this area was in need of these railway connections. What circumstance led to the metre-gauge line in this area also apply to restore the line between Darwha and Pusad. In fact I think Shri Lal Bahadur Shastri, the then Railway Minister had given a categorical assurance that all these dismantled lines would be put back. We were happy that Government started work on linking Umrer and Butibori. Dr. Aney was particularly pleased because I think his constituency will also benefit from it. He had forgotten to thank the Ministry for having started this work and he asked me to do so.

It is also the demand of our people to bring Amravati on the main line. At one time I had certain discussions

with certain railway officials and I thought it was about to materialise. Then there were some mistakes in calculation. They had tried to divert it from a longer distance than was necessary. I thought that the recalculation would remove any difficulties and the long-felt need of the people of Amravati would be fulfilled. If this proposal is undertaken, it will have many beneficial results because the station will also be removed from the interior of Amravati town where there is a lot of congestion and so on. Connecting Amravati with Narkher will also be easier.

I would like to make one more suggestion, and that is, about level crossings, and the time that is taken for the traffic to be allowed to pass between the closing and the opening of the gates. I have seen in not very advanced countries like Viet Nam and Thailand and so on that almost instantaneously, as soon as the last carriage passes, the gates are opened in many places automatically. I do not know why in India we have to wait so long at the level crossings especially in the out of the way places where the woes of the farmers are really very great. Very often during the nights, the porters close the gates, go to sleep and the people have to wait for a long time. I hope the administration will be able to do something in this matter and bring India on the same modern lines as other countries have accomplished, so that we need not be styled as antiquated and old and backward. I have nothing more to add.

Shri Krishnapal Singh (Jalesar): I had a motion—cut motion No. 39—in my name but I would like to speak on this motion, and just say a few words, in railway trains. That is a point which has been touched by several Members, but there is still room for mentioning a few things in this connection. I come from a town, Mathura, where last year there was a very

serious accident resulting in the loss of 20 lives on one bridge. There was a mela and passengers were travelling on the roofs of all carriages. The driver and the guard stopped the train for a short time before the train approached the bridge, but all the passengers did not leave, or probably they got on the roofs again. The train moved, and 20 passengers were killed. Now, I am prepared to say that it is the fault of the passengers. It was not so much the fault of the railway administration, but there is one point which has got to be remembered, and that is, when passengers travel on the roofs of railway carriages or on the foot-boards, the railway trains should not be allowed to move. On the ground of respect for human lives the railway staff should stop the train and take action. I suppose it is an offence to travel that way, and people should be removed from the roofs and foot-boards. If necessary, help should be sought from the police. The time when these things happen is when there is a fair or a mela or some kind of festival. The railway authorities can very well know as to when there will be a rush and they can run special trains for the purpose. If they cannot do that, they can requisition the help of additional police to check this kind of thing. It is very unfortunate that so many accidents take place because the railways think that they are not able to prevent people from travelling on roofs of carriages or on foot-boards or sitting on the door-way and then falling out. That is one point which I would like to make.

The other point that I would like to make in this connection is that it would be better if some kind of survey is undertaken as regards the areas where there is too much traffic or the periods when there is congestion. If such a survey is undertaken, the railway authorities will be in a position to know as to where and when additional accommodation is required. If special trains cannot be run, it may be possible to put some third class

carriages in goods trains or put additional carriages in ordinary passenger trains. But the whole point is that something should be done to relieve this congestion which leads to accidents which is bad.

The other thing I would like to refer to is special trains for pilgrims. I understand for some reason or other, they have been discontinued. That was a very good thing because pilgrims could travel cheaply and very comfortably. For some reason or other, I understand that they have cancelled these trains. It is causing a lot of inconvenience and congestion in other trains. Therefore, I suggest that these trains should be continued again.

Closely associated with this is the question of sanitation. Due to over-crowding and due, I am prepared to concede, to the rather unsanitary habit of the people who travel, the carriages, particularly, the third-class carriages are not kept very clean. A lot of *moongphli* shells, peels of fruits and other things are found lying on the floor inside the compartments. Something should be done to prevent this. I suggest that we should have a receptacle for this kind of rubbish in most of the carriages. I refer specially to the *Janata* trains which have got corridor carriages where the vendors travel from one end to the other and people go on purchasing *moongphli* and other things, eating them and other things, eating them and throwing the shells, peels, etc. on the floor. They should have a receptacle and the railway staff should advise the passengers to make use of the receptacle. I think this would definitely help us.

That also leads me to another point about travelling manners—pushing loud speaking, sitting on the seat with shoes on, etc.

Mr. Speaker: Can we check loud speaking here inside the Parliament?

Shri Krishnapal Singh: Here, of course, it is a qualification. But in the

[Shri Krishnapal Singh]

trains when a number of people are travelling together and talking loudly specially in the dining cars....

The Minister of Railways (Shri Swaran Singh): Here we have provided loud-speakers.

Shri Krishnapal Singh: I think it would be a good thing if the railway staff politely ask the passengers not to speak very loudly.

Shri Kashi Ram Gupta (Alwar): How can you do that when there is overcrowding?

Shri Krishnapal Singh: I think one of the reasons for loud speaking is overcrowding. They shout and push one another..

Shri Narendra Singh Mahida (Anand): You will have to conduct schools for passengers.

Mr. Speaker: When there is so much overcrowding, how will they be able to reach that *moongphli chilka* receptacle?

Shri Krishnapal Singh: That is why I say they will have to relieve this congestion first and then come to these details.

While speaking about sanitation, I would like to mention that some attention should be paid to the area near the railway station. Mathura is a very important town so far as pilgrimage is concerned. There is an open drain running along the road. Probably this is happening in other places also. When people get down at Mathura, the first impression they get about Mathura is a very unpleasant odour from the drain. It runs for about two furlongs. Railways are such a prosperous organisation that it can certainly afford to cover the drain or have an underground pipe which will carry the dirty water. I think that kind of thing would certainly add to the comfort of passengers who get down at the railway stations.

These are, Sir, two or three things which I wanted to mention. I would like, again, to emphasise that unless a survey has already been done it should be carried out now to see in what season in particular areas the volume of traffic increases and in what places there is congestion. Then the Railway authorities should make whatever arrangements are possible. I do not say that they can always succeed in providing as much accommodation as is required; but the best should be done, and if they are not successful in doing it, they must at least prevent people from sitting on the roofs of carriages or travelling on foot-boards. That certainly can be prevented. The trains should not be allowed to move if people are sitting on the roofs of carriages or are travelling on foot-boards. I hope the Railway Ministry will give some attention to this matter.

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): Sir, with your permission, I would like to speak very briefly on one or two points which I thought needed some clarification. A number of hon. friends, particularly the hon. Member, Shri Trivedi, spoke about the Railway Protection Force. He was of the opinion that this force was a useless force and it had done no useful work. As the hon. House is aware, this force was reorganised from the previous watch and ward to the Railway Protection Force in 1957. Today the strength of this force is 52,000 and it includes about 8,500 persons who are in, what is known as, the Armed Wing. They are armed with rifles and muskets. The annual pay bill on account of the Railway Protection Force is Rs. 5.84 crores.

I would like to place before the House some of the achievements of this force. In the year 1954, the number of running train thefts was 3,216. In 1962, the number has been brought down to 1,141 in spite of the traffic having doubled or trebled. Similarly, the number of yard thefts has been brought down from 1615 to 652, and

goods shed thefts from 802 to 483. In all, Sir, thefts on all these accounts—running train thefts, yard thefts and goods-shed thefts—have been brought down from a total of 5,633 to 2,276. That, I would like to submit, is a very great achievement. The best index would be the success or failure of the Railway Protection Force to bring down the amount of claims. The amount of claims paid by the Railways in 1950-51 was Rs. 3,11,73,000 and odd. In 1960-61 the amount paid was Rs. 3,34,77,000 and odd. It has been kept more or less at a stationary level during the last 10 or 11 years when the traffic has increased three or four times. If we look into the index of the claims for compensation, if we take 1950-51 as the base year and the figure for that year as 100, the figure for 1961-62 is 55.7, keeping in view the quantum of traffic carried, increase in prices etc. So, what the RPF has done is to bring down the claims by more than 40 per cent.

Then, my hon. friend has stated that we were not taking any action against RPF staff who were implicated or who were colluding in cases of theft. The RPF has been doing very good work in dealing with criminals. In the year 1962 they had to open fire on gangs of notorious criminals on 34 occasions and they succeeded in killing 17 of the worst type of criminals who used to come in big gangs to raid railway stations, sometimes armed with deadly weapons. We have been wiping out these gangs of criminals progressively, who habitually come and raid our trains.

Shri Narendra Singh Mahida: Were any railway employees connected with any of these gangs?

Shri Shaidnawaz Khan: I will come to that shortly. The RPF have been doing very good work. They have been patrolling the yards and tracks and generally bringing down the crimes on railways. I had the pleasure of seeing them at work myself during the days when the emergency was at its height in the front areas

in Tezpur, NEFA and Naga Hills, standing shoulder to shoulder with their brethren of the defence forces. They are still doing very good work.

Shri Mahida wanted to know whether they were connected with any of the gangs of criminals. We must remember that it is a big force, and there are good men and bad men everywhere. I do not deny that there have been cases where there has been collusion between RPF and the criminal gangs. Whenever any case has come to our notice where there is any suspicion of collusion, we have taken the strongest action. In the year 1961 as many as 53 RPF staff were removed or dismissed from service. In the year 1962 we removed as many as 48 people from service on suspicion or because they were implicated in these cases.

The House would be glad to know that the strength of the RPF has been increased by six more battalions of what is known as Special Emergency Force, for which we are selecting all available officers from the retired army officers and some selected police officers. I hope we will be able to organise this force, train it and equip it so that it will be one of the crack forces of this country and, if need be, it can stand shoulder to shoulder with the defence forces and give a good account of itself.

My hon. friend, Shri Priya Gupta, who unfortunately is not present in the House now, complained that we are making indiscriminate use of rule 149. He feels that the railways are utilising this to curb trade union activities and to victimise good and honest trade union workers. I would like to dispel that doubt, because nothing could be farther from the truth. One of the cases in which rule 149 is used is when there is assault on supervisory staff. Since Shri Priya Gupta was a railway employee, he knows very well that when the railway employees get excited they start

[**Shri Shahnawaz Khan]**

walking into the office of the works manager, sometimes threaten the officers and physically assault the supervisory staff. This sort of thing should not be allowed and we have to maintain a certain amount of discipline. It is only with that object of improving discipline and preventing such instances of assault on supervisory staff that in some cases this rule is being used. Then, in serious cases involving moral turpitude like assault on women and rape where we want the punishment to be quick and exemplary, we use this rule. Shri Priya Gupta saw nothing but all round corruption in the railways. It is only with a view to curb the corruption on railways that we make use of this rule. Then, the House is always very much exercised over accidents. Where accidents are due to failure of railway staff like negligence of duty where the safety of the travelling public is involved, we make use of this rule. In spite of all that, the number of cases in which railway employees have been punished under this rule is very small.

Then, a number of hon. Members have stated that there were accidents on the railways because railway employees were working for hundreds of hours at a stretch without being relieved. They all quoted the speech of one well-known trade union worker, Miss Maniben Kara, who quoted instances where station masters had been working at several stations for hundreds of hours without being relieved and stated that it was as a result of these long hours of over-work that many of these accidents take place. We analysed the number of accidents which had taken place during the last three years. Out of 6,000 accidents there were only two which could be attributed to long hours of work; others were for reasons other than that.

Shri Hanumanthalya (Bangalore City): Is it true that they were asked

to do hundreds of hours of continuous work?

Shri Shahnawaz Khan: The section which was quoted is a branch line section where during the whole course of 24 hours two passenger trains and two goods trains pass through that station. Having passed one train he can go to sleep, have a pretty good rest and come back again when the next train comes. It is not continuous duty; it is very, very light duty.

Shri Kashi Ram Gupta: What about the duty of the driver?

Shri Shahnawaz Khan: About the driver, the House is aware that after working for ten hours continuously a driver can give notice that he wants relief and after working for twelve hours he can ask to be relieved.

Shri S. M. Banerjee (Kanpur): But does he get it?

Shri Shahnawaz Khan: Yes, when he asks for it.

Shri Daji (Indore): No. Shrimati Maniben Kara has pointed out the case of a driver who had 50 hours continuous duty. Is that factual or correct or not?

Shri Shahnawaz Khan: She talked about station masters only.

Shri S. M. Banerjee: She also said about drivers.

Shri Shahnawaz Khan: A number of my hon. friends talked about the Railway administration not recognising certain unions and the permanent negotiating machinery (PNM) having proved a failure. I would like to submit that we have been having regular PNM meetings. I have been taking particular interest in them. Those meetings by and large have been successful not only at the Railway Board level but also at the General Manager's level and at the divisional level. But both sides at the

lower levels have to learn. In some cases our officers who are dealing at the lower levels did not have the requisite experience. On the other hand, the representatives of the trade unions who came to negotiate, they too did not show very much patience. They wanted to throw their weight about and say, "Now that we are on equal terms, we will talk like this." There is room for showing more courtesy. Negotiations are done very much better and they produce much better results if these are conducted in an atmosphere of cordiality and co-operation. We have tried to seek the co-operation of workers in workshops and whenever they have made any useful suggestions not only have we gratefully accepted those suggestions, but we have also been giving awards to people who have made useful suggestions in different workshops.

A number of hon. Members had criticized the Railway Administration for imposing this increase in freight charges. The freights and fares on the Indian Railways are the lowest of all the railways in the world. It will be interesting, if I may be allowed to give the actual figures, that the rate per ton kilometre on our Railways is 3.04 nP whereas in Burma it is 8.11 and in Ceylon it is 13.52.

Shri Kashi Ram Gupta: You should also compare the capacity to pay.

Shri Shahnawaz Khan: It is the rate of comparable countries that I am quoting. I am not quoting the rates of America. I am quoting the rates of our neighbouring countries, like, Burma, Ceylon, Pakistan etc. Ours are the lowest rates in the world.

Then, one last word about departmental catering. A number of my hon. friends have spoken about departmental catering. Out of some 6,000 and odd railway stations, we have introduced departmental catering only at 97 stations. It is not as if we have ousted all the contractors

from all the stations. There are contractors working at 2500 stations on the Indian Railways. The House would be glad to learn that during the last few years the sales of departmental catering have increased from Rs. 1.7 and odd crores to Rs. 3 crores. The loss which many hon. Members said ran into lakhs of rupees during this year under review is only Rs. 11,000/-.

Shri Hanumanthaiya: You should give the correct figures ever since departmental catering at these 97 stations began, that is, for these five or six years.

Mr. Speaker: Only one hon. Member can be on his legs at a time. The hon. Minister is not giving way.

Shri Shahnawaz Khan: My hon. friend knows that the standard meal that is served in the restaurants, in the dining car and in the refreshment rooms where you have approximately 16 ounces of rice, two vege-

Shri Hanumanthaiya: If the hon. Minister gives ground for a moment, I will be able to . . .

Shri Shahnawaz Khan: I know what he wants to say. We give wholesome food. . . .

Shri Daji: Sub-standard meals.

Shri Shahnawaz Khan: . . . for twelve annas, served in a nice thali. . . . (Interruption).

Mr. Speaker: Order, order. He has begun with the thali; let him come to the contents as well.

Shri Shahnawaz Khan: I have myself . . . (Interruption).

Mr. Speaker: Order, order. Hon. Members are not satisfied with the thali alone. They want something more.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): It is stainless steel thali.

Shri Shahnawaz Khan: I have, without giving any prior intimation, personally visited refreshment rooms where I found hundreds of people having their meals. I have gone and asked them, "How do you like the food?" and they said, "Yes; we like it; it is good enough".... (Interruption).

An Hon. Member: Ask one of your colleagues, the hon. Deputy Minister. (Interruption).

Mr. Speaker: The hon. Minister is not yielding.... (Interruption):

श्री शहनावज़ खान (बासी) में माननीय मंत्री जो से एक सवाल पूछना चाहता हूँ....

Mr. Speaker: Order, order. He will kindly resume his seat. Hon. Members know that if one hon. Member is speaking and there is an interruption, only if he yields the interruption can be made. If he does not, I have no power. I cannot order him to sit down and listen to it.

Shri Daji: He is serving atrocious food during the lunch time. How can we digest it? We cannot digest it.

Mr. Speaker: He must have patience. Probably, he might come out with something better.

Shri Hari Vishnu Kamath: For dinner.

Shri Shahnawaz Khan: The House is probably aware that there has been some sort of lobbying, some sort of people going round and trying to canvass in favour of the private contractors.

Some Hon. Members: No, no.

Shri Bhagwat Jha Azad (Bhagalpur): Sir, I rise on a point of order. Can the hon. Deputy Minister cast an aspersion on us Members that we have been canvassed by private contractors and have therefore spoken in that way? He should rather take it back.

Mr. Speaker: I have understood the point of order; but there is none, I suppose. The difficulty is that he has not yet said that hon. Members have been going round.... (Interruption).

Shri Bhagwat Jha Azad: He has spoken of the hon. Members of this House.

Mr. Speaker: He has not used that word. He has said that there has been certain amount of lobbying. Lobbying is so general a term that it is not confined only to the Parliament Lobby.... (Interruption). Order, order. I have been listening to him carefully. He has not said that hon. Members have been going round.

Shri Hem Barua (Gauhati): But we do not have many other lobbies.... (Interruption).

Mr. Speaker: Order, order.

Shri Shahnawaz Khan: I had in mind certain articles that had been appearing in the press, what people had been writing in the papers and all that. I meant that. I am only trying to explain our difficulties.... (Interruption).

13 hrs.

Mr. Speaker: Order, order, now.

Shri Shahnawaz Khan: The House is aware that we have allowed everybody including persons travelling in the third class to go into the dining cars and restaurant cars and have their meals. They come there in large numbers. (Interruption).

Mr. Speaker: There is so much talking on all sides.

Shri Vidya Charan Shuqla (Maha-samund): I will take one minute.

Mr. Speaker: He does not yield. How can I allow him? If hon. Members do not attend, how can they relish the food that is presented in the thali? They ought to be just attentive. They must listen.

Shri Shahnawaz Khan: Yesterday, one hon. Member said that he had asked for tea and it had not been served. Tea, if it is asked in trays, is served in trays. If somebody wants to have one cup served to him, there is the tea stall. One has to go to the tea stall and get tea from the tea stall. Tea from the stall is not served in trays.

In spite of all this, we have had complaints. We have analysed them. The average comes to 1 complaint for 12,000 meals that are served. Even one complaint, we take it, is bad enough. It is our constant endeavour to go on improving departmental catering. I would like to reiterate that we have no intention to give up departmental catering. We will bring it to the standard and see that people are satisfied. (*Interruption*).

Mr. Speaker: Order, order.

Shri Shahnawaz Khan: There is a catering school at Andheri. We are sending our people for getting training in cookery and service in this Andheri school so that we can give better service.

13.02 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE.

TALKS WITH THE KING OF NEPAL

Mr. Speaker: Shri Kamath may put his Calling Attention notice.

Shri S. M. Banerjee (Kanpur): My name is there.

Mr. Speaker: Yes. Shri Banerjee.

Shri Hari Vishnu Kamath (Hoshangabad): That is what I thought.

Shri S. M. Banerjee: I call the attention of the Minister of Home Affairs to the following matter of urgent public importance and I request that he may make a statement thereon:—

The talks held by him with the King of Nepal.

The Minister of Home Affairs (Shri Lal Bahadur Shastri): I went to Kathmandu on the 2nd of this month on an invitation from the Nepali Government and returned here yesterday after a stay of four days in Nepal.

I should like to express my deep sense of thankfulness to His Majesty the King of Nepal and His Majesty's Government for their kind invitation. I shall long cherish this visit as it was most pleasant and rewarding. I am also deeply grateful for the heart-warming reception and generous hospitality extended to me, and to those accompanying me, by the Government and people of Nepal.

During my visit I had the benefit of meeting and having long and informal talks with His Majesty on several subjects of mutual interest. I also had several discussions with the Vice-Chairman of the Council of Ministers, the Hon'ble Dr. Giri. There were separate talks with the Hon'ble Home Minister of Nepal, Shri Vishwabandhu Thapa and I had the opportunity of meeting other Ministers of His Majesty's Government as well. While there was no specific agenda for these talks we discussed a variety of subjects. I should like to say that all these talks were very helpful and productive.

During my talks with His Majesty and His Majesty's Ministers, I apprised them of the situation prevailing in our region as it concerns India, and also of our assessment of the general world situation. I shared with them our anxieties resulting from this situation and conveyed to them our Government's desire for peace and friendship with all. I am inclined to think that our position is well understood by the Nepalese Government and it is recognised by all responsible people in Nepal, as indeed in India, that we have a stake in each other's well-being, prosperity and

[Shri Lal Bahadur Shastri]

progress in conditions of peace and stability.

Nepal is a small country with a small population and small resources. But during my brief stay in Kathmandu, I attempted to make it clear beyond any doubt that we in India are not given to thinking of ourselves--far less acting--in the way of a big brother. We are living in a world in which new concepts are fast replacing the concepts of yesterday or the year before. It is not enough in these times to think in terms of age-old ties of history and culture alone. Ours is an age of revolutionary economic change and progress.

Both India and Nepal are underdeveloped countries and they face similar problems. However limited our resources, and whatever the magnitude of our own problems, it would be our earnest endeavour to render such assistance as we can to the Government and people of Nepal in the task of Nepal's development.

I feel that my visit to this closest neighbour of ours has been useful. But the fostering of the close friendship is a continual process and His Majesty and the Ministers in the Government of Nepal agreed that our two countries must maintain intimate contacts. I, therefore, suggested to His Majesty that he and Her Majesty the Queen may honour us with a visit in the near future and I am glad that His Majesty was good enough to favour the suggestion.

For two good friends, which Nepal and India are, it is essential to look to each other with faith and trust, for understanding, sympathy and help.

Shri S. M. Banerjee : I want to know this. While addressing the press conference in Kathmandu, the hon. Home Minister, as reported in the press, has said that differences with the Nepal Government are not of a big nature. I want to know how far these differences have been

narrowed down by the discussions and what are the actual differences which remain to be solved?

Shri Lal Bahadur Shastri : I do not think we need go into those matters. There were, as I said, some minor matters and some important matters also. We have discussed with them. I do not think it will be possible to disclose all our talks here.

Shri Hari Vishnu Kamath : During the talks which the sweet and suave negotiator, the Home Minister, had with the King, Ministers and other people in Kathmandu and its environs, did he get the impression that Nepal was, and is being, subjected to blandishments and pressure by China, and if so how and in what manner are the Government and the people of Nepal reacting to it?

Shri Lal Bahadur Shastri : I was not told so either by the Ministers of Nepal, nor did His Majesty mention anything about that.

Shri Hari Vishnu Kamath : The question was, did he get the impression or not from the talks?

Mr. Speaker : It was about the talks?

Shri Hari Vishnu Kamath : During the talks, did he get the impression?

Mr. Speaker : The question is confined to the talks that he had.

Therefore, he says....

Shri Hari Vishnu Kamath : Talks in a vacuum? I plead with you—talks take place in an atmosphere.

Mr. Speaker : Mr. Kamath would not insist on the disclosure of certain things that probably the Home Minister might not like. He should not insist.

Shri Hari Vishnu Kamath : If he had said that it is not in the public interest to disclose, I would accept that.

Mr. Speaker: I am sure he understands the attitude of the Home Minister.

Shri Daji (Indore): May we understand that as a result of the discussions, the attitude of the press in Nepal, particularly regarding anti-Indian propaganda, shall cease and we shall have a good friendly press there?

Shri Lal Bahadur Shastri: I made a request in the press conference itself in Kathmandu. All the representatives of the Nepal Press were there. I might also add that some of the papers in Nepal are not of much importance. It is regrettable that those papers which have practically no or very small circulation and things appearing in those papers are quoted in India. It would be advisable that the Indian papers also do not quote what appears in those papers.

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13.10 hrs.

DEMANDS FOR GRANTS—
RAILWAYS—contd.

DEMAND NO. 1. (RAILWAY BOARD)—
contd.

Shri Prabhat Kar (Hooghly): On this particular Demand, the Deputy Minister has just now replied in regard to catering, and there was so much heat generated in the House on the question of departmental catering. So far as we are concerned, at least it is known that we want, and in fact, we have been all the time asking for, departmental catering, and we have been asking that the catering by the other agencies should be done away with. But, to our surprise we find that since the change-over of the catering from the hands of the contractors to the railways, both in the dining cars and also at the stations, the catering instead of improving has deteriorated.

For instance, I may point out that even in the dining car so far as the bearers are concerned, they are kept on commission, and because of this and also because of the bad food and the way it is being served, the sale defi-

nitely is going down. And off and on, there are agencies coming in. There was an agency formerly in the Eastern Railway and that agency has now come over to the Northern Railway. I do not know the reason for changing over that agency from the Eastern Railway to the Northern Railway. Already, in the Eastern Railway, the service was bad, and now in the Northern Railway it is worse. This changeover also costs something, and yet it has been done.

So far as overcrowding is concerned, I would say that in the Sealdah-Ranaghat line, which is one of the most congested lines, and where almost every train is overcrowding, almost every day, there is some incident or the other. It is because of the overcrowding that a tussle arises every day between the railway officers and the passengers. It is not my suggestion that either the one side or the other has been doing something wrong on account of which this tussle takes place. But it is because so many people are travelling and during the peak hour they are travelling on the foot-boards and they are not being accommodated inside the compartments that the people naturally get agitated and there is some trouble or the other. Very recently, we had some troubles in the Belgharia station and other stations. I would like to know how long it will take to ease the situation.

I understand that the electrification is going on but I would like to know how long more it will take to complete the electrification of this line, and whether it is going to be phased properly so that the overcrowding on this particular line which is perhaps one of the busiest line in the whole of the railways could be minimised to a certain extent at least.

Then, I would point out that according to the railway rules, the crossing of the lines is punishable under law. But if there are two

[Shri Prabhat Kar]

platforms on a station with no over-bridge to connect them, then the passengers from one platform will be forced to cross the line in order to go over to the other platform, which is against the provisions of the Indian Railways Act. In spite of the demand for an overbridge between the two platforms, the overbridge has not been built. I can give you one instance. In the Sealdah-Ranaghat section, at the Peyardanga station, there are two platforms up and down, but in between these two platforms there is no railway bridge. It is the same situation with various other stations also. The people are punishable if they cross the railway line, but since the bridge is not provided for, they are forced to cross the railway line and thus contravene the provisions of the Indian Railways Act. This is a thing which must be taken note of.

There are other stations elsewhere, as, for instance, the stations on the line between Howrah and Burdwan where the sheds have not been provided for. In Bengal, during the monsoon season, if the sheds are not provided for at the stations, you can understand what the plight of the passengers will be, who have to wait there for long hours and will get themselves drenched. After all, these are not new stations but these are old stations. For instance, Talandoo and Boinchigram are two such old stations where the sheds have not been provided for on the railway platforms.

As regards the railway level crossing, there are level crossings at various places where the gates have not been provided for, and as we know, many of the accidents that take place are at these level crossings, and there are possibilities of accidents if the gates are not provided for at the level crossings. There have been so many representations made so many times from various places to man the level crossings, but many of them still remain unmanned, and no gates have been provided for.

There has been a demand for the nationalisation of the Howrah-Seakhal and the Howrah-Amra railways, but that has not been done. These sections serve the needs of a large section of the people. Therefore, there is no reason why this particular section could not be nationalised.

13.16 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

This question has been taken up at least three or four or five times before in this House. I would request the hon. Minister again to consider the question of nationalising the Howrah-Seakhal and the Howrah-Amra sections.

Another thing that I would suggest here is this. Often, when we go in for booking, we generally find that all the berths are reserved, but when we actually travel in the trains we find that most of the berths are empty and they are going vacant. In fact, there are charges or allegations against the various booking offices that they do not give the berths unless some extra money is paid to them for that purpose. I know that so far as the Members of Parliament are concerned, they do not have so much of botheration because they get the berths without difficulty, but I have seen that while we have been told that the berths are all reserved, yet, actually when we travel we find that most of the berths are empty. In these circumstances, the passengers are put to a lot of difficulty. I would submit that so far as the booking facilities are concerned, these must be provided for in such a manner that the passengers who want to travel are not harassed in this manner and they are not made to pay any extra charges for reserving the berths. This applies not only to the first class but also to the third class.

I congratulate the Railway Ministry for their providing more and more

facilities for the third class passengers. The third class sleeping berths provided nowadays are really very comfortable. The two-tier system which is there in some of the trains is also very much comfortable. I congratulate the Railway Ministry on the way they are progressing. But even there, as I said, for booking, one has to pay some extra amount. I hope that this matter will be looked into, and it should be seen that those persons who want berths will get the berths without difficulty and they will not be asked to pay any extra amount in addition to the prescribed charges.

There is a railway line from Bandel to Katwa where there is a single line. There is a station Nityanandapur on that section where the Triveni Tissues and other rayon factories have been established. This station is very near Bandel thermal power station. But it is surprising that the train which comes from Katwa and which stops at every other station does not stop only at that particular station where generally the evening shift workers would come to board the train. We have found that often somebody pulls the alarm chain and the train stops and the people get down. In spite of repeated requests we find that the train which stops at all other stations on the route does not stop only at this particular station. I do not know why there should be such adamant attitude on the part of the railway authorities that they would not allow this train which is a passenger train and which stops at every other station to stop at this most important station on this section.

So far as the electric coaches are concerned, between Sealdah, Howrah and Bandel, we have been asking that there should be a greater number of trains, because this is the line on which more than two lakhs of people come every day to Calcutta. During the peak hours in the morning, the office-goers find it very difficult even to board the train. If the EMU

Coaches could be further increased in number, an attempt should be made in that direction. Otherwise, there is every possibility of more accidents on this line.

There is a complaint in various stations where there is just one Station Master or Assistant Station Master only. He has to sell tickets, look after the line and also give the signals. It is almost impossible for one man to do all this. The result is that either he will not be able to sell tickets and passengers will travel without tickets or he will not be able to attend to signals and the net result may be accidents. This one-man show in various stations should be terminated. I would request that this matter should be taken note of. There should be at least two men in such stations. One can sell the tickets and the other can look after the signals.

Then I come to my last point. We had made a representation in respect of a level crossing in the eastern part of the Pandwa station. This level crossing was there already. It was closed in 1919. Then there was a representation and the Railway Board passed orders for its restoration. Orders were also given to start the work. All of a sudden, it was stopped. There have been memoranda signed by all the people of the locality in this connection. Once the Railway Board sanctions a thing and gives orders for the construction of the level crossing, why should it again be stopped? I would request the Railway Minister to look into this and see that the order passed by the railway authorities for its restoration is followed up and work started immediately for constructing that level crossing.

श्री म० ला० द्विवेदी (हर्मिंगपुर) :
उपाध्यक्ष महोदय, मैं यह नहीं कहता हूं कि नेलवेज ने भारत में प्रगति नहीं की है। प्रगति की है लेकिन प्रगति की दिशा गंभीर है।

[श्री म० ला० द्विवेदी]

जिस पर बातें नहीं कही जा सकती हैं । सन् १९५७ से लेकर अब तक रेलवेज ने जो प्रगति की है वह आशर्चयजनक है और हम उस की मुक्त कठ से प्रशंसा करते हैं । इस कारण रेलवे मंत्री और रेलवे बोर्ड के सदस्यों को मैं इस काम के लिए बधाई दूंगा लेकिन उनका ध्यान जो गया है वह केवल बड़े बड़े स्टेशनों और बड़े बड़े कामों की ओर ही गया है । इस देश में ८५ प्रतिशतः ऐसे निवासी हैं जोकि शहरों में नहीं रहते या बड़े बड़े स्टेशनों के समीप नहीं रहते हैं । हमारे रेलवे बोर्ड ने ८५ प्रतिशतः नागरिकों की आवश्यकताओं पर ध्यान कम दिया है । मैं मानता हूँ कि तीसरे दर्जे के मुसाफिरों के लिए बहुत सुविधाएं दी गई हैं, परंतु लगाये गये हैं और जगह जगह सुविधाएं दी गई हैं लेकिन ऐसा उदाहरण रेलवे मंत्री भी नहीं बतला सकते कि उन क्षेत्रों में जहां पर कि किसानों को अपनी कृषि की उपज पहुँचाने में बड़ी कठिनाई पड़ती है, वहां रेलवे लाइस उन्होंने पहुँचायी हों । उदाहरण के लिए मैं बतलाऊं कि मेरे इलाके में ही आदमी को चार, चार दिन बैलगाड़ी में जाना पड़ता है तब किसी जगह पर पहुँच कर अपनी फसलों को बेच सकते हैं । ऐसे ग्रामीण क्षेत्रों में रेलों की कोई व्यवस्था नहीं की गई है । जहां जहां सर्वे भी इसके लिए हो चुके हैं, उन की ओर भी ध्यान नहीं दिया गया । बड़े बड़े रेलवे स्टेशन्स बनामे पर रेलवे मंत्रालय करोड़ों रुपये खर्च कर देता है, प्लेटफार्म्स बनाये गये और अब देश भर में डबल लाइन डाली जा रही है । मुझे बड़ी खुशी है कि यह काम किये जा रहे हैं लेकिन अदि ग्रामीण और शहरी क्षेत्रों में डेवलपमेंट कामों में बराबर का अनुपात रहे तो तो कर रहता । जितना रुपया आप खर्च करना चाहते हैं उस में से कुछ हिस्सा देहाती क्षेत्रों और पिछड़े क्षेत्रों के लिए मुकर्रं करें जिसकी कि तरफ आप ने अभी तक ध्यान नहीं दिया है । रेलवे मंत्रालय ने मुझे खेद के साथ कहना पड़ता है इनकी ओर उपेक्षापूर्ण नीति

अपनाई है । अब समय आ गया है जब उसको यह नीति त्यागनी चाहिए । अगर आप उन ग्रामीण और उपेक्षित प्रदेशों की ओर ध्यान देंगे और वहां रेलवे की सुविधाएं करेंगे तो देश के लोग आप की प्रशंसा करेंगे बड़ोंकि भारत देश देहातों का देश है और एक प्रजातंत्री देश होने के नाते जनता का बहुत बड़ा भाग जोकि देहातों में रहता है और जिनके मत के आधार पर हम लोग चुने जाते हैं और सरकार बनती है, इसलिए न्याय का तकाज़ा है कि उनके सुख सुविधाओं का भी ख़्याल रखा जाय और आज उनको जो रेल की सुविधा प्राप्त नहीं है वह उनको पहुँचायी जाय । इस बात को आप को भूलना नहीं चाहिए कि केवल शहरों और बड़े बड़े स्टेशनों के पास रहने वाले लोगों द्वारा ही यह सरकार नहीं बनती है । इसके अलावा रेलवेज की आमदनी जो बढ़ी है वह इन देहातियों के पैसे से ही बढ़ी है । गरीब देहाती लोगों से रेलवेज को सब से अधिक पैसा मिलता है । रेलवे प्रशासन की रिपोर्ट में लिखा गया है कि फस्ट, सैकेंड क्लास की अपेक्षा प्रैक्टिकली सब से अधिक आमदनी रेलवेज को तीसरे दर्जे के मुसाफिरों से होती है । रेलवेज को थर्ड क्लास के मुसाफिरों से १८१००,००००० रुपये की आमदनी है । जिस बांग से इतनी अधिक आय रेलवेज को होती हो, उस की सुख, सुविधा की ओर रेलवे मंत्रालय का जो ध्यान नहीं जाता है, यह चीज़ कहां तक उचित और न्यायसंगत है?

हमारे रेल मंत्री बिलकुल नये हैं और अभी बहुत दिनों तक वे इस सम्बन्ध में अध्ययन कर पायेंगे । लेकिन रेलवे बोर्ड के सदस्यगण वह तो पब्लिक टाइट कम्पार्टमेंट्स या सैलूस में चलते हैं । जैसे कि बाटर टाइट होता है उसी तरह पब्लिक टाइट कम्पार्टमेंट्स में वह रहते हैं जहां पर कि जनता की आवश्यकताओं का ध्यान नहीं दिया जाता, उनकी छोटी छोटी तकलीफों को कम करने की ओर ध्यान नहीं दिया जाता बल्कि बड़ी बड़ी

समस्याएं जैसे रेलवे का इलेक्ट्रिफिकेशन होगा, बड़े बड़े रेलवे स्टेशंस बनाये जायेंगे, दुहरी लाइन डाली जायेगी, इन बातों पर ज्यादा ध्यान दिया जाता है। दूसरी बातों पर ध्यान नहीं जाता है।

मैं मानता हूँ कि जहां कहीं भी हमारे इस्पात के कारखाने खुले हैं वहां पर लाइनें डालनी चाहिए। साल के साल जब बजट बनाया जाता है उस में दूसरी सुख सुविधाओं का ध्यान नहीं दिया जाता। मैं रेलवे मंत्री से कहूँगा कि यदि वह चाहते हैं कि प्रजातंत्र की जो स्थापना हुई है वह स्थायी रहे, तो मैं उन से प्रार्थना करूँगा कि वे इस बात पर भी ध्यान दें कि रेलवे बोर्ड के जो सदस्यगण हैं और जोकि प्रबलिक की आवश्यकताओं से बिलकुल विमुख रहने हैं उन के ऊपर भी कुछ हस्तक्षेप करने का काम करें और नीति ऐसी निर्वाचित करें जिससे कि सही और सच्चे मायनों में प्रजातंत्र देश में स्थाई तौर पर रह सके।

कल जब उन्होंने रंगा साहब से कहा कि वे भी किसान हैं तो मुझे यह सुन कर बड़ी खुशी हुई कि उन्होंने अपने को किसान कहा लेकिन यदि वे किसान हैं तो किसानों की आवश्यकताओं और समस्याओं पर भी उनका ध्यान जाना चाहिए। रेलवे बोर्ड की मातहती में व काम करें, यह मैं पसन्द नहीं करता। एक समय जब श्री गोपालस्वामी आयंगर रेलवे मंत्री हुए तो रेलवे बोर्ड ने कहा देखिये मंत्री का काम केवल प्रश्नों का जवाब देना है, बिल आदि पेश करना है और बजट की स्पीच पढ़ देने का काम है। रेलवे बोर्ड जो है एक स्टेचुटरी चीज़ है और उसके कामों में रेलवे मंत्री जी को हस्तक्षेप नहीं करना चाहिए। अब श्री गोपालस्वामी आयंगर एक बुद्धिमान आदमी थे, उन्होंने कहा कि अगर ऐसी बात हो तो मैं रेलवे बोर्ड को ख़त्म कर दूँगा, उसको एवं लिश कर दूँगा। इसका नतीजा यह हुआ कि रेलवे बोर्ड ठीक रास्ते पर आ गया और

वह उनके इशारे पर चलने लगा। आज श्री गोपालस्वामी आयंगर इस देश में नहीं हैं, स्वर्ण सिंह जी उनके बदले में आये हैं। सरदार स्वर्ण सिंह भी एक अच्छे और कुशल प्रशासक हैं और यदि वह आज रेलवे बोर्ड के कामों के ऊपर देखरेख करें और ऐसी नीति निर्वाचित करें जिससे कि इस देश की रेलवे में आवश्यक सुधार हों और इस देश के द५ प्रतिशतः नागरिकों को सुख सुविधा मिले और वहां पर नई रेलवे लाइंस बनें तो मैं समझता हूँ कि उनके काम की प्रशंसा होगी। लोग समझेंगे कि उनके रेल मंत्री बनने के बाद एक नये युग का आरम्भ हुआ, जनता की सुख सुविधाओं का प्रबन्ध किया गया और ऐसा अवसर आने पर हम निश्चय रूप से उनको और अधिक बधाई देंगे।

उपाध्यक्ष महोदय, रेलवेज में जो नई लाइनें बनाई जा रही हैं उन का कुछ वर्णन आप की रिपोर्ट में दिया हुआ है। उस में बतलाया गया है कि २२४४. ३७ किलोमीटर नई रेल शाखाएं डाली जा रही हैं। इन में से कितनी देहाती क्षेत्रों में पड़ेंगी इसका अनुमान इसी से लगाया जा सकता है कि सेंट्रल रेलवे में बोर्डोज में ४१.६२ किलोमीटर की नई रेलवे लाइंस डाली जायेंगी और मीटरगेज में २४.१४ किलोमीटर डाली जायेंगी। इस से आप भली प्रकार अनुमान लगा सकते हैं कि यह लाइंस किस आधार पर बिछाई जाती हैं?

जब काश्तकारों के लिए अपनी कसल बेचने का समय आता है तो उनको वैगंस बर्यार रिस्वत दिये नहीं मिलते। जहां के काश्तकार रिस्वत देते हैं वहां के स्टेशनों पर वैगंस पहुँच जाते हैं। जहां के लोग रिस्वत नहीं देते हैं वहां वैगंस नहीं पहुँचते हैं। लाचार होकर किसानों को अपनी उपज सस्ते दाम पर बेचनी पड़ती है और किसान को परेशानी होती है। मैं चाहता हूँ कि जहां आप कांगले और दूसरे कामों के लिए वैगंस दें वहां गरीब इलाकों में जहां पर रेलवे लाइंस नहीं हैं, उनके

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आमनपास स्टेशनों की व्यवस्था करने की ओर ध्यान दें।

पहले बुदेलखंड-झांसी डिवीजन के एक रेलवे स्टेशन का निरीक्षण किया गया। इसके बारे में मैंने रेलवे मंत्रालय को लिखा, डिवीजनल मुपरिनटेंडेंट को लिखा लेकिन उस का कोई प्रत्युत्तर नहीं मिला। नतीजा यह हुआ कि किसानों को पिछले साल काफी नुकसान उठाना पड़ा और उनकी फसल बहुत मस्ते मूल्य पर गई। इसलिए मैं मंत्री महोदय का उपर ध्यान दिलाते हुए कहना चाहूँगा कि ऐसे छोटे छोटे इलाकों की तरफ आप ध्यान दें।

हमारे इलाके में कुछ काम होने को वे। उन कामों की तरफ भी मंत्री महोदय का ध्यान नहीं गया। उदाहरण के लिए मैं बतलाना चाहता हूँ कि मौदहा एक स्टेशन है। रोल वहाँ से ३-४ मील के फ़ासले पर है लेकिन उस स्टेशन का नाम रोल रखा गया है। पहले उस का नाम मौदहा था। जब मैं ने उसकी ओर मंत्री महोदय का ध्यान दिलाया कि उसका नाम मौदहा होना चाहिए न कि रोल तो जबाब यह दिया जाता है कि स्टेट गवर्नरेंट जब हम को लिखेगी तब हम उसको बदलेंगे बरना हम नहीं बदलेंगे। मैं नहीं समझ पाया कि ऐसे उत्तर का क्या अर्थ है। अगर रेल मंत्रालय पूछता चाहे, तो वह स्वयं स्टेट गवर्नरेंट से पूछ सकता है। मैं बतलाना चाहता हूँ कि पचासों मुसाफिर वहाँ पर जाते हैं और देखते हैं कि वहाँ पर मोहवा नाम का कोई स्टेशन नहीं है, जब कि मांहवा में ही वह स्टेशन है। इस सम्बन्ध में याद यह त्रिक करना भी असंगत न हो कि डाकखाने का नाम भी रखना है, जब कि वह मांहवा में ही स्थित है। सचार मंत्रालय के अधिकारी कहते हैं कि जब रेल मंत्रालय स्टेशन का नाम बदलेगा, तो हम भी डाकखाने का नाम बदल देंगे। इसी में साल, डेढ़ साल बीत गया है और

कुछ भी नहीं हुआ है। मैं ने माननीय मंत्री जी का ध्यान इस ओर दिला दिया है और मैं आशा करता हूँ कि वह इस बारे में आवश्यक कार्यवाही करेंगे।

श्री स्वर्ण सिंह : कितने समय में यह नाम चल रहा है?

श्री म० ला० द्विवेदी : १९४७ के बाद से चल रहा है। उस के पेशतर उस का नाम मोहवा ही था। जब देश का बंटवारा नहीं हुआ था, तो मोहवा नाम का एक शहर था। इस लिए इस स्टेशन का नाम बदल कर रखा गया अब मोहवा नाम का वह शहर पाकिस्तान में चला गया है और हिन्दुस्तान में उस नाम का और कोई स्थान नहीं है। ऐसी अवस्था में इस स्टेशन का नाम मोहवा कर देना बहुत आसान हो रहा है।

जमना नायं बैक स्टेशन के लिए वहाँ की जनता ने लिखा-पढ़ी की ओर रेलवे बोर्ड ने इस बात को मंजूरी दे दी कि वह बनाया जायगा अब पिछे पांच साल से इस बात का कोई उत्तर नहीं दिया गया है कि वह स्टेशन बनाया जायगा या नहीं। लोगों का जब डिग्रिंजिट जमा करने के लिए कहा गया, तो वह डिग्रिंजिट भी जमा कर दिया गया। सब किस्म के अवश्यक दिये गये हैं, लेकिन लगभग चार पांच साल से इस बात का जवाब नहीं मिलता है कि वह स्टेशन बनेगा या नहीं। मंजूरी मिल के बादने भी वह स्टेशन नहीं बनाया गया है।

हमारे बुदेलखंड में जांसी से ले कर इलाहबाद तक कोई एक्सप्रेस ट्रेन नहीं है। यदि मैं असे इलाके में जाना चाहता हूँ, या दूसरे बड़े बड़े लोग जाना चाहते हैं, तो वहाँ पर चौबीस घंटे के बाद ही हम जा सकते हैं। इस के लिए एक प्रार्थना के उत्तर में यह बताया गया है कि वहाँ की रेलवे लाइन कगजोंर

है और उम को मञ्जूर किया जा रहा है। लेकिन इस बत्त इमर्जेन्सी के कारण बतवा पर बनाये जाने वाले पुल को बद्द कर दिया गया है, जब कि और सब काम चालू है।

दो तीन बातों की तरफ इशारा करके मैं अब भी बात समझा करूँगा। इनैक्विटी-फिरेशन सब जगह किया जा रहा है, लेकिन महोबा में नहीं किया जा रहा है। उम तरफ ध्यान दिया जाना चाहिए।

फूडप्रेन्ज की मूवमेंट के बारे में मैंने पहले ही जिक्र कर दिया है।

मुमेरपुर-हरपालपुर रेलवे लाइन का सर्वेशन १६४७ से पूर्व न चुका था। उसकी तरफ अब कोई ध्यान नहीं है और न ही वह बन रही है।

हरपालपुर स्टेशन से सतना हो कर रीवा स्टेशन को, जो कि विन्ध्य प्रदेश में है, कवर करने के लिए एक रेलवे लाइन मंजूर हो चुकी थी, लेकिन वह अब खटाई में पड़ी हूँह है। पता नहीं कि वह कब बनेगी। इसी तरह महं भी पता नहीं है कि राठ स्टेशन कब खोला जायगा।

इस के बाद मैं यह निवेदन करना चाहता हूँ कि रेलवे के विकास और प्रगति तथा नई रेलवे लाइनों के बारे में जितना काम हो रहा है, वह ऐसे ढंग से हो रहा है, जिससे हमारे धंग की उपेक्षा होती है। माननीय मंत्री महोदय ने मैं यह निवेदन करना चाहता हूँ कि बजट बनाने के सम्बन्ध में वह जनता के प्रतिनिधियों भें नलाह ले लिया करें। वह उन लोगों के विचार और सुझाव मुन कर उन पर विचार कर लिया करें, उन पर अमल वह करें या न करें। आजकल यह स्थिति है कि बजट को इस सदन में पेश कर दिया जाता है और कह दिया जाता है कि इन ग्रान्ट्स की मंजूर किया जायें, अब हम कुछ नहीं कर सकते हैं। लेकिन बजट बनाने के समय जनता के प्रतिनिधियों से पूछा नहीं जाता है। कनसल्टेटिव कमेटीज

में ऐसी बात नहीं हो पाती है। इस सदन में ऐसी व्यवस्था की जाये कि सम्बद्ध इलाकों के लोगों से बात-चीत कर के और वहाँ की आवश्यकताओं को देख कर बजट बनाया जाय। यदि यह देखा जाये कि हम लोगों की बातें तो और उचित हैं, तो उन को मान कर उन के अनुमार ही कार्यवाही की जाये।

इन शब्दों के साथ मैं आप को धन्यवाद देता हूँ।

Shri Liladhar Kotoki (Nowgong): I feel very happy to associate myself with my colleagues from all sections of the House in expressing our appreciation of the all-round improvement that the railways have achieved during the year 1962-63.

In addition to paying my tribute to the railway authorities and the railwaymen, I have to express our deep sense of gratitude to the railway authorities. We who belong to the North-east zone of India have seen in the last 15 years, when as a result of partition we were totally cut off from the rest of India, that the railways built the Assam rail link over very difficult terrain and that too in record time. Then, this very link was subjected to annual disruption by the numerous rivers over which this railway passes, and the railways established this route at a cost of more than Rs. 6 crores. Then, when they saw that special attention was necessary in order to develop the rail transport in this area, in the year 1958 they created a separate zone with headquarters at Pandu. Then they took up the construction of the rail-cum-road bridge over the Brahmaputra, which was completed last November. Then, on the north bank they have completed the construction of a new line from Rangapara North to North Lakhimpur, a distance of 106 miles, at a cost of nearly Rs. 15 crores, and this line is going to be extended to Murkong Selek, a distance of another 100 miles, which will cost almost an equal amount of Rs. 15 crores.

They are linking Siliguri with Calcutta by broad gauge with a ferry

[Liladhar Kotoki]

crossing on the Ganga between Farakka and Khejuriaghata, and the new broad gauge line runs over a distance of nearly 120 miles.

Over and above that, they have increased the line capacity of the entire route from Katihar to Amingaon and even beyond, and they propose to increase it further by introducing what is called the centralised traffic control system.

More particularly, during the recent emergency they had to carry an additional traffic of about 65 per cent, and bto for that, the entire economy of that zone would have collapsed, because, as the House remembers, at that critical time the river route between Calcutta and Assam was closed due to the strike of the Pakistani crew. For all that we are grateful to the railway authorities.

I will, however, submit that although considerable progress has been achieved to cope with the transport requirements of this zone, there is yet a lot to be done. We are in a state of emergency, and it has been declared that our defence and development efforts must be geared up fully. And on both these accounts I believe the railways will have to double their efforts so far as this sector is concerned.

Here I come to the question of extending the broad gauge from Siliguri to Assam—to which particular point I cannot definitely say, it may be Joghigaon or Gauhati. Yesterday the hon. Railway Minister, while replying to the general discussion, laid down two criteria for having broad gauge lines, firstly there should be traffic, secondly there should be proximity to a broad gauge line. I believe there is yet another consideration which should weigh, and that is strategic importance. From all these three criteria the case of a broad gauge line to Assam stands out very clearly. I beg of you to give me a little time to show how the traffic,

the main consideration, also justifies the extension of the broad gauge line.

This line, as I said before, caters to the entire northeastern zone. The general traffic requirements of Assam, NEFA, Naga Hills Tuensang Area, Manipur and Tripura, plus tea garden stores, industrial raw materials, machinery etc., require 300 wagons per day. For North Bengal districts, 30 wagons are required per day. Railway stores, rail' coal etc., require 15 wagons. Rice on account of the Central Government for that area requires 20 wagons. The Posts and Telegraphs Department require two wagons per day. Thus the total comes to 370. As the actual availability is four-fifths of wagons demanded, we have to provide for 5/4ths that is to say the wagon needs then would come 462 per day. Then, there are other requirements such as 140 metre-gauge wagons for the Gauhati Refinery and 24 wagons for the Digboi refinery, parcel wagons 10, empty timber truck wagons 15 and tea wagons 10. All these add up to a total of 681. Then, there are military requirements for which 150 wagons are necessary and another 20 wagons for aviation spirit and urgent military materials which may go up to 500 wagons per day. All these total up to 1181 or about 1200 wagons. The present capacity is only 430. Of the 430 wagons that are made available at present, about 170 go to the military needs, etc. there remains only 260 wagons against the 681 wagons needed for the purpose of general traffic. We have to guard against the probable dislocation of the river transport between Calcutta and Assam. The railways would hardly be able to cope with this problem in such an eventuality with the present capacity 720 wagons. The only solution therefore lies in extending the broad gauge to Assam upto Jogi-ghopa and

thence transport the goods by steamer. Or we can ferry them across to the south bank and transport them by road. It will be wise to construct a metre-gauge line from Jogi-ghopa to Gauhati connecting the Garo Hills. That will give an alternative route for us in case there is any temporary dislocation in the northern section.

I know my time is very little and I will finish in two minutes.

Mr. Deputy-Speaker: Please wind up; there are other Members waiting.

Shri Liladhar Kotoki: We are told that the Farakka barrage will definitely be taken up and there would be a broad gauge bridge on it. I would request the hon. Minister of Railways to take this matter with the Irrigation and Power Minister because of the urgent need for transport and see that this is expedited.

Before I sit down, I join my voice with that of Shri P. G. Sen from Bihar who suggested that the broad-gauge connection between Katihar and Barauni should be taken up as that will give us complete broad-gauge connection between Assam and the rest of India. This will link up north and west India with Northeast. With these submissions, I support the demands of the Railway Ministry.

Shrimati Yashoda Reddy (Kurnool): Backed by a very good performance of the Railways during this emergency and a good budget with the exception of small faults, I say that the Railway Minister has come off with flying colours. . . (Interruptions.) Yesterday, while he was winding up the general discussion on the Railway Budget, in response to my question about having smaller zones, he said that he had an open mind. For more efficient and better running, he should have smaller zones. The only thing that came in the way was emergency. I should like to congratulate the hon. Minister for this one thing because for the last seven years I have been asking for smaller zones and this is

the first time that the hon. Minister has given an assurance that he will look into it. But let it not remain an assurance; let it also be fulfilled. Emergency should not be taken as an excuse for everything. We want a separate zone for improving efficiency. Emergency should rather be the reason for creating a separate zone, not an excuse for not creating it.

As my time is limited, I shall touch only two specific points: railways in Andhra Pradesh and the training school for assistant station masters at Trichinopoly. Andhra Pradesh has many troubles as any other places: congestion, want of lines, want of double lines, etc. I do not want at this emergency to ask for more trains or doubling. But for the economic development of the mineral and coal reserves in Andhra Pradesh, two or three lines are needed; the Andhra Government also seem to have recommended them to the Centre. The first line is the Hyderabad-Ongole line via Nagarjuna sagar to remove the existing congestion on Hyderabad-Vijayawada main line and to move increased agricultural production from areas irrigated by Nagarjunasagar project. It should have high priority. The second line I would urge is Ramagundam-Latur via Nizamabad to open up regions with large forests and coal reserves. The third is a line between Kothagudem and Rajahmundry to supply the coal requirements of the proposed industrial complex around Vizag and for meeting the public needs.

A proverb in our language says: unless madness is cured marriage cannot take place, unless marriage takes place, madness cannot be cured. When we want industry, it is said that there is no railway connection; when we want railway connection, it is said that there is no industry. We do not know how things are to happen. We have requested the Minister of Industries also. We now request the Railway Minister to look into this matter.

[Shrimati Yashoda Reddy]

Now, students from nearly seven or eight divisions of the Southern Railway go the training school at Trichinopoly. I want the hon. Minister, and especially the Deputy Minister who comes from that region, to listen to this carefully. The complaint is this. The persons who have gone from Guntakal to Tiruchirapalli are supposed to be paid on the 10th of every month. Their pay is from 10th to 10th. But then the reports that I have received are that the Divisional Personnel Officer, Guntakal, never sends the pay till the 20th or 30th of the month. They are people who have gone to Tiruchi from far-away places; they are staying at Tiruchi which is a very costly place; they are very poor people and they cannot get anything on credit or account. They have to pay cash and they have also to send money to their dependent parents, and so, if their pay is not received by the 10th, and if it comes only on the 20th or 30th, it becomes very difficult for them.

The second point is about the passes which the Divisional Personnel Officer sends to these people. I believe that in one particular instance the passes were sent on the 23rd January, 1963, stating that the passes would be available from 31st December, 1962 to 28th February, 1963. The passes were valid for two months. As far as the paper working is concerned, as far as the check-up in the office on paper is concerned, it is supposed to have been sent by 31st December for the period from 31st December 1962 to 28-2-1963. But actually the passes were sent on 23-1-1963. I do not want to give the names. I only request the Minister and the Railway Board to check these things. By the time these people got the pass, one month was over already.

Another irregularity is this: when they issue passes, usually the Government procedure is that the passes are given by the nearest route. But

I do not know why in the Guntakal region they always give the pass via a roundabout way which is a loss to the railways themselves, apart from other things.

There is also another irregularity which I should like to point out. On appointment, these people have to execute an indemnity bond for Rs. 1,300 on a judicial stamp-paper worth Rs. 15. Except in Guntakal, in all the other seven divisions of the Southern Railway, the people take their indemnity bond on a stamp-paper worth only Rs. 1.50 nP. I do not know why there is this special charge of Rs. 15 in the case of Guntakal alone.

Then there is another thing which is all the more surprising. In response to the national call, many people applied for emergency service in the armed forces, but the DPO, Guntakal, refused to forward the application of these young men. I do not know what the reason was. It may or may not be true. These are the reports that I have got. I would like the railway authorities to check these things.

Then, in the training school, there are about 600 students. It may be that this is the fate of so many other schools also. But I am saying about this school only, because I come from that part of the country and I know some details about it. There are about 600 students there, and I believe there are only four people who happen to be cooks, servant-cum-cleaners. These are just four people who have to manage a school which has 500 or 600 students.

Shri S. V. Ramaswamy: It must be a mess, if there are only four.

Shrimati Yashoda Reddy: It must be absolutely a mess. I am glad the Deputy Minister has mentioned it. I am punning on the word 'mess.' It is really a mess there.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shrimati Yashoda Reddy: I have finished. I only wanted to place a few things before the House. It may not be that only in that particular place these things have happened. There may be many other places also. But I would once more request the hon. Minister: let him not take the emergency as an excuse; but let him take the emergency as a reason and create smaller and better zones. I also request that Hyderabad may be considered for the location of one of the headquarters of these new railway zones.

श्री बेरवा कोटा (कोटा): उपाध्यक्ष महोदय, सब से पहले तो मैं उन रेलवे कर्मचारियों को धन्यवाद दूंगा जिहोने इस संकट काल में अपना ज्यादा समय दे कर काम किया है।

इसी के नाथ नाथ में उन लोगों या भी विरोध करुंगा जो कि ऐसे टाइम में सैनून में बैठ कर मिनिस्टर, जनरल मैनेजर और बड़े बड़े अफसरों ने चल कर काफी भत्ते बगैर ह बनाये हैं।

मुझे कुछ यहं कलास पैसेन्जरों के बारे में भी कहना है। कोटा से ६० डाउन शाम को छूटती है। उस में जयपुर की काफी सवारियां होती हैं। उस गाड़ी में इतनी भीड़ होती है कि सवारियां पड़ी रह जाती हैं वहां पर यत यत भर। इसलिये बड़ा अच्छा हो कि रेलवे मंत्रालय उस में तीसरे दर्जे के ३ डब्बे और लगा दे। मैं ने पिछली दफा भी कहा था इस सम्बन्ध में कि ओवरलोड होने पर भी वहां पर बहुत सी सवारियां पड़ी रह जाती हैं।

बहुत से स्टेशन ऐसे हैं बड़े बड़े जहां पर कि क्रासिंग होता है, जैसे कि मावोपुर है। वहां पर गाड़ी आने के एक धंटे पहले से टिकट मिलता है। इस के कारण बहुत से लोगों को बर्ताए टिकट लिये हुए ही गाड़ी में बैठना पड़ता है और रास्ते में उन के चालान होते हैं। इसलिये ऐसे स्टेशनों पर एक धंटे के बजाय दो धंटे पहले टिकट मिलना चाहिये

ताकि लोगों को आसानी से टिकट भिल सके। चूंकि समय बहुत कम होता है इस लिये लोग गाड़ी की तरफ ही पहले दौड़ते हैं, टिकट लेने की चिन्ता नहीं करते बर्ताए के टिकट आसा नी से मिलता नहीं है। इस कारण से ऐक्सेट्रेस भी बहुत होते हैं।

मावोपुर से जयपुर जाने वाली जो गाड़ी है उस में कहीं पर भी स्लीपिंग कोच नहीं है। रात भर का सफर है, जबरे छः बजे गाड़ी पहुंचती है। मलिये उस में स्लीपिंग कोच ना बहुत जरूरी है।

मावोपुर से कोटा जाते बड़ा लाखेरी का स्टेशन पड़ता है। वहां पर एक सीमेन्ट फैक्ट्री है और कम से कम २०,००० की आवादी है। वहां पर बड़े बड़े अफसर भी रहते हैं। अगर एक गाड़ी छूट जाती है रात म तो दूसरे दिन तीन बजे ही गाड़ी मिलती है और उन को कम से कम दस धंटे तक लाखेरी स्टेशन पर पड़ा रहना होता है। तब वहीं उन को दूसरी गाड़ी मिलती है, वह भी लोकल मिलती है जो कि मधुरा से आती है और कोटा तीन बजे पहुंचती है। इसलिये अगर वहां पर जनता गाड़ी दो मिनट के लिये ठहर जाया करे तो अच्छा होगा।

लाखेरी स्टेशन रेलवे लाइन के एक तरफ पड़ता है और लाखेरी शहर लाइन के दूसरी तरफ पड़ता है। इसलिये वहां पर एक फुट ब्रिज बना दिया जाय। मंत्री जी ने पहले कहा था कि वे इस पर विचार करेंगे। लाइन की डर्विलिंग के साथ अगर फुट ब्रिज बना दिया जाय तो अच्छा है।

रेलवे कर्मचारी आज कल संकट काल में देश का बड़ा साथ दे रहे हैं, इस के एवज में मैं कहना चाहता हूँ कि हड़ताल के समय जो लोग अरेस्ट किये गये थे या नौकरी से अलग कर दिये गये थे उनको फिर से नौकरी में ले लिया जाना

[श्री बेरवा कोटा]

चाहिये। कम से कम इतना तो जरूर किया जाना चाहिये कि जिनको नौकरी से हटा दिया गया था उनको नौकरी पर ले लिया जाय और जिनको बन्दी बना लिया गया था उनको बन्दीगृह से रिहा करवा दिया जाय और नौकरी में ले लिया जाय।

हमारे कोटा स्टेशन के पास ही एक सिटी स्टेशन है। वह स्टेशन तब का है जब पहले पहल स्टेशन शायद बने होंगे, सन् १८५७ में। वह इतना छोटा है कि एंजिन आगे निकल जाता है और कुछ डब्बे स्टेशन के बीचे रह जाते हैं। उसका प्लेटफार्म बीच में आ जाता है। इसलिये मेरी प्रायंना यह है कि उसके प्लेटफार्म को बड़ा कर दिया जाय, उस पर रोशनी का इन्टज़ाम कर दिया जाय और टांगा स्टैन्ड बगरह बनवा दिया जाय क्योंकि कोटा शहर बढ़त काफी बढ़ गया है। वह मेन लाइन पर पड़ता है। यही नहीं कि वह मेन लाइन पर पड़ता है उसके पास सारा मिलिट्री एरिया है। इमलियं उस स्टेशन पर ज्यादा ध्यान दिया जाय।

आज हम देखने हैं कि जिस बचत थंड बलास वा किराया बढ़ाया गया था उस समय द करोड़ ८० की बचत का अनुमान था, लेकिन उसके बदले ३१ करोड़ ८० की बचत हो गई। इसलिये मैं कहना चाहता हूँ कि जो किराया बढ़ाया गया था उसे घटा दिया जाय। यात्रियों के लिये यह सब से बड़ी बात होगी क्योंकि आज जो ओवरलोडिंग की समस्या है वह हल नहीं हो सकती। भीड़ इतनी ज्यादा आती है कि आप कर भी क्या सकते हैं? आखिर लाइन पर लाइन तो नहीं डाल सकते, गाड़ी पर गाड़ी नो नहीं लाला सकते। भीड़ तो पायुतेशन के साथ बढ़ती ही जायेगी। इमलिये आप तोनरे दर्जे के

यात्रियों के साथ इतनी रियायत की जिये कि उनका किराया कम कर दीजिये।

श्री रवरंग सिंह : किराया कम करने से ओवरलोडिंग और बढ़ जायेगी क्योंकि ज्यादा आदमी सफर करेंगे।

श्री बेरवा कोटा : उनको इतना सन्तोष हो जायेगा कि अगर मुसीबत उठानी पड़ती है तो किराया तो कम हो गया। वे कम किराया दे कर मुसीबत भी उठाने को तैयार हैं। फस्ट बलास की तरह उनकी सीट पर खाना तो आ नहीं जाता है। फस्ट बलास बालों के लिये तो डब्बे में ही थाली लग कर आ जाती है, लेकिन तीसरे दर्जे तो दरवाजे तक भरे हुए होते हैं जहां से आना जाना भी सम्भव नहीं है। वे पानी पीने तक के लिये मोहताज रहते हैं क्योंकि उसमें से वे निकल भी नहीं सकते हैं। तो वह पानी पीने के लिये मोहताज रहते हैं कि कब स्टेशन आए और किसी तरह पानी पिएं। भीड़ के कारण वे पानी पीने के लिए भी निकल नहीं पाते। तो भीड़ को कम करना चाहिये ताकि इन लोगों को मुविधा हो सके।

14 hrs.

श्री काशी राम गुप्त : ज्यादा गाड़ियां बढ़ाने से भीड़ कम हो सकती है।

श्री बेरवा कोटा : अगर गाड़ियां नहीं बढ़ायी जा सकतीं तो किराया ही कम कर दिया जाए।

श्री रवरंग सिंह : मेरे व्याल से आप इसी पर सब को जिए कि किराया बढ़ा नहीं है।

श्री बेरवा कोटा : इसके लिये धन्यवाद है कि आपने किराया नहीं बढ़ाया।

श्री स्वर्ण सिंह : इस बात को ज्यादा न लीचिए ।

श्री बेरवा कोटा : हमारे यहां जो अनाज का एरिया है उसमें राम गंज मंडी और भवानी तथा बारा मंडियां हैं। इन स्टेशनों पर वैगन न मिलने के कारण अनाज पड़ा रहता है और उस को ट्रकों से भेजना पड़ता है जिससे व्यापारियों को नुकसान होता है। अगर यहां व्यापारियों को वैगन मिल जाएं तो उनको बड़ी आसानी हो सकती है। इसलिये वहां पर वैगन्स का प्रबंध होना चाहिये ।

यह ठीक है कि आपने कोटे में ब्वार्टर बना दिये हैं लेकिन उनकी अच्छी तरह निगरानी न होने से उनकी हालत खराब है। जो ब्वार्टर बनते हैं उनमें से दस परसेंट निगरानी न होने से गिर जाते हैं। न मालूम किस मुहकमे को आपने उनको दिया हुआ है। उनकी तरफ ध्यान रखना चाहिये। उनको आपने पैसा देकर बनवाया है, उनको ठीक हालत में रखना चाहिये ।

केवल ब्वार्टर बनाना ही काफी नहीं है। आप ने वहां डिसेंसरी बनवा दिया है इसके लिये धन्यवाद है, लेकिन वहां पर बच्चों का स्कूल और डाकखाना भी होना चाहिये। डाकखाना न होने से लोगों को एक कार्ड भी डालने के लिये दो मील शहर तक जाना होता है। वहां डाकखाना और हाई स्कूल की व्यवस्था होनी चाहिए ।

कैन्युअल लेवर को टेस्पोररी बना कर जल्द स्थायी बनाना चाहिए। आज लोग पांच-पांच और छः छः साल तक कैन्युअल चलते रहते हैं। अच्छा हो कि उनको नम्बर पर लाकर स्थायी कर दिया जाए ।

जो प्रमोशन दिये जाते हैं उनके पीछे बड़ी गड़बड़ी रहती है। अगर कोई पास हो जाए तो तो सी चार सौ रूपये लिये बिना डाक्टर साहब सरटिफिकेट नहीं देते फिर

बीच में छोटे अफसर परेशान करते हैं। यह सहं है कि बड़े अफसरों का गरीबों की तरफ ध्याल है, लेकिन छोटे अफसर तो उनको नोच ही लेना चाहते हैं। इसलिए अगर उन लोगों की निगरानी हो तो बहुत अच्छा है। जनरल मैनेजर साहब १३ लाख कर्मचारियों पर रहते हैं। उन तक दरखास्त तक नहीं पहुंच पाते। मैंने मजदूरों की शिकायतें बम्बई भेजी हैं लेकिन वहां से छः छः महीने तक जवाब ही नहीं आता। जब हमारी बात इतने बड़े जनरल मैनेजर साहब नहीं मुनते तो छोटे लोगों से हम क्या आशा कर सकते हैं। इस बारे में भी ध्यान देना चाहिए ।

जो टिकट चैकर है उनको किसी न किसी प्रेड में होना चाहिए, जिस तरह कि गार्ड का या ड्राइवर का प्रेड है। गार्डों और ड्राइवरों को एलाउंस मिलता है लेकिन टिकट चैकर को नहीं मिलता। वे बेचारे रात को दिल्ली आकर सो जाते हैं और सबेरे उठ कर फिर चल देते हैं, उनको अलाउंस मिलता ही चाहिए ।

एक माननीय सदस्य : उनको ऊपर की आमदानी ही जाती है।

श्री बेरवा कोटा : दिल्ली से श्याम गढ़ तक तो उनको ऊपर की आमदानी नहीं होती। लेकिन आगे ऊपर की आमदानी होती है और ज्यादातर स्लीपर कोच में होती है। वह कह देते हैं कि रिजर्व हो रहा है और जब सेठ जी उनको दस बीस रूपया दे देते हैं तो वे उनको स्लीपर में जगह दे देते हैं। इसी प्रकार का एक केस १८०० रूपये के बवन का मामला फांटियर डी लबस मेल में पकड़ा गया था। एक ही कंडक्टर बम्बई से रत्नाम तक चलता है। जिसे चाहे उत्तर सकता है और जिसे चाहे बिठा सकता है।

जहां तक शिड्यूल्ड कास्ट या शिड्यूल्ड ड्राइवर्स वालों का प्रोमोशन देने का सवाल है उनकी सीट होते हुये भी उनको प्रोमोशन

[थी 'खा कोटा]

नहीं दिया जाता। इस जोन में १३ लाख कर्मचारियों में ६ लाख शिड्यूल कास्ट और शिड्यूल ट्राइव्स के होंगे लेकिन वे बेचारे कुली कबाड़ी हैं। उनको प्रोमोशन नहीं दिया जाता। दूसरों को रुपया लेकर उनके स्थान पर प्रोमोशन दे दिया जाता है। इस पर ध्यान देना चाहिये।

सन् १९५८-५९ में यह तैयार किया गया था कि बड़े स्टेशनों पर शिड्यूल कास्ट और शिड्यूल ट्राइव्स वालों के स्टाल खोले जाएं। लेकिन उसमें कोई प्रगति नहीं हुई है। एक छोटा सा बायाना स्टेशन है वहां पर एक शिड्यूल कास्ट वाले ने स्टाल लगाया है। लेकिन उसको बाबू लोग परेशान करके उसका स्टाल हटवाना चाहते हैं। इसलिए मेरी प्रार्थना है कि जो सहूलियतें दूसरे रेलवे कर्मचारियों को प्रोमोशन के सामने मेंदों जाती हैं वे ही सहूलियतें शिड्यूल कास्ट और शिड्यूल ट्राइव्स वालों को दो जानी चाहिए और उनकी मांगों में कटौती न की जाए।

जो ट्रांस्फर किए जाते हैं वे उस समय न किए जाएं जब कि वच्चों के इन्तिहान होने वाले हों। ट्रांस्फर किसी भी अफसर के वच्चों के इन्तिहान के बाद किए जाने चाहिए। थाच में अगर किसी अफसर को मद्रास से मध्यप्रदेश भेज दिया जाए तो उसके वच्चों का पढ़ाई नष्ट हो जाती है क्योंकि वह दूसरे प्रदेश का भाषा नहीं समझते। इस कठिनाई को दूर करने के लिए जहां तक हो सके ट्रांस्फर एक ही डिवीजन में होने चाहिए ताकि वच्चों की पढ़ाई में बाधा न पड़े।

Shri Iqbal Singh (Ferozepur): Mr. Deputy-Speaker, Sir, I congratulate the Minister for Railways for the magnificent work which the railways have done during the emergency, both in Assam and NEFA and other border areas. In these two States, the rail-

ways have done very good work. From Tezpur to Misamari it was the railwaymen who were standing there on duty when everybody had left those areas in November last. I also congratulate the Minister for the all-round improvement in the railways. Whether in revenue, in performance or in any other sphere, the work done by the railways is magnificent, especially during the emergency, and the railways can be proud of it.

The Railway Minister also explained in a detailed manner what steps the railways are going to take for the Assam rail link to solve the bottleneck of railway transport to Assam. The only better solution can be a broad gauge line between Calcutta and Assam. In the alternative there should be one metre gauge line also. If there is no broad gauge line, the transport problems of Assam cannot be solved. Some preliminary planning has been done in this matter, but greater tempo of work is required, so that these may be completed in one or two years and may not go beyond that.

As far as new lines are concerned, there is one unanimous demand from my State. Whether it is the Government or the people, one and all have been demanding a line between Ludhiana, Chandigarh and Jagadhri. The Punjab Government has recommended this line strongly. If you ask the people of Punjab, from whichever part of the State they may come, they will always say that this line should be given. I hope the Railway Minister will consider this line and this line will be completed during the third Plan, so that the capital of Punjab, which is going to be one of the most beautiful cities in the whole of India, will be connected alternatively from Kalka to Ambala and from Ludhiana to Jagadhri and that would be beneficial not only to the capital, but to the Punjab State as a whole.

There is also a second line. Already about 10 years ago, the Railway Ministry decided to have a line from Hindumalkote to Ganganagar. Though 10 years have passed, not much work has been done on this line. Out of the total cost of Rs. 91 lakhs, so far only Rs. 9 lakhs have been spent and this year they have provided only Rs. 70,000. At this rate, I do not think this line can be completed even in 100 years. The target fixed for this line is 1966. But seeing the work that is being done there, I do not think anybody can say that this project will be completed in 1966. Practically not much work has been done there. Very little earth work has been done. One reason given by Railway Department is the alignment of the railway line. That is the most important point. That strip is only two or three miles from Ganganagar to Hindumalkot of Rajasthan between Punjab border and Pakistan border. In that strip of two or three miles there is one road and one canal and the alignment which the Railways have given is between the canal and the road. But it will be proper, due to strategic and other reasons. Moreover this is a border line and when some new work comes up it will not be good to expose or to construct railway line within one mile of the international border, that the alignment may be done on the other side of the canal in Punjab area where it is possible. People think that then it will be better for all purposes and there will not be much difference. I would request the Railways to consider this matter again and also expedite that project.

Thirdly, there is another rail link which is half completed—not by the Railways but by the Irrigation and Power Department. That is the connection between Makhu and Taran Taran. The distance between Ferozepore and Amritsar is more than 120 miles, but if that connection between Makhu and Taran Taran is given, which is only a distance of 20 miles, the distance between Ferozepore and Amritsar remains practically half. Out

of that distance of 20 miles, railway line for 4 or 5 miles has already been constructed by the Irrigation and Power Department for constructing the Harika barrage. Within 16 to 20 miles of Harika barrage lies Taran Taran. Either at Patti or Taran Taran, wherever it is convenient, if they connect this line, the distance, as I said, will be practically half and it will also prove to be a most economical line. Also, when the Harika barrage was constructed, they have made provision for this railway line, and I think it will be better to take advantage of that and utilise the provision made there.

These are the three most important lines which the people of Punjab, especially in the Ferozepore and Amritsar Districts, have been asking for. There is one other request that I would like to make to the Railway Minister with regard to Ferozepore. Ferozepore is a divisional town. It is on the Pakistan border. Economy of that town was affected very much by the partition. But after partition, I am sorry to say, the Railways have not thought of constructing any quarters or other amenities there which may be useful to them or useful to the public also. There is a great rumour that this divisional headquarter is going to be shifted from Ferozepore to Jullundur. Everybody contradicts that, but those who say it are mostly railwaymen. I hope the hon. Railway Minister will see that this is not done. As I said, in that divisional town for the last five years practically no quarters have been built by the railways. Railway should take more interest in that town.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Iqbal Singh: Sir, I will take only two or three minutes more.

Mr. Deputy-Speaker: He has already taken about ten minutes.

Shri Iqbal Singh: As I said, I will conclude in two or three minutes.

Mr. Deputy-Speaker: If everybody takes two or three minutes more, there would be no time left for others.

Shri Iqbal Singh: I will finish in two minutes.

I want to make one more request and that is with regard to the Upper India Express that runs between Delhi and Calcutta. Most of the Punjabis who reside in Calcutta are from the Ferozepore District. The Upper India Express used to start from Lahore and run via Ferozepore to Calcutta. If this train services is extended up to Ferozepore, it will prove very useful.

Ferozepore district is a great cotton and wheat growing area. The difficulties of the growers there are that when the produce is brought to the market there are very few wagons for the traders to load the grains and cotton. It affects not only the traders but the growers also, because once the goods are loaded in the wagons they can take money from the banks. That affects the price of the products. I, therefore, specially request the hon. Railway Minister to see that sufficient wagons are allotted to that wheat and cotton producing area—Ferozepore district—when the produce is brought to the market.

द्वां० महाबेद प्रसाद (महाराज गंज) :

समाप्ति महोदय, मैं रेलवे मंत्री जी का ध्यान प्रस्तुत चर्चा के प्रमंग में कुछ ऐसी बातों की ओर आकर्षित करना चाहूँगा जो कदाचित उनके लिए छोटी हों किन्तु हमारे लिए और जनता के लिए वह बड़ी है।

हमारी जो भी योजनाएं चल रही हैं वह योजनाएं प्रायः समाजवादी हैं। समाजवादी योजनाओं की कमीटी मेरी समझ से दो बातों में है। एक तो, उन योजनाओं के द्वारा हमारा ध्यान पिछड़े वर्गों की तरफ कहां तक जाता है वह वर्ग जो कि सामाजिक और आर्थिक बोर पर पिछड़े हैं, और दूसरे, यह भी

महत्वपूर्ण है, कि जो पिछड़े क्षेत्र हैं, उनकी तरफ हमारा ध्यान कितना जाता है?

श्रीमन्, मैंने यह कहते हुए, बड़ा ख्वेद है कि हमारी रेलवे की योजनाओं की जो प्रगति हुई है, इतना सब कुछ होते हुए भी पिछड़े क्षेत्रों की ओर हमारे रेलवे मंत्रालय का ध्यान नहीं गया है। उदाहरण के तौर पर मैं अपने क्षेत्र की एक बात पेश करना चाहता हूँ। आनन्दनगर से नौतनवां का जो संवेशन है वह रेल १८८६ में बिछायी गयी थी औल उस वक्त भी वह कोई अच्छी रेल नहीं थी। वह सवा ४१ पांड की थी अब वह धिस विसा कर मैं समझता हूँ कि ४१—३२—३३ पांड की ही रह गयी होगी। मैंने एक प्रश्न आपका सेवा में प्रस्तुत किया था। उस प्रश्न को याद आपने रेलवे मंत्रालय को रेफर किया और उन्होंने जो उत्तर दिया उस उत्तर से स्पष्ट है कि रेलवे मंत्रालय ने यह आवश्यक समझा कि उस संवेशन की रेल को बदला जाय। लेकिन आवश्यक मानते हुए भी उधर ध्यान नहीं दिया गया। यह उन का उत्तर है जो मुझे आपकी तरफ से प्राप्त हुआ है। उसे मैं पढ़ देना चाहता हूँ :—

"The renewal of rails on Anand Nagar-Nautanwa Section of North-Eastern Railway, which was programmed for commencement in 1960-61 could not be taken up due to non-availability of 50 lbs. Second-hand rails.

The existing track of this section laid with 41½ lbs. rails is quite fit for the existing class of engine on the section viz. YL Engines ("A" Group) of 8 ton axle load, permitted to run on this section at a speed of 25 K.M.P.H.

The renewal is proposed to be taken in hand with 60 lbs. R.B.S. Rails, as soon as the material, which is being collected, is available at site".

उस पत्र से दो बातें प्रकट होती हैं। एक तो यह कि इसकी आवश्यकता तो थी किन्तु इस आवश्यकता को ध्यान में रखने हुए भी वहां जो स्थिति थी उसको ठीक करने के लिए कोई और अच्छा उपाय नहीं निकाला गया बल्कि स्पीड को धीमा कर दिया गया। हमको ऐसी सूचना मिली है कि स्पीड इसलिए कम कर दी गई क्योंकि अच्छे इंजन जाने से वहां खतरा हो जाता। मैं आपको बतलाऊं कि इस सैक्षण में गाड़ी १३—१४ मील की रफतार से चलत है तो फिर यह इस समस्या का कोई हल तो नहीं है। इस सिलसिले में मैं आपसे निवेदन करूं कि यह क्षेत्र केवल पिछड़ा हुआ ही नहीं है बल्कि सामरिक दृष्टि से भी अपना महत्व रखता है। कल के समाचारपत्र में सुरक्षा और समन्वय मंत्री का एक पत्र जो प्रधान मंत्री जी को लिखा गया है उसकी चर्चा की है। उसमें उन्होंने सुझाव दिया था कि १०० मील की बड़ी लाइन सिलीगुड़ी से जो गोपा तक बनाई जाय। It is to provide an effective rail link between Assam and other parts of the country. जैसा कि मैंने आभी निवेदन किया यह एक ऐसा क्षेत्र है जिसका कि सामरिक दृष्टि से भी कम महत्व नहीं है। मैं निवेदन करना चाहता हूँ कि रेल मंत्रालय को इधर ध्यान देना चाहिए और लखनऊ से लेकर सीधे सिलीगुड़ी तक एक ऐसी बड़ी रेलवे लाइन बिछानी चाहिए जिससे यातायात की जो दिक्कतें अभी बीच में पेश होंगी थीं वह फिर से पेश न हो सकें। अब रेलवे मंत्रालय की ओर से इसका उत्तर यह दिया जा सकता है कि उनके पास साधनों की कमी है। लेकिन मुझे इस सम्बन्ध में अत्यन्त दुःख के साथ कहना चाहता है कि जहां साधनों की इस तरह कमी हो वहां इस प्रकार के खर्च किये जाने

हैं जिनकी कि कोई जहरत नहीं है और उस प्रसंग में साधनों की कमी की बात जो कि उनकी ओर से जवाब में कही जा सकती है, वह कुछ उपयुक्त नहीं मालूम होती है।

खर्चों के कार्यक्रम का जो खरीदा हम लोगों को यहां पर मिला है, उसमें हमने बहुत सारी बातों को नोट किया है, लेकिन समय के अभाव में मैं उन सबको पढ़ना मुनासिब नहीं समझता हूँ।

इस सदन में जब कोई रेलवे लाइन बदलने या कोई अन्य सुविधा देने की मांग की जाती है, तो कहा जाता है कि साधनों की कमी है। हमारे इलाके में लेहड़ा नामका एक स्टेशन है, जहां पर बरसात में पर्याप्त शेड न होने के कारण कोई खड़ा नहीं हो सकता है। इसका कारण भी साधनों की कमी ही बताया जाता है। इसकी तुलना में मैं आपको गोरखपुर की एक बात बताता हूँ कि वहां पर अफिसर्ज के लिए जल-विहार करने के लिए एक स्विमिंग-पूल बनाने पर चौदह लाख रुपया खर्च किया जा रहा है। अगर वार्कइ साधनों की कमी है, तो उसका प्रभाव इस दिशा में क्यों नहीं पड़ता है?

इसी सिलसिले में मैं आपका ध्यान रेलवे के टाइम टेबल की तरफ भी आकृष्ट करना चाहता हूँ। ऐसा मालूम होता है कि रेलवे के जो बड़े बड़े अफिसर्ज टाइम टेबल बनाते हैं, वे अनामक्त हो कर वह काम करते हैं। ऐसा प्रतीत होता है कि शायद रेलवे मंत्री महोदय की तरफ से उनको गीता का यह उपदेश मिल गया है कि "कर्मण्येवाधिकारस्ते मा कर्तेषु कदाचन"। अर्थात् कर्म करते रहो, उसको फल क्या होगा, इस की चिन्ता मत करो। जेनरल टाइम टेबल में जो खगवियां हैं, वनको आप छोड़ दीजिए। मैं आपको यह बताना चाहता हूँ कि नवतनवा से गोरखपुर जो

[डा० महादे व प्रसाद]

गाड़ी आनन्दनगर से होकर आती है, उसको आनन्दनगर में ढाई घंटे तक लोक दिया जाता है और ५२ मील की दूरी वह छः घंटे में तय करती है। उसका से वह ट्रेन ५—५७ पर आती है और नवतनवा की ट्रेन ६—६७ पर वहां से चलती है। इसलिए नोग उसका बालो गाड़ी में नवतनवा से उतर कर चढ़ते हैं। इस सम्बन्ध में मैं ने स्थानीय अधिकारियों को चिट्ठी लिखी और टेलीकॉन पर भी उनसे बातचीत की, लेकिन उनके कान पर चुंतक तक नहीं रेंगती है। इसका कारण यह है कि वे जानते हैं कि हम ज्यादा में ज्यादा रेलवे मंत्री महोदय को लिखते हैं। रेलवे मंत्री उसकी रिपोर्ट उन्होंग आकिसंज के पास भेज देंगे और उनका जवाब आ जायेगा। अगर रेलवे मंत्री वडे मेहरबान होंगे, तो वह बता देंगे कि उन्होंने रेलवे अधिकारियों को लिखा है और उनका जवाब आ गया है। इस प्रकार की कई दुखद घटनायें हमारे सामने आई हैं। मैं ने रेलवे मंत्री जी को कई पत्र लिखे और उन्होंने उन पत्रों को अधिकारियों को रेकर किया। उन अधिकारियों का जो जवाब आया, उस को मंत्री महोदय ने हमारे सामने रख दिया।

जो सामान मंगाया जाता है, उस के लिए स्टेशनों पर जो ब्हार्फेज लगता है, मैं नहीं समझ पाता हूँ कि किसी स्टेशन पर ब्हार्फेज का एक रेट हो और दूसरे स्टेशन पर दूसरा रेट हो। मैं ग्राप को बताना चाहता हूँ कि नवतनवा स्टेशन का ब्हार्फेज का रेट आनन्दनगर के रेट से ज्यादा है। जब इस बारे में पूछा गया, तो मालूम हुआ कि यह तो आकिसंज का डिस्क्रीशन है कि वे किसी स्थानविशेष की स्थिति को ध्यान में रख कर ब्हार्फेज को निश्चित करें। मैं समझता हूँ कि इस प्रकार की कोई नीति रखना बड़ा खतरनाक है। जहां पर व्यापारी आकिसंज को खुश कर लेंगे, उन के मना

लेंगे, वहां पर जिस तरीके से काम हो सकेगा, दूसरे स्टेशनों पर वैसे नहीं हो सकेगा।

अगले वर्ष के लिए जो कुछ योजना हमारे सामने है, उस में हम को रेलवे मंत्रालय की संकुचित दृष्टि दिखाई पड़ रही है। इस सदन में और बाहर भी बाढ़ के बारे में बहुत चर्चा हो चुकी है। प्रधान मंत्री जी ने इस सदन का ध्यान इस बात की तरफ आकर्षित किया था कि बाढ़ को रोकने के जो उपाय हैं, उन को प्रयोग में लाया जाय, लेकिन एक हल यह है कि रेलवे के पुलों में सुधार होता चाहिए। मुझे अक्सरों के साथ कहना पड़ता है कि रेलवे मंत्रालय ने इस और ध्यान नहीं दिया है और कहीं शायद कोई ध्यान दिया गया हो, लेकिन कम से कम हमारे क्षेत्र में तो इस और कोई ध्यान नहीं दिया गया है।

मैं चाहता हूँ कि आनन्दनगर और नवतनवा लाइन पर उदितपुर में एक हाल्ट-स्टेशन बनाने की दिशा में कार्यवाही की जाये। धुबरी लाइन पर खुशहालनगर का जो हाल्ट स्टेशन है, वह अच्छा काम कर रहा है। इस लिए उस को रेगुलर बनाया जाये।

आपने जो मुझे समय दिया है, उस के लिए मैं धन्यवाद देता हूँ।

Shrimati Jyotsna Chanda (Cachar): Mr. Deputy-Speaker while I rise to support the demands for railways, I express my high appreciation for the railway authorities, who fared so well during the state of emergency.

I would like to make a few submissions regarding the North East Frontier Railways. The hon. Railway Minister has stated during the course of his speech that continuous attention is being given to the North Eastern Railways. I would suggest that the Railway Ministry and the Railway Board

should not only give continuous attention but should take immediate decision regarding the North East Frontier Railways. As is well-known to this august House, the communication and transport system of Assam are very bad and it is cut off from the rest of India.

14.26 hrs.

[SHRI THIRUMALA RAO in the Chair]

So, I would request the authorities to extend the broadgauge line from Siliguri to Amingaon. I think there is a proposal and a survey has already been made up to Alipore Duar. Therefore, I would request them to extend it up to Amingaon. During the Chinese aggression all the cargo boats were held up in Pakistan due to the strike of the joint steamer companies. So, we should not give such a chance to the joint steamer companies to put us into difficulties while taking the cargo from Calcutta to Assam through that route. We shall have to depend upon our own transport and communication. There is every apprehension of a renewed Chinese aggression. So, we have to see to it that the movement of foodstuffs and other essential articles for the military and also for the civilian population is carried through our own railway communication.

It will not be out of context in this connection to mention that the railway line should be extended up to the foothills of Manipur and also to the foothills of Mizo district. I would urge upon the Government to take up the survey of these two routes immediately so that by the end of the Third Plan the construction of these railway lines could be taken up.

I have received one memorandum very recently from the All-India Manufacturers Organisation, Tinsukia, Assam, regarding the insufficient allotment of wagons resulting in hold up of goods in transit. I would request the Government, rather the railway authorities, to look into the matter and

see to it that goods which are carried by the wagons are taken to the destination without keeping them in transit which gives opportunities for theft and pilferage, resulting in loss of money to the railways because they have to pay huge amounts as compensation.

Very recently, the railways have introduced the Assam Mail from Barauni to Dibrugarh. But, then, the sufferings of the travelling public are so much that even passengers from the stations nearby could not get accommodation in that train. Before the introduction of the Assam Mail, these were through coaches from Silchar and Karimganj to Pandu. Now that has been stopped. But the authorities have not given any consideration to the passengers who are coming from Silchar, Mizo district or from Karimganj who have to entrain the Assam Mail.

I would request that some seats should be allotted to the passengers for that area. In this regard we have been moving the authorities for sometime. Unless and until there are through coaches run from Silchar-Karimganj to Barauni, or up to Gauhati at least, the people there will be put to great inconvenience. Assam Mail being the only through train from Barauni to Dibrugarh it is so much over-crowded, and I would suggest that a janata train may be introduced as soon as possible to relieve the sufferings of the passengers.

One more suggestion that I would like to make is this. The authorities should consider the question of rehabilitating the eroded and landless people on both sides of the railway line, so that the Naga hostiles do not have a chance to raid the trains or sabotage the railway line.

With these words I support the Demand.

श्री कल्पवत्ति (देवास) : सभापति महोदय, मैं रेलवे मंत्री का ध्यान दो चार बातों की तरफ दिलाना चाहता हूँ।

मध्यप्रदेश के अधिकांश क्षेत्र के अन्दर रेलवे की बहुत कमी है। अगर सरकार उस क्षेत्र में रेलवे लाइन डाले तो करोड़ों रुपये की आमदनी हो सकती है। निमाड़ क्षेत्र में जो आदिवासी रहते हैं उन को रेल तक जाने के लिए दाएं या बाएं सौ मील जाना पड़ता है। मेरा मुझाव है कि खंडवा से दाहोद तक एक लाइन डालनी चाहिये ताकि आदिवासियों को लाभ पहुंच सके। उस क्षेत्र में कपास और मूँगफली ज्यादा होती है। अगर वहां रेलवे लाइन हो जाय तो वहां की जनता को बड़ी मुश्विधा हो सकती है।

इसी प्रकार देवास क्षेत्र में एक लाइस देवास से सोनकछ, हाट पीपलिया, वागली, खाने गांव, कन्नीद, मेनवारा होती हुई हरदा जा कर मिल जानी चाहिए। इस से भी सरकार को काफी आमदनी हो सकती है।

रेलवे स्टेशनों पर जो जनता को रेलवे कमंचारियों द्वारा परेशानी होती है उस का मैं कुछ उत्सेव करना चाहता हूँ। उज्जैन के मालगोदाम पर व्यापारियों को बैगन खाली करने के लिए बहुत कम समय दिया जाता है। उन से कहा जाता है कि तुम को एक घंटे में खाली करना है। एक घंटे में खाली नहीं हो पाती तो उन के ऊपर दबाव डाला जाता है पर यदि कमंचारियों को दस पांच रुपये दे दिए जायें तो कमी भी खाली कर सकते हैं। इस बारे में मैं ने व्यक्तिगत रूप से रेलवे मंत्री जी को पत्र दिया। उस का उत्तर आया था कि जांच कर रहे हैं। परन्तु अभी तक कुछ हुआ नहीं। एक पत्र मैं ने जनरल मैनेजर को भी भेजा था, लेकिन दो महीने हो गए उस का कोई उत्तर नहीं आया है।

एक माननीय सदस्य : वहां से तो जवाब आता ही नहीं।

एक माननीय सदस्य : वहां का तो स्टैंडर्ड ६ महीने का है।

श्री कछवाय : जब पालियामेंट के एक बैठक के पत्र का जवाब देने में वे इतना समय लगाते हैं तो साधारण व्यक्तियों को कितनी कठिनाई होती होगी इस का अनुमान मंत्री महोदय लगा सकते हैं।

एक गाड़ी भोपाल से अहमदाबाद के लिए सवा नौ बजे चलती है। लेकिन यह सात सात, आठ आठ घंटे लेट हो जाती है और यह ११७ मील का टुकड़ा है। इस सम्बन्ध में कई बार शिकायतें की गयीं लेकिन कुछ सुनवाई नहीं होती। इस कारण उस क्षेत्र के मुसाफिरों को बड़ी परेशानी होती है। मंत्री महोदय को इस और ध्यान देना चाहिये कि गाड़ी समय पर चले।

उज्जैन और भोपाल के बीच में कुछ नए स्टेशन बने हैं। उन को बने दो साल हो गए हैं लेकिन वहां टिकटै मिलने की व्यवस्था नहीं है और न गाड़ी वहां रुकती है। पैसिंजर परेशान हैं। उन स्टेशनों को बने दो साल हो गए लेकिन उस क्षेत्र की जनता को उन से कोई लाभ नहीं मिल रहा। आखिर इन के बनाने का क्या मतलब है।

इस सम्बन्ध में एक बात और कहना चाहता हूँ कि इस गाड़ी को भोपाल से रत्तलाम तक या अहमदाबाद तक एक्सप्रेस बनाया जाये जाकि बीच में न रुके जिस से जनता को काफी लाभ मिल सके।

मध्यप्रदेश म ऐसे बहुत से क्षेत्र हैं जहां कि लरेलवे का होना अत्यन्त आवश्यक है। पर मेरी समझ में नहीं आता कि मध्य प्रदेश की तरफ ऐसा दुर्लक्षण क्यों किया जाता है। और अंतों में, और प्रान्तों में अनेकों नई लाइन डाली गयी है लेकिन मध्यप्रदेश में ऐसा देखने को नहीं मिलता कि कहीं नई लाइन डाली जा रही हो।

एक माननीय सदस्यः आप मध्य में है इसलिए ।

श्री कक्षवायः मध्य में रहने का यह अर्थ नहीं है कि वहाँ की जनता को लाभ से चित रखा जाय । हमारी सरकार का तो यह कहना है कि सब को बराबर सहुलियत मिलनी चाहिये ।

हमारी सरकार ने देश की जनता को फस्ट क्लास, सैकिंड क्लास और थर्ड क्लास में बांट रखा है । थर्ड क्लास में गरीब लोग हैं जो मजदूरी कर के अपना पेट भरते हैं । उन के बच्चे भूबे रहते हैं और वह उन का बगाबग पालन नहीं कर पाते हैं । उज्जैन की बाईं दिवा में एक मजदूर बस्ती है जहाँ के मजदूर मिल में काम करने जाते हैं । अगर वे पुल पर से हो कर जाएं तो उन को तीन चार मील का रास्ता तै करना होता है । इसलिए वे रेलवे लाइन पार कर के अपने काम पर जाते हैं । ऐसा करने में उन का बड़ा चक्कर बच जाता है । इस कारण हर साल दो तीन दुष्टनाएं हो जाती हैं और मजदूर मर जाते हैं और फिर उन के बच्चों की संभाल करने वाला कोई नहीं रहता । इस स्थान पर एक पुल बनाना चाहिये । इस के लिए अनेक बार शिकायत की जा चकी है । मैं आप का ध्यान इस और दिलाना चाहता हूँ ।

उज्जैन के रेलवे कर्मचारियों के लिए एक कालीनी बनाई गई है जोकि मंजिली है । बग्गात के दिनों में नीचे की मंजिल में दो दो तीन तीन दिन तक पानी भरा रहता है और लोग दूसरी जिल पर रहते हैं । तो मेरा निवेदन है कि इस और ध्यान देना चाहिए और कर्मचारियों के लिए और मकान बनाने चाहिए और जो मकान बने हैं उन में ऐसी व्यवस्था होनी चाहिए कि पानी न भरे और अगर यह नहीं हो सकता तो उन के लिए दूसरे स्थान पर मकान बनाने की व्यवस्था की जाय ।

ये सब बात हम यहाँ कहते हैं और मंत्री महोदय सुनते हैं लेकिन कुछ होता नहीं, यह कहावत चरितार्थ होती है कि हावी निकल जाता है और कुन्ते भोकते रहते हैं । हम जो कुछ भी कहें लेकिन करना वही है जो सोच रखा है । ऐसा नहीं होना चाहिए । हम इस और आप का विशेष ध्यान दिलाना चाहते हैं । हम उस क्षेत्र से आते हैं और मजदूरों के क्षेत्र से आते हैं । वे हम से शिकायत करते हैं और हम स्वयं जा कर उन की अवस्था देखते हैं और फिर आप को बतलाते हैं । महीं बात स्वयं देखने के बाद आप के सामने रखते हैं । इसलिए हमारी बातों पर बराबर ध्यान देना चाहिये ।

Shri Bhagwat Jha Azad: Mr. Chairman, I am grateful to the Railway Minister for the assurance that he would look into the suggestion that I and some of our other friends gave, that the arbitrary increase in the freights should be substituted by a rational approach based on a study of the cost structure which may reflect the full policy of transportation.

On the Demands I would try to highlight a few small points which mainly concern the Eastern Railway, and the first thing is this. In the present emergency I would not repeat my demand which I used to make in the First Parliament regarding the tension of the Bhagalpur-Mandav Hill line towards the coal areas in South Bihar, because I know that it is not possible. But I would suggest one thing. On this railway line the distance between two stations is nowhere more than five kilometres except between Dhoni and Tikani where the distance is about 10 kilometres, that is, just double the usual or normal distance between two stations on this line. This line was dismantled during the war but before that there was a station at Sanjha and that has not yet been restored. So, I would request him kindly to have a halt between Dhoni and Tikani the distance between which is ten kilometres.

[Shri Bhagwat Jha Azad]

Secondly, I have already forwarded almost every month or every fortnight petitions based on facts and figures to the General Manager, Eastern Railway, about converting Ekchari halt into a station. I have myself looked into the receipts of the different small stations which have been converted from halts and I must say that compared to them Ekchari which is at present a halt is giving much more revenue to the Railways. Therefore I would suggest that this halt may kindly be considered for transforming into a full-fledged station. I suggest this knowing full well that possibly the Railways will have surplus revenue than what the cost entails even during this emergency.

Thirdly, I would request that the southern platform of Bhagalpur which is an important station on the Eastern Railway should be covered. No doubt, the Railways have been good enough to give it a good look and a little more space about a year and a half ago. The southern platform which is a long one should be covered. Only a very small portion of it is covered. So, let there be a shelter and shade on this platform also in these days of boom for the Railways when they are getting Rs. 31 crores of surplus.

For a long time the Railways are trying to investigate into the possibility of having a halt at Mamalkha between Sabour and Ghogha which is after Bhagalpur. In the last Railway Budget debate I had referred to this and some of our friends had been there to look into the matter. But I am told that when they visited the place, in the absence of any proper representation to them as I presume and understand from some of my friends of the locality, possibly the case could not be properly put. I would request that this may kindly be looked into. A halt at Mamalkha between Sabour and Ghogha is justified.

The hon. Minister has said that if we say about the foot-bridge, possibly we have to pay from the municipi-

pality and other things. There is an overbridge at Colganj to connect the two platforms. On one side this overbridge is extended upto the bazar area from where people can come; but at the other end it is not extended. One end is open; the other is not. I only request that the other end may also be opened so that people living on the southern side of the platform may also have an easy approach to the other side. Of course, I have received the reply in the usual way as we always get from the Railway Ministry. But I would again urge that this be looked into. I would like to say to the hon. Minister and through him to his officer-friends in the Official Gallery that we also get a lot of grievances, presumably at three or four places I try to screen them and forward only such of our demands which can possibly be met by the Railways within a very little amount of expense. Therefore this is a case where they should not have given the usual emphatic 'No' but should have considered it sympathetically. I hope even now that it will be considered and at Colganj the overbridge will be opened at the southern end also.

I have only these few points to make. I hope these four or five points which I have made will be considered sympathetically. Also, some catering arrangement may be tried at Sultan-ganj station which is just half an hour's run from Bhagalpur. I hope that these points will be looked into and considered sympathetically. They would not entail much heavy expenditure if they are implemented in the light of the expenditure on the Railways on other fronts. It is a legitimate grievance of the people and it will add something, if not more, to the Railway exchequer.

श्री न० प्र० यादव (सीतामढ़ी) : सभा-पति महोदय, आप ने युनिडिमांडस पर बोलने का जो अवमर दिया उम के लिये मैं सब से पहले आप को धन्दवाद देता हूँ। इस के बाद मैं रेलवे कर्मचारियों को धन्दवाद दूँगा जिन्होंने

कि इस इमरत्रसी पीरिएड में दिन गत परिश्रम कर के लड़ाई का सामान आदि जो जहां भेजना था उसे उन्होंने ने तुरन्त भेजा। इस के लिए व्यार्थ के पात्र है।

श्रीमन्, मैं उस क्षेत्र से आता हूँ—सीतामढ़ी के संसदीय क्षेत्र से, जोकि हिन्दुस्तान में एक महत्वपूर्ण जगह है। सीतामढ़ी वह जगह है जहां सीता जी की जन्मभूमि है। मां सीता की जन्मभूमि होने के कारण हिन्दुस्तान के नहीं विदेशों के लोग भी सीतामढ़ी आया जाया करते हैं। इस सीता माता की जन्मभूमि में अभी तक इस स्टेशन पर शेड नहीं बनाया गया है जिस से वहां के याँ याँ, एक देश के तीर्थयात्रियों, को काफ़ी तकलीफ़ हुआ करती है। यह भारत का एक प्रमिद्ध तीर्थस्थान है।

इस के साथ ही साथ वहां साल में बहुत बड़े धार्मिक मेले लगते हैं। एक चैत्र में रामनवमी के अवसर पर और दूसरा व्याहपंचमी के अवसर पर अग्रहन में मेला जुटता है जिसमें विहार के ही नहीं वरन् देश के दूसरे राज्यों से भी लोग सीतामढ़ी आते हैं और लाखों की संख्या में लोग मेले में आते जाते हैं। उस मौके पर अभी जो एक यड़ बलास बेटिंग रूम है वह बहुत ही छोटा है। आपसे निवेदन है कि वहां सीतामढ़ी जो मबदिविज्ञन का मुख्यालय है में यड़ बलास के सेंजर्स के लिए बहुत बड़ा हाल होना चाहिये जिस में कम से कम उस मेले के अवसर पर हजारों यात्री उस में शरण ले सकें और रात्रि में विश्राम कर सकें।

सीतामढ़ी शहर दो भाग में विभक्त है, उत्तर और दक्षिण। हर एक साल दो, चार यात्री और शहर के व्यापारी लोग मालगुदाम में जाते हैं वे इंजन से कट जाया करते हैं। इस साल भी दो महीने पहले सीतामढ़ी का एक व्यापारी अपने व्यापार के सिलसिले में मालगुदाम में गया था। जब वह अपने पर आ पहुँचा और वहीं उस से कट कर उसका

प्राणात हो गया। इनलिए मैं रेलवे मंत्री मढ़ोदय से मेरा निवेदन है कि वहां पर एक ओवररिज निर्माण करा देने की दृष्टा करें।

इस के बाद श्रीमन्, बैरगीनिया एक बहुत बड़ा व्यापारिक स्थान है। बैरगीनिया से करीब एक मील की दूरी पर हमारे नेपाल का राज्य शुरू होता है। उस बैरगीनिया स्टेशन से गोर बाजार जोकि नेपाल राज्य का डिस्ट्रिक्ट है बहुत से पैसेंजर नेपाल उसी रास्ते से जाते हैं। वहां भी अभी स्टेशन पर कोई शैड नहीं बना हुआ है। इसलिए जहां अपने देश के यात्रियों को तो तकलीफ़ ही ही, हमारे ये यात्री जोकि उस रास्ते से बैरगीनिया हो कर नेपाल आते जाते हैं, उन्हें भी बड़ी तकलीफ़ होती है। इसलिए निवेदन है कि वहां भी प्लेटफार्म पर शैड होना चाहिए और रेलवे लाइन पर एक ओवररिज होना चाहिए। चूंकि बैरगीनिया शहर भी दो भागों में बंटा हुआ है इसलिए वहां भी एक ओवररिज होना चाहिए।

इस के बाद श्रीमन्, डेग स्टेशन पर एक मालगुदाम करीब ६ महीने से बना हुआ है।

इस के बाद ढंग स्टेशन करीब ६ महीने से बन कर तैयार है। निवेदन है कि वहां जितनी जल्दी हो टिकटघर का प्रबन्ध होना चाहिए। गाड़ी उस स्टेशन पर रुकनी चाहिए जिस से उस इलाके के लोगों को सुविधा हो सके।

बैरगीनिया और डेग स्टेशन के बीच में वर्षा के दिनों में रेलवे लाइन टूट गई थी। रेलवे की ओर से लाखों रुपये खर्च करने पर जो बागमती की पुरानी धार है उस पुरानी धार को रेलवे की ओर से नई धार को पुरानी धार की ओर लाना चाहा था, लाखों रुपये खर्च होने के बाद भी इस बार फिर वह रेलवे बांध टूट गया और वह बागमती नदी रेलवे लाइन तोड़ती हुई फिर आगे बह गई। इसलिए मेरा निवेदन है कि वह रेल बांध जोकि टूट गया है

[श्री न० प्र० यादव]

उसे फिर बनाना चाहिये जिस से बागमती नदी अपनी पुरानी धारा में चली आये। उस बांध की फिरसे मरम्मत होनी चाहिये।

श्रीमन्, ढेंग स्टेशन पर करीब ६ महीनों से एक मालगुदाम बन कर तैयार है। लेकिन रेलव अधिकारियों के द्वारा अब कहा जा रहा है कि यहां से वह मालगुदाम तोड़ कर फिर किसी दूसरे स्टेशन पर ले जाया जायेगा। मेरा निवेदन है कि मालगुदाम को यहां रहना चाहिये क्योंकि यह व्यापार का एक केन्द्र स्थान है। मेरा निवेदन यह है कि ढेंग स्टेशन भी व्यापार का एक बहुत बड़ा केन्द्र है। मर्कर्ड और धान इस इलाके में काफ़ी होता है। इमलिए मेरा निवेदन है कि ढेंग स्टेशन पर जो माल-गुदाम बन कर छः महीने से तैयार हैं, उस को वहां पर रखने देना चाहिये।

सीतामढ़ी और वाजपट्टी स्टेशनों के बीच भासरग्राम में जो रेलव हाल्ट पिछ्ले छः महीनों से बन कर तैयार है, वहां भी गाड़ियां रुकनी चाहिये, जिस से वहां के यात्रियों को मुविधा हो सके। सीतामढ़ी से कलकत्ता जाने वाली जो यात्री हैं, उन के लिए अभी तक कोई मुविधाजनक गाड़ी नहीं है। लोग ७ बजे सुबह सीतामढ़ी से जाते हैं और एक बजे समस्तीपुर पहुंचते हैं। लगभग साढ़े तीन घंटे ठहरने के बाद उन को कलकत्ता के लिए गाड़ी मिलती है। मेरा सुझाव है कि दिन के ११ और १२ बजे के बीच में कलकत्ता के लिये नरकटियांगंज से सीतामढ़ी होते हुए एक गाड़ी चलाई जाये, जिस से सीतामढ़ी, उत्तर बिहार और नेपाल राज्य के गोर बाजार और मलंगवा, जोकि नेपाल के डिस्ट्रिक्ट हेडवार्टर्ज़ हैं, के लोगों को कलकत्ता त्यादि जाने में मुविधा हो सके।

१९४७ से पहले, (आजादी से पहले) रेलव अधिकारियों के द्वारा सोनवर्षा से मुजफ्फरपुर वाया सीतामढ़ी ५६ मील नई

रेलव लाइन बिछाने का सभी काम हो गया था। डीमाकशन और सर्वेक्षण भी हो गया था और पर र के पोल भी कहीं कहीं गाड़ दिये गये थ। लेकिन अभी तक उस लाइन का निर्माण नहीं हो सका है, जिस के अभाव में सीतामढ़ी के इलाके के लोगों और नेपाल राज्य के लोगों को, जोकि पटना और मुजफ्फरपुर जाते हैं। ३७ मील की दूरी तय करने के लिये सीतामढ़ी और समस्तीपुर हो कर मुजफ्फरपुर पहुंचना पड़ता है, जिस में आठ घंट का समय लग जाता है और १०० मील की दूरी तय करनी पड़ती है। इमलिए सोनवर्षा से मुजफ्फरपुर वाया सीतामढ़ी तक एक रेलवे लाइन बनाई जानी चाहिये, जिस का सर्वेक्षण पहले ही हो चुका है।

रीगा और ढेंग स्टेशनों के बीच में मोहनी-मंडल पर एक हाल्ट स्टेशन होना चाहिए। उस का सर्वेक्षण हो चुका है और बहुत दिनों से उस की जांच-पड़ताल हो रही है। रेलव अधिकारियों के द्वारा यह कहा जा रहा है कि बहुत जलदी ही वह हाल्ट बनेगा। मेरा निवेदन है कि यहां भी एक हाल्ट शीघ्रातिशीघ्र बनाया जाना चाहिये।

आदापुर और छोरादानो स्टेशनों के बीच में पचपोद्धरिया हाल्ट बन कर तैयार है। वहां पर भी गाड़ी रुकनी चाहिए।

आप ने मुझ जो समय दिया है, उस के लिए बध्यवाद।

श्री उटिया (शहडोल) : माननीय सभापति जी, मैं रेल मंत्रालय का ध्यान कुछ बातों की ओर दिलाना चाहता हूँ। इस बांध का रेलवे बजट सिर्फ़ इस ख़्याल से अच्छा है कि यात्री टिकट-दरों नहीं बढ़ाई गई हैं, लेकिन बजट को देखने से यह मालूम होता है कि सरकार जनता से अधिक से अधिक रुपया खींचने के ही फेर में रहती है। आज तक यात्रियों को क्या मुहूर्लियत दी गई या श्री

जायेंगी, रेल मंत्री महोदय यदि सिफ़ इन्हीं सवालों पर गौर करें, तो जनता का बड़ा उपकार होगा । बजट की किताबों में तो सहूलियतों की गिनती संकड़ों में पहुंच जाती है, परन्तु जब कोई आदमी अपना विस्तर ले कर स्टेशन पहुंचता है, तो वहाँ से उस की मुसीबतें शुरू हो जाती हैं । जब वह रेल-यात्रा समाप्त करता है, तब वह जरा चैन की सांस लेता है ।

भीड़ को बढ़ाने या बढ़ती हुई भीड़ का मुकाबला करने के लिए आज तक कोई कायदे की कार्रवाई नहीं की गई है । इस बात की जांच करने की भाँ कोशिश नहीं की गई है कि किन क्षेत्रों में अधिक सहूलियतों की जरूरत है । मैं अपने इलाके को ही बात करता हूँ । कट्टनी से बिलासपुर का रेल-बंड मानों हमारे रेल-विभाग के कोप का शिकार है । वहाँ पर माल और खास तौर से कोयले की निकासी को बढ़ाने के लिए लाइन दोहरी की गई है, परन्तु इन्हें उपयोगी और इन्हें महत्वपूर्ण इलाके की जनता कितनी तकलीफ में है, क्या कभी इस का विचार किया गया है ? वहाँ चौबीस घंटे में दो पैसेंजर गाड़ियां चलती हैं । देश के और दूसरे भागों में तो अगर यात्री को गाड़ी न मिले, तो वह बस से सफर कर लेता है, परन्तु इस इलाके की भौगोलिक दशा ऐसी है कि अब तक कट्टनी से बिलासपुर का इलाका सड़क से नहीं जुड़ा है । वहाँ पर सिफ़ रेल का ही सहारा है । जो दो पैसेंजर गाड़ियां हैं, वे भी बींबों और भोपाल से आती हैं । कट्टनी में यू० पी०, पंजाब, मध्य भारत और दक्षिण की तरफ से जो हजारों यात्री आते हैं, वे यहाँ से इन्हीं दो गाड़ियों में जाते हैं ।

इस इलाके में कोयले की खदानों की संख्या करीब दो दर्जन है, जिस से उद्योग और व्यापार खूब बढ़ रहा है । इस क्षेत्र का जनता को दूसरे इलाकों से बहुत सी रोब-मर्ट की चीजें मंगानी पड़ती हैं, जिस का साधन सिफ़ रेल है । इस के अलावा पंजाब, दिल्लों या अन्य भागों से जो लोग कोरबा और भिलाई वर्ते रहे

जाते हैं, उन्हें बींबों से बिलासपुर करीब २५० मील का सफर पूरा करने में बींस घंटे लग जाते हैं । इस पर भीड़ की भारी मुसीबत है । कई बार इस बात की मांग की गई कि कट्टनी से बिलासपुर के बींच एक अतिरिक्त गाड़ी चलाई जाये और बींबों से बिलासपुर तक के बींच एक एक्सप्रेस गाड़ी हो । अच्छा तो यह होगा कि दिल्ली से भिलाई तक एक एक्सप्रेस चलाई जाये, परन्तु रेल विभाग ने इस तरफ ध्यान क्या दिया है, यह बात रेल बजट से नहीं मालूम होती है ।

मैं रेलवे मंत्री महोदय से प्रार्थना करूँगा कि वह इन्हें महत्वपूर्ण इलाके की जनता को सहूलियत देने की बात पर ध्यान दें । रेल जनता के लाभ के लिए है, सुख के लिए है और देश की उन्नति के लिए है । मैं समझता हूँ कि अगर यह बात हमारा रेल विभाग समझ ले, तो वह महसूस करेगा कि सारी व्यवस्था में व्यापक परिवर्तनों की आवश्यकता है ।

श्री चांदक (छिंदवाड़ा) : सभापति महोदय, आप ने मुझे समय दिया, यह आप की मेहरबानी है । इस घोड़े से समय में मैं दो चार बातें कहना चाहूँगा ।

श्री कछवाय : सभापति महोदय मैं समझता हूँ कि इस समय क्वोरम पूरा नहीं है ।

Mr. Chairman: Please resume your seat. They are ringing the quorum bell.— Now there is quorum. The hon. Member, Shri Chandak, may continue.

श्री चांदक : चेयरमैन साहब, सब से पहले मैं रेलवे मंत्रालय को बधाई दूँगा कि इन दिनों इस मंत्रालय का परफारमेंस काफी अच्छा रहा है और इस इमरजेंसी और विकास के जमाने में इस मंत्रालय ने दोनों ओर अच्छा काम किया है । हाउस ने उन को इस के लिए धन्यवाद दिया है, मैं भी उस में शामिल होता हूँ । लेकिन यह धन्यवाद देते हुए भी मेरा यह कहना है कि इस में काफी त्रुटियां भी हैं । उस और

[श्री चाडक]

हमारे अन्द मित्रों ने भी ध्यान आकर्षित किया है। मैं अधिक समय न लेते हुए जो थोड़ी सी बातें मुझे कहनी हैं कहना चाहता हूँ।

15 hrs.

पहली बात तो मैं यह कहना चाहता हूँ कि पहली पंचवर्षीय योजना के दौरान उस समय की एस्टीमेट कमेटी ने मंत्रालय का ध्यान इस ओर आकर्षित किया था और सिफारिश भी का थी कि नैरोगेज का सिस्टम खर्चीला और आजकल निरपयोगी भी है। कल मंत्री जी ने फरमाया था कि जहाँ तक मीटर गेज और ब्राडगेज का संबंध है उन को बात तो अलग है लेकिन नैरोगेज सिस्टम बहुत छाटा सा है, वह केवल दो हजार मील का है और खर्चीला है और आज के विकास के युग में निरपयोगी है। मैं नहीं समझता कि किर उस को अब तक क्यों जारी रखा जा रहा है। मैं भी उस एस्टीमेट्स करेटी का सदस्य था जिस का मैं ने ऊपर जिक्र किया है। और मेरा ख्याल है कि कमेटी को रेलवे बोर्ड ने आश्वासन दिया था कि नैरोगेज को धीरे धीरे खत्म कर देंगे। अगर इन १५ सालों में कोशिश की गयी होती तो अब तक यह खत्म हो गया होता।

मैं खास कर एक लाइन की ओर आप का ध्यान आकर्षित करूँगा। नागपुर से परासिया तक नैरोगेज लाइन है। यह रेल इस प्रकार को है कि नागपुर से छिदवाड़ा ७८ मील है जिस में आठ घंटे लगते हैं। छिदवाड़ा में परासिया १८ मील है। छिदवाड़ा और परासिया इलाके से कोयले के प्रतिदिन ६०० ट्रैगेन आमला, परासिया, जुनारदेव हो कर जाते हैं। नागपुर और छिदवाड़ा के बीच में काफी रिच एग्रिया है। इस में शंतरा बहुत पैदा होता है। इस में कोयले और मैग्नीज की खाने हैं और रिच फारेस्ट है। लेकिन यह सब होते हुए भी इन इलाके की ओर रेलवे मंत्रालय का ध्यान नहीं जाता। कई बार इस के बारे में सवाल किए गए, मैमोरेंडम

भेजे गए और इतना ही नहीं प्रस्ताव किए गए पर उधर ध्यान नहीं दिया जाता है और वहाँ के लोग समझते हैं कि हमारी ओर दुर्लक्षण किया जाता रहा है। यहाँ लाखों रुपये का शंतरा होता है पर रेल का ब्राडगेज लाइन उपयुक्त साधन न होने के कारण ट्रांसशिपमेंट में नुकसान होता है वैसे ही मंडियों में देश से पहुँचते हैं लोगों को शंतरे का आधा दाम तक नहीं मिल पाता और प्रति वर्ष लाखों का नुकसान सहना पड़ता है।

इसी तरह छिदवाड़ा एक मशहूर जगह है जहाँ बहुत अधिक सर्वज्ञ होती है जो कलवत्ता और बम्बई तक भेजी जाती है। लेकिन दुर्भाग्य है उस इलाके का कि वहाँ नागपुर से छिदवाड़ा तक ७८ मील का नैरोगेज लाइन है और छिदवाड़ा से परासिया तक १८ मील है। उस के दोनों तरफ ब्राडगेज लाइन है जो कि पेरेंट लाइन है। इसलिए मैं नेलवे मंत्री जी से प्रार्थना करता हूँ कि इस छोटी संलग्न को जल्दी से जल्दी ब्राडगेज में बदल दें।

एक डेढ़ साल पहले हमारे भाजुवा रेलवे मन्त्री जी बाबू जगजीवन राम जी धूम स्वयं आए थे और उन्होंने महसूस किया कि इस एरिया के लिए ब्राडगेज की जरूरत है और उन्होंने आश्वासन भी दिया। लेकिन मैं देखता हूँ कि इस बजट में उसका कहीं उल्लेख नहीं है।

इस बात के लिए मैं मन्त्री जी को धन्यवाद देता हूँ कि परासिया सिरगुरा लाइन का उल्लेख बजट में किया गया है। यह एक छोटी सी लाइन है। लेकिन मैं कहूँगा कि उससे भी ज्यादा आवश्यक परासिया छिदवाड़ा लाइन का ब्राडगेज में किया जाना था। इस एरिया में रिच फारेस्ट है, रिच मिनरल्स हैं, खेती का उत्पादन भी यहाँ बहुत होता है। वहाँ के लोग यह समझते हैं कि वहाँ नैरोगेज लाइन का होना एक अभिशाप है। इस अभिशाप को

आप जल्दी से जल्दी दूर कीजिए यह मेरा निवेदन है।

इसके साथ ही साथ मैं आपसे अर्ज करूँगा कि एक छोटी सी लाइन नागपुर से नैनपुर तक जाती है। कहां तो काफी जाता है कि रेलवे पैसिजर अमैनिटीज़ की तरफ काफी ध्यान दे रही है। यह बात बड़े बड़े शहरों के लिए तो सही है जहां बड़े बड़े स्टेशन बने हैं और मारी सुविधाएँ हैं। लेकिन इस लाइन पर कोई पैसिजर अमैनिटी नहीं है। रेलों में फार्ट कलास के डब्बों में सीटें छोटी हैं, उन पर गढ़ी नहीं हैं, कहीं पंखे नहीं हैं। कहीं बिजली नहीं लगती। पानी का इन्टिजाम नहीं है, न अच्छे प्लंटफार्म हैं और नागपुर से नैनपुर तक कहीं स्टाने का इन्टिजाम नहीं है।

एक माननीय सदस्य : इसी लिए तो आपने धन्यवाद दिया है।

श्री चांडक : धन्यवाद मैंने दिया है, लेकिन मैंने यह भी तो कहा है कि त्रुटियाँ हैं और उनकी ओर मैं उनका ध्यान आकर्षित कर रहा हूँ। तो इन अमुविधाओं को दूर करने की मेहरबानी करें। या तो इस लाइन को ब्राडगेज कर दीजिए और अगर इसको नैरोगेज हो रखने वाले हैं तो पैसिजर अमैनिटीज़ दीजिए। हमारे इलाके के लोग यह कल्पना भी नहीं कर सकते कि अन्य स्थानों में रेलवे ने कितनी पैसिजर अमैनिटीज़ दे रखी हैं।

हमारे इलाके में नागपुर और जबलपुर बड़े बड़े शहर हैं और औद्योगिक क्षेत्र हैं और सेंट्रल गवर्नरेंट के कई दफतर की वहां पहुँच गए हैं।

एक माननीय सदस्य : और पहुँचने वाले हैं।

श्री चांडक : पहुँच भी गए हैं और पहुँचने वाले भी हैं। उन इलाकों के ने रोगेज सेवान लाकों में ब्राडगेज न होने के कारण वहां का बकाम रुका दूआ है। वहां पर जो शंतरा

दोता उसकी लोगों को अभी धार्थी कीमत मिलती है। यहां ब्राडगेज की बड़ी आवश्यता है। इस बार में आप का ध्यान दिलाना चाहता हूँ।

मैंने कई बार लिखा और सवाल भी किए कि इटारसी और नागपुर के बीच में जोलखेड़ा पर एक स्टेशन बना दिया जाए। इससे दस बारह गांव लगते हैं। और स्टेशन चार मील दूर है। इससे लोगों को गाड़ी पकड़ने में बड़ी तकलीफ होती है। रेलवे अधिकारियों ने आश्वासन भी दिया था मगर कुछ हुआ नहीं सुझाव है कि यहां पर एक पैलेंग स्टेशन ही बना दिया जाए। अगर बड़ा स्टेशन नहीं बना सकते। इससे इलाके के लोगों को बड़ी सुविधा हो जाएगी। मैं इस और आपका ध्यान आकर्षित करना चाहता हूँ।

वैसे तो कितनी ही शिकायतें और बातें कहने को हैं लेकिन समयाभाव के कारण उनको मैं नहीं कह सकता हूँ। लेकिन मैं एक बात और कहना चाहता हूँ कि जहां यह कह दिया जाता है कि वैसे का अभाव है और वैसे का प्राविजन नहीं है इसलिए यह चीजें किस प्रकार से हों, ऐसा कहना ठीक ही है। यह ठीक है, लेकिन आप फ्यर ब्लैर फ्लेट में बड़होत्री कर सकते हैं और अगर आवश्यक अनुभव हो तो करनी भी चाहिए। इसमें भी कोई शक नहीं है। लेकिन इसी के साथ साथ आपको रेलवे मन्त्रालय में विभिन्न खर्च की मदों में बचत करने की कोशिश भी करनी चाहिए।

जहां तक मेरा ध्याल है सन् १८५६ में ट्रांसपोर्ट एकोनामिस्ट के नाते प्रोफेसर गैल्लेर ने आपको सलाह दी थी कि डबर्लिंग के बजाय रेडियो टेलीफोन सिस्टम यदि शुरू किया जाय तो बहुत में काफी बचत की जा सकती है। इसकी सिफारिश की गई थी कि

[श्री चांदक]

यदि यह सिस्टम उपयोगी हो तो इसे उपयोग में लाकर कुछ बचत भी की जा सकती है।

अब मेरा समय समाप्त हो गया है इस लिए और अधिक मैं कुछ न कहूँगा। मुझे आशा है कि चन्द एक बातें जो मैंने आप से कही हैं, उनको और आप ध्यान दीजिएगा और उस रेलवे लाइन को जल्दी से जल्दी शुरू कीजिये, ऐसी मेरी प्रार्थना है।

Shri Himmatsinhji (Kutch): Mr. Chairman, I repeat some of the suggestions and demands already made by many of my hon. friends in regard to new lines. India is a vast country and problems too are, more or less, the same all over the country. Every region wants to develop and go ahead. Therefore, one of the main necessities is railway lines.

There are several lines which can be kept in mind by the Ministry such as one from Kaziput to Nagarjunasagar and Cuddapah to Nellore; in Vindhya Pradesh, Harpalpur to Nowgaon, Chattarpur-panna Satna; then again Kothagudam to Visakhapatnam and Raipur to Bastar. There are so many places like Rayalaseema which are very backward and need these amenities.

Coming to my own constituency, there is the oft-repeated suggestion of the Kandla-Jhund-Ahmedabad broad gauge line which, to my mind, is not only a necessity for that area but is also a national necessity because, after all, Kandla will serve not only Gujarat and the adjoining areas but practically the whole of the northern hinterland right up to Kashmir. Even a line from Mandvi, which is a minor port, to Kandla via Mundra—a distance of 40—44 miles—could be taken up. It will help in the development of that region.

An hon. Member only this afternoon gave all the figures regarding Kandla. The wharfage there is still being developed. As a result, quite a lot of goods lie even in the open

because they cannot be moved easily and quickly. There is a lot of food-grains and fertilisers coming to the port—the grain comes under PL 480. Therefore, this particular line between Kandla and Ahmedabad via Jhund is an absolute necessity.

If you look at it from the point of view of our defence and strategy, then also I might add that it is a dire necessity and it should be taken up without any delay. Even if the other work is not done, I would suggest to the Ministry that the earthwork or the embankment work, particularly where it passes through the Little Rann, should be done as soon as possible so that by the time the railway comes, the embankment will have settled and will have been in good shape. I say this because we have had the experience of the metre gauge line which runs from Gandhidam to Palanpur with the portion which passes through the Little Rann which used to be breached every year for three or four years. when the monsoon started, there being no hard surface there. In view of that experience, the earth work for this line also should be taken up first.

An argument is always put forward that if we start surveying and doing the preliminary work, people get disappointed when a long time is taken to finish the job—I cannot agree with that because it only gives, to my mind, encouragement to the people. At least it satisfies them to the extent that they feel that something is being done. If I take the instance of Gandhidam and Kandla which are new settlements, refugees had come there after partition. There is no means of livelihood there, although some industries are coming up. But due to shortage of water, electricity and, above all, means of communication—in which the railways play a very important—there are now feeling frustrated. In fact as they should. The people living there are now feeling frustrated. In fact, so many have already left those

settlements and are leaving. That situation, as I had pointed out on an earlier occasion on the floor of the House, should not arise.

Therefore; like my hon. friend opposite, I would stress that the development of Kandla is linked with this railway and it should be taken up as soon as possible. I would also repeat my other suggestion that, if possible, a broad gauge line should be laid because it is cheaper in the long run than metre gauge. This is between the minor port of Mandvi and Kandla.

Apart from this, I would like to draw the attention of the hon. Minister to certain points which I have noticed during my travel from here to Gandhidam and Bhuj. In the Palanpur junction, where so many lines converge, there is no fence between those lines and between two platforms, with the result that people cross them every now and then with danger to their own lives. I am sure something can be done to prevent this happening, and the only thing that will prevent this is fencing.

Then, is Saurashtra in Surendernagar there is a small tramway or narrow gauge railway which runs between Surendernagar and Wadhwan. This is run by a private individual, I believe. In these days of democracy, I do not want to say that private enterprise should not be encouraged, but when that private enterprise does not function properly, in an efficient manner and to the satisfaction of the people for whom it is meant, there is no reason why Government should not step in and stop such ventures. I cannot understand why, when there is such a lot of opposition from the people, so much dissatisfaction among the people, this kind of thing is allowed to go on. May be because of certain political reasons or because of the influence of certain people whom I would not like to mention.

Shri Swaran Singh: This is a matter entirely within the discretion of the

State Government, because the land upon which it is running was leased by the State Government, and it vests in the State Government.

Shri Himmatsinhji: I believe the rent is being given to the State Government for about six months, and for six months I am told the rent is given to the Centre.

Shri Ranga (Chittoor): Anyhow, the Centre can use its good offices.

Shri Himmatsinhji: Therefore, I would like to request the hon. Minister through you to look into this and see if there is any truth in what I have said.

श्री दिंसिंह चौधरी (मथुरा): ममा-पति महोदय, भले ही इसको पुनरावृत्ति कहा जाए, लेकिन सब से पहले मैं रेलवे मन्त्रालय और मन्त्री जी को धन्यवाद और बधाइ देना चाहता हूँ। मैं समझता हूँ कि शायद कोई ऐसा माननीय सदस्य नहीं है, जिसने उनकी धन्यवाद न दिया हो। मैंने ऐसे माननीय सदस्यों के भाषण भी सुने हैं, जिन्होंने एक शब्द भी रेलवे मन्त्रालय के कार्य की तारीफ में नहीं कहा, लेकिन धन्यवाद उन्होंने भी दिया। मैं समझता हूँ कि यह शायद रेलवे मन्त्रालय के कार्य या हमारे मन्त्री जी के विशिष्ट व्यक्तित्व की वजह से है।

जिन बातों का जिक्र कई माननीय सदस्यों ने पहले भी किया है, मैं उनका और ज्यादा उल्लेख नहीं करूँगा। परन्तु मैं यह कहना चाहता हूँ कि पिछले वर्ष मेरे दिमाग में यह बात थी कि कौयले की समस्या किसी भी तरह से हल नहीं हो सकेगी उत्तर प्रदेश में को-आपरेटिव संस्थाओं से सम्बन्धित होने की वजह से मुझे बताया गया कि पिछले वर्ष सेकड़ों नहीं, बल्कि हजारों इंट पकाने के भट्टे कोयला न भिलने की जबह से ऐसे ही पड़े रह गए। पिछले वर्ष जब मन्त्री महोदय की तरफ से इस बारे में ग्राहवासन दिया गया

[श्री दिं सिं चौधरी]

या, तो मुझे भी विश्वास नहीं था। बल्कि मैंने तो भट्टे बालों से कह दिया था कि इस बार उनके भट्टे नहीं चल सकेंगे, क्योंकि और कोयला आ भी गया, तो वह योड़ा-बहुत ही आयेगा। लेकिन हमको यह देख कर आशचर्य हुआ कि कोयला हमारी आशा से भी अधिक आया। इसलिए मैं समझता हूं कि मन्त्रालय ने जो कार्य किया—जो कि उसने उस समय किया, जबकि उसको चीन जैसे देश से लड़ाई लड़ने के लिए बहुत कार्य करना पड़ा—उसके लिए वह बचाई का पात्र है।

मैं माननीय मन्त्री का ध्यान इस तरफ विशेष रूप से दिलाना चाहता हूं कि माननीय श्री लाल बहादुर शास्त्री के समय से “किसान स्पेशल” चलाने का प्रबन्ध किया गया था। उन “किसान स्पेशल” में बहुत से किसानों को जाने का अवसर मिला। लेकिन दुर्भाग्य से इस बारे में कुछ ऐसे नियम बनाए गए, व्यापारियों ने उसमें भाग लेना शुरू किया और न मालूम क्या कठिनाइयां आई कि उन को चलाना कठिन हो गया है। मुझे मालूम है कि उन “किसान स्पेशल” में हम जिन किसानों को ले गए थे, उनको देश के विभिन्न विकास कार्यों को देखने का अवसर मिला था। जो लोग गवर्नरेंट की कट्टा आलोचना किया करते थे, “किसान स्पेशल” में घूमने के बाद उनके दिमाग में भी यह बात आई थी कि बांझड़ी गवर्नरेंट किन्तु बड़े बड़े कार्य कर रही है। मेरा यह मुझाव है कि यह जो प्रतिवन्ध लगा दिया गया है कि ऐसी यात्रा सिर्फ स्पासडं बाई गवर्नरेंट हों, उसको संशोधित करके यह व्यवस्था कर दी जाए कि यदि कोई यात्रा पालियारेंट के किसी मेम्बर के द्वारा स्पासडं हो, जो कि अपनी कांस्टीट्युएन्सी के किसानों को देश के बड़े बड़े विकास-कार्यों को दिखाने के लिए ले जाना चाहता हो, तो उसको भी इस विषय में मुविधा दी जाए। बल्कि मैं तो यह भी निवेदन करूँगा कि इस सम्बन्ध में नियम बनाते समय अगर किसानों या उसी

तरह के दूसरे लोगों की भी राय ले ली जाये तो ज्यादा अच्छा होगा।

मन्त्री जी ने अपने भाषण में कहा कि कमेटीज़ काम कर रही हैं। मैं तो यह निवेदन करूँगा कि एक कमेटी में मैं भी हूं, लेकिन मुझे यह सूचना मिली है कि अब उन कमेटीज़ की बैठकें नहीं होंगी और उन की मीटिंग्ज़ को बन्द कर दिया गया है।

नारंगे रेलवे में कामशंल स्टाफ को वर्दी दी जाती है। लेकिन दुर्भाग्य से जिस कांस्टीट्युएन्सी से मैं आता हूं, वहां पर—मधुरा में सेंट्रल रेलवे के कामशंल स्टाफ को वर्दी नहीं दी जाती है। मैं यह निवेदन करना चाहता हूं कि अगर एक रेलवे में ऐसा किया जा रहा है, तो कोई कारण नहीं है कि दूसरी रेलवे के कामशंल स्टाफ को भी उभी प्रकार वर्दी न दी जाये।

जो माननीय सदस्य प्रब तक बोले हैं, उन सबने अपनी अपनी कांस्टीट्युएन्सी की विशेषता बताई है। मैं भी निवेदन करना चाहता हूं कि मधुरा भी किसी से कम महत्व-पूर्ण स्थान नहीं है, जिसकी ओर रेलवे मन्त्रालय का ध्यान नहीं जाना चाहिए। मैं समझता हूं कि वहां पर न केवल उस जिने और सूबे से, बल्कि उससे भी आगे जायें, तो सारे देश और दूसरे देशों से भी यात्री आते हैं और वे आकर मधुरा को देखते हैं। केवल धार्मिक दृष्टि से ही नहीं, बल्कि ऐतिहासिक दृष्टि से भी मधुरा का महत्व है। वहां पर गोवर्द्धन और बलदेव आदि कुछ ऐसे स्थान हैं, जिनको अगर रेलवे लाइन से मिला दिया जाये, तो बहुत उपयुक्त होगा।

मुझे यह मालूम हुआ है कि एक प्रोपोजल थी कि मधुरा से अलीगढ़ तक ब्राडगेज लाइन बिछा दी जाए। उस प्रोपोजल पर विचार किया जाये, मैं समझता हूं कि वह लाइन बृद्धावन होकर जा सकती है।

मथुरा में रेलवे का एक पुल है, जिसके सम्बन्ध में मैंने मन्त्री महोदय से निवेदन किया था। उस पुल से यात्री और गाड़ियां निकला करती थीं। लेकिन स्टेट गवर्नमेंट के १० डल्यू० ३० ने वहां पर जो पुल बना दिया है, उससे गाड़ियों का तो रास्ता हो गया है, लेकिन वह दूर हो गया है। इस बजह से जो गैलरियां बनी हुई थीं, जिससे जनता निकला करती थी, उन को अब बन्द किया जा रहा है। इससे जनता को कठिनाई हो जायगी। ऐसा मालूम हुआ है कि उस रेलवे पुल के लिए पहले ही टैक्स लगाया गया था और उस टैक्स से पुल की पूरी कीमत बमूल कर ली गई थी। जिस पुल की जनता से पूरी कीमत बमूल कर ली गई हो, उसको यात्रियों के लिए बन्द कर देना उचित नहीं है। मैं माननीय मन्त्री से निवेदन करूंगा कि वह मेरी प्रार्थना पर पुनः विचार करें और यह देखें कि यात्री जमुना से पार दूसरी तरफ जाते हैं और गैलरियों से निकलने के अलावा और कोई रास्ता नहीं है। पुल तो वहां रहेगा। उसमें कुछ सुधार हो रहा है, लेकिन उस सुधार के साथ साथ अगर उन गैलरियों को रहने दिया जाये, तो उसमें कोई कठिनाई नहीं होगी।

मैंने देखा है कि जहां जहां पर मेले होते हैं, वहां के लिए स्पेशल गाड़ियां चलाई जाती हैं। मथुरा में कुछ ऐसे मेले होते हैं, जिनमें एक एक महीने में चौदह पन्द्रह लाख यात्री आते हैं। मैंने रिपोर्ट्स में देखा है कि हरिद्वार जैसे स्थानों के लिए स्पेशल गाड़ियां चलाई जाती हैं। उसी तरह मथुरा के लिए भी इस तरह का प्रबन्ध किया जाये और वहां के लिए भी मेलों के समय स्पेशल गाड़ियां चलाई जायें। इससे न केवल वहां की जनता को, बल्कि बाहर की जनता को भी सुविधा होगी। मेलों के समय मथुरा स्टेशन पर बहुत ज्यादा भीड़ इकट्ठी हो जाती है। मथुरा में काफ़ी गाड़ियां जाती हैं, लेकिन ज्यादातर वे इस प्रकार की होती हैं, जो कि थंड क्लास के यात्रियों के लिए ज्यादा उपयुक्त नहीं होती हैं।

रेलवे मन्त्रालय के सम्बन्ध में जो सबसे पहली डिमाण्ड रखी गई है, उसको देखने से मालूम होता है कि मन्त्रालय और विशेषकर बोर्ड के खर्च में ४४,००० रुपए की कमी की गई है। हालांकि वह रकम कोई ज्यादा नहीं है, लेकिन इस परिस्थिति में, जबकि सब जगह खर्च बढ़ाया जा रहा है, इस कमी के लिए रेलवे मन्त्रालय धन्यवाद का पात्र है।

इस सम्बन्ध में मैं यह भी कहूंगा कि इस मन्त्रालय को देख कर और मन्त्रालय भी इसके अनुकरण करेंगे। जिस तरह से इस मन्त्रालय ने इस वर्ष धन्यवाद प्राप्त किया है, मैं आशा करता हूँ कि अगले वर्ष भी वह उसी तरह से एसे कार्य करता रहेगा और हम लोग उसी तरह से एकमत होकर उसको धन्यवाद और वर्धाई देते रहेंगे।

Shri C. K. Bhattacharyya (Raiganj): Mr. Chairman, Sir while speaking on the subject, I shall begin by referring to a matter which, though not actually covered by the Railway Budget, is really related to railways. The hon. Minister of Railways will soon be going to Calcutta to have a conference with Pakistan representatives. I hope he will not have a head-on-collision as a friend on the opposition anticipated. With that hope I suggest to him to put one question before the Pakistani representatives. Many speakers referred to the difficulties of communication from Assam to the western parts of the country. Previously when the Calcutta-Darjeeling main line was in operation in the united Bengal, the Assam line branched off from one of the stations on this main line. When the country was divided, Pakistan got a territory a point of which jutted on the Assam line, on the Eastern part just like a cape to the extent of 3-4 miles. It is because of that that all our troubles about the links with Assam have come up. I believe we have had to construct 150 miles of railways in order to make up for this 3-4 miles which was lost because Pakistan was

[**Shri C. K. Bhattacharyya**]

granted that territory through which this line passed. I find the hon. Minister a very persuasive person in this House and if the hon. Minister could persuade the Pakistani representatives to give to him the three-four miles of this area, all these troubles will cease as he himself would find it after a study.

Shri Swaran Singh: Let us have no hopes on that score.

Shri C. K. Bhattacharyya: I say again that from Gitaldaha to Golakganj is part of the line which I am referring to. The hon. Minister stated just now that I must not be expecting too much from him.

Shri Swaran Singh: Not from me, but from the other side.

Shri C. K. Bhattacharyya: I depend on your persuasion and not on the other side. We had a similar point of control over Pakistan Railways in our territory in Tripura where a point projected on their railways. When the Pakistani representative brought it to our notice, in our magnanimity we made over that area to Pakistan so that they have now got rid of us in a place where we had control over their railway line. It was at the time of the Nehru-Noon agreement. At times I wonder why, when we made over this area to them, we did not make a bargain about our side also. Is it due to ignorance or what? If we made over to them that portion, they should have on their turn made over to ourselves this Gitaldaha-Golakganj line so that our railway might be free from their interference. That bargain was not made.

Shri N. R. Ghosh (Jalpaiguri): That is the Bhrungamari area.

Shri C. K. Bhattacharyya: Shri Ghosh comes from that area and he knows what the difficulty is. That area was given to Pakistan by Mr. Radcliff. This matter is not covered

by the Railway Budget; it relates to the railways however.

I shall now refer to some other questions relating to the Railway Budget. My grievance against the Railway Board is that they do not act up to the assurances that the Ministers give. When Shri Lal Bahadur Shastri was the Railway Minister, he gave an assurance to my constituency that the headquarters of West Dinajpur will be connected with the railways. That was repeated by Shri Jagjivan Ram. The Railway Board have somehow thrown overboard these assurances given by two Ministers in succession. That is to their credit. It has come out in the papers that the broad-gauge line from Khejuriaghat in Malda to Siliguri is going to be extended to Amingaon in Assam. There is a thirty mile metre gauge branch, Barsoi to Radhikapur, and that branch is left out of the picture. I do not know why. When the then Railway Minister Shri Jagjivan Ram opened the Khejuriaghat Broadgauge line Shri Baijal, at present Chairman of the Railway Board and I were present and he gave an assurance that these thirty miles would be converted into broad-gauge. Till now it has not been done. When I put it before the authorities, they say it is not in their Plan.

There are two things. One was that the railway line which I am mentioning now should be converted into broad gauge and the other was there should be a line to Balurghat. It should be remembered that this is the only line which reaches the Pakistan border; there is no other railway line. The hon. Minister may kindly see to it. Should this be left as a metre gauge line I do not know what counsel was given. It is for the experts to find out.

I asked for some information which was given. The just alignment in which this part of the line would have been made broad-gauge was given up. It was said from the opera-

tional point of view a different alignment was adopted. I do not know what the experts of the Railway Board think of it. The hon. Minister may himself verify and find out the operational advantages which I am pointing out. By adopting a second alignment they have increased the mileage and the running time for reaching Siliguri and also the fare. At Barsoi Station, if you observe a train from the Kishenganj side, it will be found forming into letter 'S'.

Mr. Chairman: Hon. Member should conclude now.

Shri C. K. Bhattacharyya: What sort of operational advantage is this? The former alignment went straight to Siliguri. I am now concluding, Sir. Now, the headquarters of the district is not connected by a railway line. If the hon. Minister sees the Budget speech of Shri Jagjivan Ram he will find that when this broad-gauge line was proposed it was meant for opening the district of West Dinajpur. As things stand at present, one part of the district is deprived of any communications and it takes me 26 hours to reach my home constituency from Calcutta—the same 26 hours that it takes to reach Delhi from Calcutta. The hon. Minister will kindly go and see that in one part, the metre gauge and the broad gauge lines and the national highway run side by side, while the other parts of the district are deprived of any advantages.

Mr. Chairman: The hon. Member should finish now. We are hard-pressed for time.

Shri C. K. Bhattacharyya: It is for the hon. Minister to find out these things on an inspection tour of the entire area.

Mr. Chairman: There is not much time left for us before the hon. Minister begins his reply to the Demand No. 1. I would try to accommodate as many as possible but I do not think all can be accommodated. I would

request hon. Members to be as brief as possible and have some priority for their local grievances instead of cataloguing long lists of grievances. I request them to compress their remarks within as short a time as possible. We are allowing ten minutes to each hon. Member now. But I think that has to be cut out now.

Dr. M. S. Aney (Nagpur): When will you call upon the hon. Minister?

Mr. Chairman: At about 4 o'clock.

Shri Karuthiruman (Gobichettipalayam): I am sorry that I am unfortunate to have my speech cut down. But I shall finish my speech within five minutes. I should like to congratulate the hon. Minister of Railways for the magnificent performance during the emergency. He has shown that he is a man of action rather than words.

I shall now make a few suggestions about the railways. In the railways there are three classes: first class, second class and third class. It is better that the second class is done away with, is abolished. There should be only two classes: upper class and lower class. In the second class, neither there is enough space for passengers nor are there facilities provided. That is why I request the Minister to take immediate action to have only two classes.

During the foreign rule, alien rule, they used to provide both serving and retired railway officials with free passes or concessions. In the present emergency conditions, it is not at all good to continue that concession. Take for instance, the employees of the posts and telegraphs department or any other department of Government. Their employees are not provided with free post-cards or free phone calls. When those employees of the other departments and of the posts and telegraphs departments are working sincerely, why should the employees of the railways alone be given enormous concessions by way of railway

[Shri Karuthuruman]

passes which have been misused? I request the authorities to see that even the pass-holders use the passes to the minimum. Whenever I travel all the way from Madras to here, I can find at least three or four pass-holders or sometimes ten pass-holders travelling first class. As a Member of Parliament, I went to reserve one ticket, but they said that I was 38th in the waiting-list! This is the first preference that even Members of Parliament get, though I told them that I was going to attend the session of Parliament. Whenever we go to the platform we see at least five seats being vacant, while we can see so many passengers waiting. For example, a retired railway officer who was getting Rs. 150 a month was given a first class pass for himself and family. He was travelling, five years after retirement, from Madras to Delhi, with four first class tickets. They say that MLAs and MPs are cancelling their tickets. I say that out of five, only two MPs cancel the berths. So, there should be only two seats vacant, but then there are ten seats vacant. I request the hon. Minister to take immediate action to see that the provision made for travel agencies is cut down in such a way that ordinary passengers who pay for their tickets can get advantage in the matter of booking the seats.

The next point is, the present first class coach that has been designed is very inconvenient. There are common bath-rooms and latrines. It is better that they design new coaches or new-model coaches so that every two-berth or four-berth compartment will have separate bath-rooms and latrines attached.

Then, on short distances which connect long-distance trains, such as Dindigul-Palani, for example, there are no water facilities, and hence the trains are not running to time. I suggest that on distances extending up to 30 to 40 kilometres, diesel engines could be employed so that they can

run easily to time, two or three times, in order that it may facilitate the passengers to keep up their schedule.

Then I would suggest the construction of a new railway line. In this connection, I suggest that whatever suggestion is made by the hon. Members, at least they should get a reply whether the action is being taken or not. We come as people's representatives here and when we go for votes, as the Chairman knows, we promise so many things. There is no question of making speeches here; we should get a reply at least, to the effect whether action is being taken or the suggestion is being considered or not.

In the Third Plan, so many railway lines have been included. Regarding my constituency, I would mention the Chamarajanagar-Satyamangalam line. A technical survey has been undertaken twice and has been finished. Even the Madras Government have sent in their proposals. I do not know on what considerations it has been dropped. They will say that an industrial base is necessary. If you say that only an industrial sector can get the railway lines, what about the sectors which are backward? If we do not give proper facilities to the backward areas, they will become more backward rather than becoming progressive areas to match with other advanced areas in respect of industries. If, from the operational point of view, the Satyamangalam-Chamarajanagar link is constructed, with a line from Erode to Dindigul, these may connect Arsikere and Hubli on the western side and would save 200 kilometres if we go from the south towards Bombay side. As I have already mentioned, the hon. Minister is a man of action. If he sees the map, he will find that this is the only most backward area in the south; there are no transport facilities. If you see the map, you will see whether the statement made by me, namely, the connection between Satyamanga-

lam and Chamarajanagar and these backward areas will save 150 miles from the south towards the west, on the Bombay side, is true or not. So, this connection between the Southern Railway and the Western Railway can be immediately taken up, even from the point of view of the industrial progress of that area. The Coimbatore district could be connected with this area. There are viscose factories, and there is the lower Bhavani project, and agricultural products could be moved from this place to the other. The sanction of this Satyamangalam-Chamarajanagar link would provide an intra-State railway, and that would in turn lead to a connection with the west which would be an inter-State railway.

There is another intra-State railway link that is needed between Theni and Gudalur in the Madras State. A technical survey has been made for this twice. It should be taken up for construction. The Minister should see that if this cannot be taken up immediately, at least through a supplementary budget in the third Five Year Plan the construction of this line should be taken up. The three States—Maharashtra, Mysore and Tamil Nad, that is Madras, could be connected by the Chamarajanagar-Satyamangalam link. There is the Mangalore port, and the Cochin port also will be benefited by this railway. From the Chamarajanagar-Satyamangalam line, we can also have another connection from Erode to Dindigul, so that we can have a short course to the two ports of Cochin and Mangalore.

I have raised this subject last year. But the Minister might say that every hon Member is interested in his own railway line. I can only say that if he refers to the map he will find that my arguments are true, and the railway links that I have suggested will cut the distance from the south to the west, on the Bombay side, by 150 miles. If proper communications are given, there are chances for improvement all round.

We say it is a welfare State. There should, therefore, be no question of certain places being advanced or non-backward and certain places being backward. Hence, I request the Minister to consider these aspects at least now, so that in the next budget year I may be glad to say that the Minister has taken into consideration all these facts.

धी रा० गि० दुवे (बीजापुर उत्तर) :
सभापति महोदय, इस समय सदन में रेलवे डिमाण्ड्स पर चर्चा चल रही है। रेलवे बजट के डिस्क्षित के अवसर पर काफी चीजों का छ्याल किया गया और काफी बातों पर रोकानी डाली गई। मैं नहीं समझता कि इस अवसर पर पुनः उन सब चीजों में जाना उचित होगा। इसमें कोई शंका नहीं है कि रेलवे बोर्ड ने या रेलवे मिनिस्टरी ने इस इमरजेंसी के सिलसिले में, इस गम्भीर स्थिति में जो कुछ कार्यवाही की है वह इस सदन के धन्यवाद के क्रांतिल है।

रेलवे बोर्ड के अधिकारियों या रेलवे मन्त्रालय के कर्मचारियों के बारे में यह तो दावे के साथ नहीं कहा जा सकता कि उन्होंने कोल स्टील आदि चीजों के यातायात के बारे में जो बौटेलनैक्स थे, उन बौटलबैक्स को रिमूव करने में कामयाबी हासिल की है लेकिन इस इमरजेंसी को फ़ेस करने में उन्होंने काफी काबलियत बताई है। इसके लिए सदन का रेलवे मन्त्रालय को धन्यवाद देना चाहिए।

जहां तक रेलवे रिसर्च डिवीजन का सम्बन्ध है, मेरी समझ में रेलवे की ट्रांसपोर्ट प्रावलम्ज को हल करने के बारे में वह बहुत अच्छा कार्य कर रहा है।

रेलवे ज़ में जो कर्मचारी हैं, वे एके-डेमिक ट्रृटि से ब्वालिफ़ाइड हों या न हों, लेकिन मेरे छ्याल में अगर अदन से अदन कर्मचारी को भी सही अपरच्यूनिटी मिले, तो वह काफी अच्छी तरह से काम कर सकता है।

[श्री राठ गिठ दुबे]

ममलन प्राबलम प्राफ मेनटेनेंस एण्ड रिपेयर्ज का सवाल आता है। मैं रेलवे मन्त्रालय से अपील करूँगा कि जिस प्रकार प्राडक्शन के बारे में बोनस इन्सेन्टिव स्कीम चलाई जा रही है, जिसकी वजह से प्राडक्शन काफी बढ़ा है, अगर उसी तरह मेनटेनेंस एण्ड रिपेयर्ज के लेवर में भी—उसकी आर्डिनरी प्राबलम्ज के लिए—फ़ारेन एक्सपर्ट्स की सहायता लेने के बजाये अपने कर्मचारियों को अवसर दिया जाए, तो मुझे पूरा यकीन है कि इन प्राबलम्ज को भी हम साल्व कर सकेंगे।

जहां तक वस्टेज का सम्बन्ध है, कुछ अनुष्ठियां तो हैं, लेकिन रेलवे मन्त्री ने कहा है कि अगर इस बारे में कोई सजेस्शन्ज इस सदन में दी जायेगी, तो वह उन पर विचार करेंगे। मेरा रुचाल है कि डिवीजनल रेलवे पर जो कमेटीज हैं, जैसे कि रेलवे की डिस्ट्रिक्ट एडवाइजरी कमेटीज हैं, अगर उनके मेम्बर्ज को स्टोर्ज वर्गीरह चैक करने की सुविधा दी जाये, तो कुछ हृद तक यह सवाल हल करने में सहायता मिलेगी।

अब मैं मैंसूर प्रदेश के कुछ गम्भीर सवाल आपके सामने रखने की कोशिश करूँगा। मैं यह महसूस करता हूँ कि रेलवे मन्त्री हर एक काम को तो नहीं कर सकेंगे, लेकिन मेरे दोस्त डिटी मिनिस्टर साहब, श्री रामास्वामी जब वहां आए थे, तो कुछ बातें उन के सामने रखी गई थीं प्रौढ़ मुझे सन्तोष है कि उन्होंने वहां के कुछ सवालों पर गौर करके कुछ सहायता की है।

रेलवे मन्त्रालय ने हास्पेट से गुंटकल लाइन को डबल करने का फ़ैसला किया है। यह बहुत अच्छा फ़ैसला है, क्योंकि हास्पेट एस्ट्रिया में आयरन-ओर की पैदाइश होती है। वह मद्रास जाता है और वहां से फ़ारेन कंट्रीज को एस्पोट होता है। लेकिन उसी

दृष्टि से अगर देखा जाए, तो हास्पेट से हुबली को आयरन-ओर आता है, हुबली से वह कारवार पोर्ट जाता है और कारवार पोर्ट से वह जापान, मिडिल ईस्ट और दूसरे कंट्रीज़ जो जाता है। अभी मैंने अधिकृत तरीके से सुना है कि हास्पेट से हुबली और कारवार जाने में जो खर्च आता है, वह मद्रास जाने के खर्च से भी कम होता है और इस प्रकार कारवार से विदेशों को माल आसानी से भेजा जा सकता है। माननीय मन्त्री जी से मेरा यह जगड़ा है कि जब वह हास्पेट और गुंटकल लाइन को डबल कर रहे हैं, तो फिर वह हास्पेट और हुबली के केस को भी उसी दृष्टि से क्यों नहीं देखते हैं?

हरिहरकोटुर के बारे में प्लार्निंग कमीशन ने फ़ैसला किया था कि वहां पर नई लाईन बननी चाहिए, क्योंकि तुमकूर और चित्रदुर्ग वर्गरह इलाके पचास या सौ साल तक आयरन और सप्लाई कर सकते हैं। यह बात भी गौर करने के काबिल है।

गोआ पोर्ट वास्तव में एक अच्छा पोर्ट है। हास्पेट से हुबली और हुबली से गोआ पोर्ट से माल विदेशों को भेजा जा सकता है। अगर हुबली और गोआ पोर्ट के बीच भी डबल लाइन बिछाने के प्रश्न पर विचार किया जाये, तो उस से इस प्रदेश के सवाल हल करने में बहुत मदद मिलेगी।

अन्त में मैं रेलवे मन्त्री जी से कहूँगा कि इस रिजन के जो सवाल हैं, उन के बारे में दक्षिण में, और खास कर मैंसूर और मद्रास के लोगों में यह भावना है कि हमारी तरफ काफ़ी ध्यान नहीं दिया जाता है। इसलिए वह इस तरफ भी ध्यान देने की कोशिश करेंगे, यह आशा करते हुए मैं अपनी बात ख़त्म करता हूँ।

इन चन्द शब्दों के साथ मैं आपका शुक्र-गुवार हूँ कि आपने मुझे बोलने का अवसर दिया।

श्री ब्रजबिहारी मेहरोत्रा (बिल्हौर) : चेयरमैन महोदय, मैं आप का बहुत आभारी हूं कि आप ने मुझे बोलने का अवसर दिया है। मैं इस अनुदान के लिए माननीय मंत्री जी को बधाई देना चाहता हूं। रेलवे की व्यवस्था में इस तरह की उत्तित हुई है कि जिस की प्रशंसा करनी चाहिए। चीन के आक्रमण के बक्त रेलवे विभाग और उस के कर्मचारियों ने जिस तत्परता से काम किया और उस समय ट्रॉस्पोर्ट को फँसिलिटीज़ को पैदा कर के जो कामयादी हासिल की, उस के लिए भी वे बधाई के पात्र हैं।

जहां तक यड़ क्लास का प्रश्न है, इस बात पर विचार करना चाहिए कि उस में जो भीड़ होती है, उस को कैसे कम किया जाये। मैं माननीय मंत्री जी से निवेदन करना चाहता हूं कि पैसजर गाड़ियों में कुछ डिब्बे बढ़ाये जायें, ताकि भीड़ कम हो। उन्होंने यड़ क्लास के किराये नहीं बढ़ाये है, इस के लिए वह धन्यवाद के पात्र है। लेकिन यड़ क्लास के पैसेंजर्ज़ को बहुत मामूली सुविधाएं भी नहीं मिलती हैं। मिसाल के तौर पर ब्रॉव-लाइन में जो गाड़ियां चलती हैं, उन में पैंडे नहीं लगे हैं। मैं निवेदन करूँगा कि ऊंची क्लास के पैसिन्जर्ज़ को तो सुविधायें मिलती हैं, लेकिन यड़ क्लास के पैसिन्जर्ज़ के ऊरिये से रेलवे विभाग को बड़ी आमदनी होती है, इसलिए उन की सुविधाओं का भी कुछ ध्यान रखना चाहिए।

कानपुर में प्रैंट्रन रेलवेज़ और नाय-ईस्टर्न रेलवे का जो यड़ क्लास का दुर्किंग आक्रिस है, वह एक छोटा सा काबूक है। उस का बरमदा चार पांच फीट चौड़ा है। सैकड़ों आदमियों को टिकट लेने के लिए लाइन बना कर बरसात, थूप और जाड़े में जुले में खड़ा रहना पड़ता है। कानपुर इतना बड़ा शहर है, जिस में हजारों पैसंजर आते जाते हैं। वहां पर यह दुर्दशा है कि टिकट लेने के लिए लोगों को पानी में भीगना पड़ता है। प्रोटर गम्भियों में थूप में तपना पड़ता है। वहां

पर बगल में मुसाफिरखाना बना है, लेकिन टिकटधर अलग है। जो रेलवे ब्रिज है, उस को बीच में खत्म कर दिया गया है और यड़ क्लास का जो बड़ा मुसाफिरखाना बनाया गया है, उस को उस ब्रिज से नहीं जोड़ा गया है। इसका नतीजा यह होता है कि आदमी ब्रिज से उतर कर मुसाफिरखाने आता है और अगर वर्षा होती है, तो उस को भीगना पड़ता है। इस तरफ जो खुला प्लैटफार्म है, उस को कवर करने की ज़रूरत है। अगर ब्रिज को यड़ क्लास के मुसाफिरखाने से मिला दिया जाये, तो एक बहुत बड़ी असुविधा दूर हो जायगी।

जिस बक्त श्री लाल बहादुर शास्त्री रेल मंत्री थे, उस बक्त कानपुर के माल रोड पर जो दो लैबल क्रासिंग हैं, जहां पर ट्रैफ़िक जैम हो जाता है और लोगों को आध-आध धंटे खड़ा रहना पड़ता है, वहां पर ओवर-ब्रिज बनाने का सुझाव या जिसे शास्त्री जी ने स्वीकार किया था। उस बात को आज ज़माना हो गया, लेकिन माल रोड की लैबल क्रासिंग पर ओवर-ब्रिज नहीं बन सके हैं। एक ब्रिज तो बना है मरे कम्पनी के पास और दूसरा इलेक्ट्रिक हाउस के पास, जो कि लम्बाई की ट्रॉप्ट से माल रोड के बिल्कुल सेंटर में पड़ता है। मैं माननीय मंत्री जी से निवेदन करना चाहता हूं कि वह कानपुर की इस ज़रूरत की तरफ ध्यान देने की कृपा करें।

पनकी के पास जो लैबल क्रासिंग है, वहां पर भी असुविधा होती है। वहां पर भी लोगों को आध आध धंटे तक खड़े रहना पड़ता है। एक प्रोपोज़ल या कि अगर वहां पर ओवर-ब्रिज नहीं बन सकता है, तो रेलवे लाइन के बारबर बराबर शाहिनी तरफ सड़क बना कर गोविन्दनगर के साथ मिला दिया जाये। इस अवस्था में वह ओवर-ब्रिज बनाने की ज़रूरत नहीं रह जायगी। मैं माननीय मंत्री जी से प्रार्थना करूँगा कि इन दोनों में से एक उपाय को काम में लाया जाये।

[श्री ब्रजबिहारी मेहरोत्रा]

अब मैं अपने क्षेत्र के छोटी लाइन के उन स्टेशनों के बारे में कुछ कहना चाहता हूं, जो कि कानपुर से फ़र्हाबाद तक हैं। हर एक स्टेशन पर पैरेंफ़ार्म नहीं है, जिस का नतीजा यह है कि अक्सर मुसाफ़िर गाड़ियों से उत्तरने या चढ़ने में गिरते हैं और चोट खा जाते हैं।

मंत्रवा स्टेशन के ठीक सामने इन्टर क्लिंज है, जिस में करीब-करीब एक हजार विद्यार्थी पढ़ते हैं। वहां पर जो नैवल कार्सिंग है, वह रेलवे स्टेशन से बहुत दूर है। अगर विद्यार्थी नैवल कार्सिंग से जाना चाहें, तो उन को बड़ा चक्कर खा कर जाना पड़ेगा। आप जानते हैं कि विद्यार्थियों की प्रश्रुति यह होती है कि वे सम्भवा चक्कर नहीं लगाना चाहते हैं। इसका नतीजा यह है कि वे स्टेशन के सामने से लाइन को कास कर के कालेज में जाते हैं। अक्सर ऐसा हुआ है कि विद्यार्थी या दूसरे योग जरूरी हुए या भर गये। उस कालेज के अध्यारिटीज़ की तरफ़ से माननीय मंत्री जी की सेवा में प्रार्थना पत्र भी आया हुआ है कि रेलवे के पैरेंफ़ार्म के बगत एक नैवल कार्सिंग बना दिया जाये। अगर उस को बनाने में अमुविचा है, तो मेरी प्रार्थना है कि रेलवे स्टेशन के बाहर की तरफ़, जहां से अंड ट्रक रोड जाती है, एक ऐसा बिज़न बना दिया जाये, इस से विद्यार्थियों को जाने की सुविधा हो। इससे विद्यार्थियों को जाने की सुविधा हो जायेगी।

16 hrs.

नारदनं रेलवे के लौकिक स्टेशन पर जनता ठहरा करती थी। यह बड़ी मंडी है और कानपुर से तो समील पर है। जनता के यहां न ठहरने का नतीजा यह है कि मुसाफिरों के लिए केवल दो बाड़ियां रह जाती हैं। मेरी प्रार्थना है कि वहां पर जनता के ठहरने की फिर व्यवस्था की जाए।

विठूर का स्टेशन टरमिनस स्टेशन है। जब श्री गाडगिल उस समय के रेल मंत्री, वहां

गए थे तो उन्होंने आश्वासन दिया था कि विठूर को मैन लाइन पर लाया जाएगा। मालूम होता है कि वह आश्वासन गाडगिल साहब के जाने के साथ रहे की टोकरी में चला गया। विठूर एक तीर्थ स्थान है जहां हजारों यात्री रोजाना आते रहते हैं। वहां डंजल की गाड़ी जाने लगी है। इसका परिणाम यह होता है कि वह यात्री जिनके पास ज्यादा सामान होता है वे उससे नहीं जा पाते।

मैं ने देखा है कि आपने अनेक स्टेशनों पर इस तरह के साइन बोर्ड लगा रखे हैं कि कलां स्थान के लिए यहां से गाड़ी बदली जाएगी। मैं चाहता हूं कि मधवा जंबशन पर भी आप इस तरह का साइन बोर्ड लगा दें कि यहां से बिठूर श्री ब्रह्मवर्त के लिए गाड़ी बदला जाती है। इस तरह से कल्याण पुर स्टेशन से विठूर सड़क के रास्ते नौ मील हैं। मेरा मुझाव है कि कल्याणपुर स्टेशन पर भी इस तरह का साइनबोर्ड लगा दिया जाए कि यहां से बिठूर श्री ब्रह्मवर्त सड़क के रास्ते नौ मील है।

सेंट्रल रेलवे के कई स्टेशनों के पास से विजल का लाइन जाती है लेकिन उस लाइन से उन स्टेशनों पर बिजली नहीं ली गयी है। आठ महीने हुए जब हमको रेलवे यूजर्स कंसलटेटिव कमेटी ने आश्वासन दिया था कि चौरा, भलासा, लालपुर आदि स्टेशनों पर, जिनके पास से विजल की लाइन जाती है, बिजली दे दी जाएगी, लेकिन आठ महीने हो गए इन स्टेशनों पर अभी तक बिजली नहीं आयी है। मेरा अनुरोध है कि जो आश्वासन दिया गया है उसको पूरा किया जाए और इन स्टेशनों पर बिजली की रोशनी पहुंचायी जाए।

सेंट्रल रेलवे की एक लाइन कानपुर से बांदा को जाती है। उस पर एक स्टेशन पतारा है। वहां स्लेटफ़ार्म ऊंचा न होने से एक्सडेट

होते रहते हैं। मेरी प्रारंभना है कि वहां के लेटफार्म को ऊंचा किया जाए।

इन शब्दों के साथ मैं फिर रेलवे मंत्री को धन्यवाद देता हूँ और आशा करता हूँ कि जो बारें मैं ने कहीं हैं उन पर ध्यान दिया जाएगा, और उन पर शास्त्र कार्यवाह की जायेगा।

Mr. Chairman: May I know how much time the hon. Minister would like to take for his reply?

Shri Swaran Singh: I will take only about 30 to 40 minutes; I will not take long.

Mr. Chairman: There is only one more speaker on the list with me. Shri D. S. Patil—

Shri D. S. Patil rose—

Some Hon. Members rose—

Shri Narendrasingh Mahida: Sir, six Members have spoken from that side at a stretch.

श्री प्रकाशवीर शास्त्री (विजनौर): उम पार्टी के ६ सदस्य बोल चुके हैं।

Mr. Chairman: I should like to clear one misunderstanding. I am bound by the list given to me by the Deputy-Speaker and, probably, the Speaker. I have to stick to it strictly. If there had been room for discussion the matter might have been slightly different. Therefore, I am following what has been given to me. If there is anything to complain, hon. Members can bring it up tomorrow.

Shri Hari Vishnu Kamath: How many more are there in the list?

Mr. Chairman: For the time being I should like to stick to the list given by the Deputy-Speaker. But I will call Shri Prakash Vir Shastri first.

Shri D. S. Patil: Sir, the House is in my possession. You have called me.

Mr. Chairman: I did not notice the hon. Member. Were you standing up when I called you earlier? In that case, you may continue your speech.

Shri Narendrasingh Mahida: Continuously, Sir, you cannot allow six Congress Members to speak. Some convention must be observed in that respect.

Mr. Chairman: I explained the position. I will bear that in mind next time, I assure you.

श्री देव शिंग पाटिल (यवतमाल): सभापति महोदय, आपने जो मुझे मौका दिया है उसके लिए मैं आपको धन्यवाद देता हूँ। रेलवे मंत्री भरदार स्वर्ण सिंह ने एक उत्तम प्रशासन की रुद्धति अर्जित की है। अगले वित्त वर्ष के लिए उन्होंने जो रेलवे का कार्यक्रम रखा है और जो धारण स्वंकार किया है उसके लिए मैं उनको धन्यवाद देता हूँ।

नीरोगे रेलवे के बारे में गवर्नरमेंट की नीति है कि उसे बन्द करना है। यह दो हजार मील की है और दुर्भाग्य से इसका कुछ हिस्सा मेरे क्षेत्र में भी है। इसके वर्किंग को देखते हुए यही कहना पड़ता है कि इसको जल्द बन्द कर दिया जाए। मुर्जियापुर से यवतमाल की यह ७८ मील की लाइन है। यवतमाल एक बड़ा व्यापारिक केन्द्र है और यहां विशाल आबादी है। इस विशाल आबादी के लिए बेवल यही रेलवे लाइन है जिस पर मुसाफिर गाड़ियां आठ मील प्रति वर्ड की औसत चाल से चलती हैं। और इस की चाल पहले से भी गिर गयी है। इस रेलवे से सफर करना खतरनाक है। बेवल सरकार की नीति नीरोगे को बन्द करने को है। इसने लिए भी मैं इसको बन्द करने को कहता हूँ।

इस सदन में अनेक माननीय सदस्यों ने दुर्घटनाओं का जिक्र किया, लेकिन इस लाइन पर खास तौर को दुर्घटनाएं होती हैं जो और

[श्री दें शिं पाटिल]

लाइनों पर नहीं होतीं। इस प्रकार की एक दुर्घटना का हाल मैं आपके सामने रखना चाहता हूँ। मुरंजापुर से यवतमाल और लासाना स्टेशन ऊंचाई पर हैं और ट्रैन चढ़ नहीं पाता। इंजिन डब्बे खींच नहीं पाता। दिनांक १७ फरवरी को जब ड्राइवर ने खींचने को कोशिश की तो इंजिन और एक डिब्बा तो आगे चला गया और पांच मुसाफिर डिब्बे, जिनमें ३०० मुसाफिर थे, और एक माल का डब्बा अलग हो कर पांचे १२ मील अपने आप चले गए। ऐसा दुर्घटनाएं इस लाइन पर अक्सर होती रहती हैं। यह लाइन एक ब्रिटिश कम्पनी के पास है जो इसकी कोई चिन्ता नहीं करती।

स्टाफ वालों के लिए कोई सुविधा नहीं दी जाती। कर्मचारियों के लिए बवार्टर नहीं है, न डिसपेंसरी है। यवतमाल शहर में झोपड़ियों तक में बिजली है लेकिन यवतमाल रेलवे स्टेशन में बिजली नहीं है। रेसेंजर्स के लिए अनेक दिक्कतें हैं। मैं ने बहुत सी दिक्कतें बताई भी हैं। लेकिन स्टाफ के लिए भी बहुत सी दिक्कतें हैं। यह कम्पनी बिलकुल रुपाल नहीं करती लेकिन कम्पनी का जो एग्रीमेंट है, जो कंट्रैक्ट है, वह हर साल बढ़ाया जाता है। मैं आप के जरिए मंत्री महोदय से प्रार्थना करूँगा कि इस पर ध्यान रखें और उसका कंट्रैक्ट बंद कर के सरकार ने यह रेलवे अपने हाथ में ले लेना चाहिए।

16.10 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

एक मिनट में मैं एक महत्व का बात आप के सामने रखता हूँ। इस बारे में मैं ने रेलवे मंत्रालय को लिखा भी था। वह बात यह है कि धारवा—पूसद लाइन जो कि बहुत साल पहले बन्द की गई है उसको फिर से शुरू करना चाहिए। इस के लिए हमारे माननीय नेता आदरणीय डा० अणे० ने इस लाइन को फिर से शुरू करने का केस बहुत

अच्छे तरीके से कल रखवा है। आज डा० पं० शा० देशमुख ने इस के बारे में जिक्र किया है। मैं ने इस लाइन को शुरू करने के लिए पिछले साल भी कहा था। लेकिन मेरी आवाज मंत्रालय तक नहीं पहुँची। अब तक मेरी आवाज माननीय मंत्री श्री स्वर्ण सिंह तक नहीं पहुँची लेकिन डा० अण और देशमुख साहब की आवाज तो मुझ उम्मीद है उन तक चहरू पहुँचेगी और वह इधर ध्यान देंगे। मेरा निवदन है कि जो आश्वासन इस गवर्नरमेंट और मंत्री महोदय ने दिया था वह आश्वासन पूरा किया जाय। यह आश्वासन दिया गया था कि फस्ट प्रायरटी बिल भी गिबन दृरिस्टार्ट इट। मैं आप के जरिए मांग करता हूँ कि वह आश्वासन पूरा किया जाय और इस लाइन को चालू किया जाय। एक प्रार्थना मैं और करना चाहता हूँ कि कम से कम जवाब देते समय मंत्री महोदय यह बतलायें कि हम इसके बारे में इनकवायरी करायेंगे कि आया यह फिर से शुरू हो सकती है अथवा नहीं। कम से कम इतना आश्वासन तो मंत्री महोदय अपन जवाबी भाषण में देने की कृपा करे ही। बस यही प्रार्थना मैं आपके जरिए मंत्री महोदय से करूँगा।

श्री प्रकाशवीर शास्त्री: उपाध्यक्ष होदय, मैं रेलवे मंत्रालय को कुछ आवश्यक सुझाव इस मांग के सिलसिले में देना चाहता हूँ। पहला सुझाव तो यह है जो कि मैं पिछले दो वर्षों से बराबर ही रेलवे मंत्रालय के अनुदानों की चर्चा के समय देता आया हूँ कि रेलवे को सबसे अधिक आमदनी तृतीय श्रेणी के यात्रियों से मिलती है। तीसरी श्रेणी के यात्रियों को जहां अन्य प्रकार की अधिक सुविधाएं आप दे रहे हैं, अगर एक सुविधा उस में इतनी और बढ़ा दें कि छोटे छोटे स्टेशनों पर जहां गाड़ी बहुत कम देर रहती है, अगर तृतीय श्रेणी के यात्रियों के लिए कुछ सहायक, इस प्रकार के रेलवे के अधिकारी नियुक्त कर दिये जायें जिससे गाड़ी

चल रही है, वह लटक रहे हैं, अंदर डिब्बे में घुसने नहीं पा रहे हैं, जगह नहीं मिल रही है और रेल छुट रही है अथवा बहुत से स्थानों पर ऐसा होता है कि डिब्बे में जगह होती है लेकिन पहले बैठे हुए पैसेंजर्स जगह होने के बावजूद अंदर आना चाहते वालों को स्थान नहीं दे पाते, अगर रेलवे के कुछ अधिकारी हों जो कि उनको स्थान दिला दें और अंदर बैठा दें तो मैं समझता हूं कि तीसरे दर्जे में मुसाफिरों के लिए आप की ओर से बहुत मुविधा की बात हो जायेगी ।

दूसरी बात मैं यह कहना चाहता हूं कि एक गाड़ी जो उत्तर रेलवे की पठानकोट-सियालदह एक्स्प्रेस, मुरादाबाद और सहारनपुर के रास्ते से होकर चलती है, लक्सर और मुरादाबाद के बीच में यह गाड़ी हर एक स्टेशन पर पैसेंजर होकर रुकती है परन्तु बद्किसमती यह है कि यह गाड़ी पीछे पठानकोट से पंजाब की ओर से ही की भरी हुई आती है। इस गाड़ी को मुरादाबाद और लक्सर के बीच में रोकने के लिए, जो पहले एक पैसेंजर गाड़ी इस के अर्तिरक्त चलती थी उस को अब समाप्त कर दिया गया है। परिणाम उस का यह है कि इस के अंदर इतनी ज्यादा भीड़ होती है कि लोग इसमें चढ़ ही नहीं पाते हैं। मैं ने रेलवे बोर्ड से निवेदन किया था कि पहली पैसेंजर गाड़ी को अगर चालू कर दिया जाय तो बहुत अच्छा हो। मुझे खुशी है कि रेलवे बोर्ड ने अपने कुछ अधिकारियों को वहां पर भज कर उस की जानकारी ली और वह स्वयं इस बात से सहमत हुए कि उस गाड़ी में इतने भाग के अंदर बहुत भीड़ रहती है। उन्होंने एक अलग डिब्बा लखनऊ-सहारनपुर के बीच में उस गाड़ी में लगाना स्वीकार किया। लेकिन उस एक डिब्बे के लगाने के बाद भी मैं समझता हूं कि समस्या का पूरा समाधान नहीं हो पाया है। रेलवे बोर्ड ने अपनी चिट्ठी में यह भी लिखा था कि जब वहां डबल लाइन का काम पूरा हो जायगा तो हम उस पहली पैसेंजर को भी चालू कर देंगे। मैं समझता हूं कि

वह काम लगभग अब पूरा हो चुका है। और अधिक नहीं तो कम से कम तो उस में एक, आध डिब्बा तब तक के लिए और बढ़ा दीजिये लेकिन जल्दी से जल्दी इस पहली गाड़ी को चालू कर देंगे तो इस बीच में गांव के किसानों को छोटे, छोटे स्टेशनों पर यह गाड़ी पकड़ने में जो दिक्कत होती है, उन्हें इस से बड़ी आसानी हो जायगी ।

तीसरे नजीब ब द—गजरौला जो एक सैवान है इस के बारे में मैंने पहले भी यह कई बार कहा है और अब फिर कहना चाहता हूं कि इस सैवान पर कई स्टेशन इस प्रकार के हैं जो स्टेशन तो हैं, टिकट भी वहां पर बन्टे हुए लेकिन इतना प्रबंध होते हुए भी वहां न तो तारधर है कोई जाकर स्टेशन मास्टर को पूछे कि गाड़ी कितनी लेट है तो वह कहते हैं कि यह हम नहीं बताता सकते, यहां तार का इंतजाम नहीं है, सिवाय इस के जब वह सिगनल दें देते हैं बाटा भर पहले गाड़ी आने के के समय जब भी आ जाये गाड़ी तो यहां से पास हो जायगी। एक इतना बड़ा सैवान और उस के स्टेशनों पर लेटफार्म न होना, स्टेशनों के ऊपर तारधर का इंतजाम न होना, मैं समझता हूं कि यह कोई अच्छी बीज़ नहीं है ।

एक अन्य बात मैं यह कहना चाहता हूं कि कुछ दिन पहले संकेन्ड बल्ड वार जिस समय चल रही थी तो इस लाइन को उखाड़ लिया गया था लेकिन इस से पहले देहरादून के लिए जो भी एक्स्प्रेस गाड़ी दिल्ली से पास होती थी वह वाया गजरौला, मौजेमपुर, नारायण लक्सर, हो कर पास होती थी लेकिन अब जब देहरादून के लिए दिल्ली से गाड़ी जाती है तो वह मुज़ज़फ़र नगर, सहारनपुर और रुड़की के रास्ते से हो कर जाती है। जबकि रात में उस लाइन के ऊपर कई और एक्स्प्रेस गाड़ियां पास होती हैं तो अगर देहरादून एक्स्प्रेस को गजरौल, बिजनौर, मौजेमपुर, नारायण हो कर देहरा-

[श्री प्रकाशवीर शास्त्री]

दून के लिए पास कर दिया जाय तो मैं समझता हूं कि उस क्षेत्र के लोगों को भी उस से लाभ हो सकेगा ।

सब से बड़ी बात यह है कि गढ़वाल का वह इलाका सुरक्षा की दिप्ति से भी अब एक बहुत महत्वपूर्ण रूप धारण करता जा रहा है । या तो उस गाड़ी को इधर की ओर हो कर डाइवर्ट कर दें तो अच्छा हो या फिर दिल्ली से कोटड्वार के लिए कोई दूसरी एक्सप्रेस गाड़ी उधर से प.स कर दी जाय । जिससे तीमा से तीरा सम्बंध रेल के जरिये दिल्ली से जेंड्रा जा सके ।

एक अन्य चीज़ यह है कि देहरादून एक्सप्रेस के सम्बंध में मैं ने रेलवे बोर्ड के अधिकारियों को भी लिखा था लेकिन दुख है कि अभी तक उस माग के ऊपर कुछ सह नुभूतिपूर्वक विचार नहीं हो सका है । लक्ष्यर और नजीबाबाद के मध्य में एक महत्वपूर्ण स्टेशन है, जिस का नाम वालाबाबी है । यहां पर ग्लास का बहुत बड़ा कारखाना है और भी आसपास के कई घोटे हैं । मैंने निवेदन किया था कि शाम के बाद मुवह ८-६ बजे तक कोई इस तरफ गाड़ी नहीं है जिस से दूर जाने वाले लोगों को सुविधा हो । उन का उत्तर यह आया कि जो दूर जाने वाले कलकत्ता और लखनऊ के यात्री हैं वह हम को बहुत कम मिलते हैं । मेरा निवेदन मंत्री जी से यह है कि ६ महीने परीक्षण के तौर पर इस को रोक कर दें । अगर उसमें परिणाम सुखद हो तो आप उस को आगे भी चालू रखें वरना जैसी अभी आप की व्यवस्था है फिर उस व्यवस्था को ज्यों का त्यों कर दें । इस से एक सब से बड़ा लाभ यह होगा कि उस क्षेत्र के बच्चे जो उधर लशकर, अलीगढ़ और नजीबाबाद की ओर पढ़ने के लिए जाते हैं उनको लीटने में और जाने के लिए बहुत अच्छी गाड़ी मिल सकेगी । उन पढ़ने वाले बच्चों की सुविधा का और

खास तोर से गांव के किसानों की सुविधा का ध्यान रखते हुए यह आवश्यक है इस गाड़ी को यहां रोका जाय ।

रेलवे में काम करने वाले उन कर्मचारियों के सम्बंध में कहना चाहता हूं जो बिना टिकट सफर करने वाले लोगों को पकड़ते हैं । मेरा अपना अनुमान ऐसा है, शायद रेलवे के मंत्री महोदय मुम्म से सहमत होंगे कि बिना टिकट यात्रा करने वालों का सिलसिला हिन्दुस्तान के दो ही तीन प्रान्तों में विशेष रूप से है और जिन दो, तीन प्रान्तों में विशेष रूप से यह सिलसिला है, बदकिस्मती से उस में एक वह भी प्रान्त है जिस का कि मैं यहां पर प्रतिनिधि हो कर आया हूं । बिहार के सम्बंध में कुछ इस तरह की याड़ी सी घटनाएं मुरीं कि इन यात्रा करने वालों में अधिकांश नई पीड़ी के वह नीजवान हैं जो स्कूल, कालिजों में पढ़ने के लिए जाते हैं । कभी-कभी ऐसा होता है कि एक ही टिकटचैकर काफी बच्चे बैर टिकट पकड़ता है, कई बार ऐसे घटनाएं हुईं, टिकट चैकर बालकों द्वारा पीटा गया है, बुरी तरह से उस नुकसान पहुंचाया गया । जहां इस तरह की घटना होती है मेरा अपना इस प्रकार का निवेदन है कि वह अगर पुलिस की विशेष व्यवस्था बरे उनकी सुरक्षा के लिए, ताकि वह बंचारे हिम्मत के साथ अपनी ड्यूटी अंजाम दे सके, तो उस का लाभ जहां अपने रेलवे कर्मचारियों को सुविधा देना होगा, उन की सुरक्षा करना होगा, दूसरा उस का लाभ यह भी होगा कि जो नई पीड़ी के नीजवान नहीं समझ रहे और शलत आदतें जो सीखते जा रहे हैं, उनके ऊपर नियन्त्रण हो सकेगा और उनके ऊपर असर पड़ सकेगा । कई स्टेशनों का मुझ पता है जहां इस प्रकार की अवांछनीय घटनाएं घटी हैं ।

अन्तिम बात और कह कर मैं अपने भाषण को समाप्त करता हूं । हमारे माननीय रेल मंत्री न केवल रेल मंत्री ही हैं बल्कि

भारत सरकार ने उनके कंधों पर इससे भी एक बड़ी जिम्मेदारी सौंपी है जो इस संकट के अन्दर मैं समझता हूँ कि कैविनेट के एक सीनियर मैम्बर होने के नाते उनके ऊपर केवल इस देश की सरकार ने नहीं बल्कि देशवासी भी उनकी ओर आशा भरी दृष्टि से देख रहे हैं कि हमारे देश के सम्बंध जो पाकिस्तान के साथ इस प्रकार उलझ गये हैं उन उलझी हुई गांठों को किस प्रकार हमारे केन्द्रीय रेल मंत्री मुलझाते हैं। इसका असर अगली पीढ़ी पर और भारत के अगले इतिहास पर भी पड़ेगा। यह प्रमंग वह नहीं है कि मैं उस चर्चा को उठाऊँ लेकिन चर्चा जो रेलवे मंत्रालय से सम्बंध रखने वाली है उसके सम्बंध में मैं अवश्य इस समय निवेदन करना चाहता हूँ और वह यह है कि कई वर्षों से यह चीज सदन के अन्दर चर्चा का विषय बनती रही है कि पाकिस्तान के दोनों भागों को मिलाने के लिए भारत से हो कर जो रेल लिंक जांड़ी जानी थी उस के ऊपर सरकार ने क्या निर्णय लिया? हमारे डिप्टी मिनिस्टर शाहनवाज खां ने कई बार इस का उत्तर दिया है कि अभी इस पर विचार हो रहा है लेकिन अब जबकि आप यह देख रहे हैं कि पाकिस्तान की नीयत इस तरह की नहीं है कि वह भारत के साथ अपने सम्बंध अच्छे बना कर रख सके, मैं समझता हूँ कि भारतवर्ष को इतने बर्दों तक इस समस्या को डाले रखना लटका कर रखना कोई बुद्धिमता की चीज नहीं होगी। कलकत्ते इस बार जहां वह और बहुत सी बातों को करने जाय, कम से कम इसका निर्णय बर दें कि यह रेलवे लिंक वाली जो बात है इसको अन्तिम रूप से समाप्त कर दिया गया है।

Shri Swaran Singh: Mr. Deputy-Speaker, while replying to the debate, when this House discussed in a general way the budget proposals, I attempted to place the Railway view-point and the Government view-point with regard to some of the important aspects. Although certain hon. Mem-

bers have again mentioned some of those points, it is not my intention to attempt a fresh reply to these. It may also be recalled that the Speaker was good enough to remark that discussion on this Demand with regard to the Railway Board may be regarded as a continuation of the discussion that had taken place earlier. I may therefore elaborate my reply to some of the important points, even though these might have been raised earlier.

You may have noticed that the nature of the debate on this Demand, about the Railway Board, has been more or less on the same pattern as the debate when the budget proposals were being discussed generally. In a sense, this is inevitable, because the Railway Board, being the executive authority in charge of the Railway administration as a whole, hon. Members would be fully justified in discussing almost anything concerning the running of railways. No particular comments have been offered on the set-up as such. That is in a way natural also. This system of running railways through Zonal General Managers, and with the overall control and direction of the Railway Board, has stood the test of time. I was somewhat amazed when one hon. Member hinted that the Railway Board may be prone not to react to what is said in Parliament, or what is desired of them by the Minister in charge. I think such a suggestion would be unfair not only to the Railway Board, but also to the Government representatives generally. There is no such thing at all. I would like to mention that whatever is said on the floor of the House, is very carefully examined in the Board itself, and then, extracts of the speeches made by various hon. Members are forwarded to the Railways concerned. In fact, the Railway administrations have been directed to study very carefully the Parliament debates, and then to take follow-up action on the various suggestions that are made on the floor of the House. Organisationally also, the Railway Board, as a system and as an

[**Shri Swaran Singh]**

instrument for carrying out the policies that are laid down by Government under the guidance of Parliament, I feel, is a fairly effective organisation. But there is one distinguishing feature between the Railway Ministry headquarters and the other Ministries.

The members of the Railway Board, as the House would no doubt be aware, are all ex-officio Secretaries to Government also. But unlike other Ministries, about which I can speak with some knowledge, having had the opportunity of serving other Ministries also, there is this difference that the secretaries to Government in the Railway Ministry are also the executive heads, and, therefore, they carry the executive responsibility also.

There can be difference of opinion, from a purely theoretical point of view, whether a secretary should have executive responsibility or not. But experience has shown that, in a work of the type, that is handled by the railways—in the matter of expansion and planning as well as in the matter of the running of the system—it is necessary that the officers at the secretary's level should carry the responsibility and should be from the field organisation itself, because they have then got a lot of experience on the transportation side, on the engineering side, and even on the specialised railway finance side, and, therefore, they are familiar with the problems that face the administration.

It should also be remembered that the railway organisation has a fairly specialised type of work, and the effectiveness at the secretariat level is dependent to a very large extent upon the intimate knowledge that might have been acquired by the higher officers in their association with the railways.

I know that, in certain State Governments, the engineers were also the members of the secretariat and had

secretariat function. I am not sure if that position still continues because there was some difference of opinion. But I think that so far as the Railway Board is concerned, this system has worked fairly well.

Now, I would like to touch upon certain staff matters that have been put forward by hon. Members who are associated with unions. I must confess that I was somewhat distressed at the general tenor and tone of the speeches of some hon. Members who are associated with the railway unions. An impression was sought to be created as if a sort of a tug-of-war was going on between the Railway Administration and the railway unions. I would like to assure the House that the Railway Administrations at various levels—at the divisional or district level, at the zonal railway level and also at the Board level—attach the highest importance to smooth relationships between the railway workers and the Railway Administration. In fact....

Shri Priya Gupta (Katihar): Not in the NF and the NE Railways. I take objection to these words, because they create the impression or atmosphere as if I have said something wrong. It is a fact.

Mr. Deputy-Speaker: Order, order. The hon. Member cannot sit and go on talking. He has had his say already.

Shri Swaran Singh: I was submitting that the Railway Administration attaches the highest importance to this matter. In fact, there is no difference between a railwayman and a railway man, and a person who is a gangman or a pointsman working at the base level is as much a railwayman as a member of the Railway Board. I have seen senior officers of the Railway Board themselves taking pride in describing themselves as railwaymen.

Shri Priya Gupta: We are also proud of their conduct.

Shri Swaran Singh: I am happy that by and by....

Shri Priya Gupta: Not in case of all categories of officers. Take the NE and NF Railways. But generally it is quite good.

Mr. Deputy-Speaker: He cannot go on with this running commentary.

Shri Priya Gupta: I am prepared to accept his statement generally, but not about each railway.

Mr. Deputy-Speaker: You must hear him patiently.

Shri Swaran Singh: Although the hon. Member is a little violent in his expression, I know that he has a good heart; and by and by, I live in this hope that I will be able to persuade him to accept my viewpoint.

Shri Priya Gupta: Let it be a two-way traffic.

Shri Swaran Singh: Many times he does accept it. Sometimes he also admits to me....

Shri Priya Gupta: I was referring to the zonal railways.

Shri Surendranath Dwivedy (Kendrapara): It is the continuation of a dialogue that they had between them.

Shri Swaran Singh: I am always addressing the Chair.

Sometimes he does admit to me that members of these unions and their leaders have to take up attitudes which should be acceptable to the workers. I do not grudge that, because they have to carry sympathy and confidence of the workers and have, therefore, to voice demands in very emphatic terms, sometimes in seemingly quarrelsome terms, which they never mean.

Shri Priya Gupta: This is an insinuation. I cannot accept it. I am not of that type. He knows me better.

Shri Swaran Singh: My only trouble is that he does not know enough of me yet.

Therefore, so far as these labour relations are concerned, it has been our endeavour to have the best of relations with the workers. To the extent that we may not have come up to the expectations of certain unions or certain office-bearers of unions, I would say that that would be my misfortune, and my endeavour will still continue to be to see that we have got the best of relations.

It may be recalled—when we were discussing the general financial aspects of the railways—that the largest single item of expenditure on railways is on staff, which indicates that the nature of work is such that the staff plays a most vital and a key role in railway performance. Therefore, enlightened self-interest also points to the directions that we must carry the maximum measure of goodwill of the staff.

From every point of view, therefore, all our various procedures have been evolved to give labour the feeling that they are active participants in this railway undertaking and, therefore, their advice is always sought, and they are constantly consulted. Let us remember that service conditions or service grievances are only one aspect of the relationship between the railwaymen at the lower level and those at the higher level. There are many other aspects, namely, to increase efficiency, to avoid accidents, to step up production in the railway factories, and so on. In all these matters, works committees, consultations, many types of close association continue; I would admit that significant improvements have been made in various directions by accepting suggestions from the workers.

Therefore, we have to view all this in the overall aspect, and need not take a very alarmist view merely because there may be some differences on particular matters about concessions, demands or emoluments, whatever ex-

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pression we might use. Even to resolve these few differences, the general policy of the Government not only in the railways but in other departments and State undertakings, is to encourage healthy trade union movement. I am very glad to report to the House that railways have got, amongst their staff, representatives of well organised, well-run trade unions at the zonal level, and then there are two important federations which function at the all-India (Railway-Board level. I last year attended the annual function of the two Federations, and I was greatly impressed by the spirit that prevailed there. They may have their demands, they may have their aspirations, and sometimes the purely local problems may grip them a little more than warranted by the situation; but, by and large, the objectives were quite clear in the minds of the unions, namely to run the railways efficiently and safely, and also to safeguard the legitimate aspirations and interests of the workers.

In such a huge organisation, where there is such large staff expenditure and where the number of employees is the largest, as compared to any other Ministry or sector in the country, there can be scope for differences of opinion, and therefore, various methods have been devised to resolve those differences.

We have been talking of a permanent negotiating machinery, as if that is something which has been imposed from outside. That is not a fact. The railway administration, in fact, about twelve years ago, had detailed consultations with the organised railwaymen's unions, and then they thought that the best way to create satisfaction and confidence amongst the workers was to have discussions and negotiations at the district level or the divisional level, the zonal railway level, and the Railway Board levels, and that process continues. If there are 100 points, probably 90 to 95 are settled there and then.

Shri Priya Gupta: What about the tribunal?

Shri Swaran Singh: My trouble is that his mind works much more quickly than mine. I have not the sharp intellect which Shri Priya Gupta has.

Shri Priya Gupta: The third tier has not been implemented. Let the Minister admit it. He is misinforming the House. I want a clarification. The main thing is that the tribunal has not been implemented.

Shri Swaran Singh: Sometimes I feel a little afraid when a person gets upset, because I have a feeling that perhaps the point has gone home, and therefore he feels uncomfortable. I never felt uncomfortable when he was speaking, and I expect at any rate that courtesy from him.

I referred to the first two tiers, that is at the divisional level or at the district level and at the zonal level. There discussions take place, and 90 to 95 per cent of the cases are settled there generally. Then he asked: what about the third tier? I will take that as an admission that he is fully satisfied about the first and second tiers, the third tier being the Railway Board level.

Shri Priya Gupta: The first tier is a mockery.

Shri Swaran Singh: The federations have discussions with the representatives of the Railway Board, and most points are settled there.

Now, about this third tier, what was agreed upon was that, if there were certain outstanding matters and it was considered by Government that matters were of sufficient importance or of such a character that opinion upon that should be taken from an outside, independent and impartial authority like a tribunal, that is the further machinery.

Shri Priya Gupta: No, Sir. You are wrong in that, please. It was a permanent tier

Shri Swaran Singh: Let us agree to close this. You have to put up with my statement. I never used the expression "wrong" against you. You have used it time and again. If there is anything I say which is not borne out by facts, or is factually incorrect, you should know, at any rate, that I will be incurring a very heavy responsibility. You may not agree with my argument, that I concede, but I will never make a statement which is factually incorrect. That is the minimum that is expected from all hon. Members of the House.

Shri Priya Gupta: You may be misinformed.

Shri Swaran Singh: You may inform me later that I am misinformed. There is no use carrying on this sort of argument. That will only show that the leadership among certain unions is irresponsible, they are not prepared to listen to the other side of the picture.

Shri Priya Gupta: Could we not expect the same from the Minister admit the fault; that will be generous on your part.

Shri Swaran Singh: The Minister is entitled to refer to any point if he feels strongly. When a point is being developed and the facts are being placed, the minimum courtesy that is required, in any parliamentary set-up is that a person should have the patience to hear. If he is not satisfied, he can say it again the debate will continue, and we can settle things in the further discussion. The hon. Member sees me quite often along with his other colleagues and I may tell you a secret, if he does not mind, that outside he is not this violent as he is inside the House. Therefore, I have always a soft corner for him and I feel greatly diffident when I have to say

hard things, sometimes when he oversteps the limit.

There are discussions at the divisional, and zonal, level, and discussions between the representatives of the federations and the Railway Board. Meetings are held almost once in two months or quarterly, and many points are settled. He has raised the question of another machinery, if there is still difference of opinion. In this, we have to strike a balance. If there is to be regularly an outside machinery, there is a temptation; the will to settle through negotiations is diminished to a certain extent. I am not trying to argue that there should be no such independent machinery, to sort out the differences if, at the highest levels, the representatives and the administration do not agree. In certain cases, where there is a sufficiently important matter of a general character or principle or policy, Government can appoint an impartial tribunal to go into all those aspects and give a decision which, in the past, has been adhered to. Even Shri Priya Gupta would admit that the contingency arose, and the Shankar Saran Tribunal, as it was called, was set up, and practically all its recommendations have been accepted. The permanent negotiating machinery is nothing but the normal functioning of the trade union activities of collective bargaining at various levels. There is this provision that if unfortunately even at the highest level, there is no final agreement, we set up this kind of a tribunal. The Railways can claim to have taken steps earlier than many other departments in this respect. This method of collective bargaining, the encouragement that is given to the trade unions, is a noteworthy feature of the Railway administration. It is also the only administration which gives quite a few concessions to the labour leaders. I do not know of many other organisations where the office-bearers of trade unions enjoy similar concessions. When workers' Conferences or rallies take place, so many free passes are given to the concerned railwaymen and the office-bearers of the unions. We do not grudge them, because it is the Gov-

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overnment's policy to encourage trade union activities. Therefore, I was somewhat distressed when hints were thrown as if the whole system is something is not fit to be touched upon. Again, I would like to say that, in this matter the ultimate objective is the satisfaction of the workers. If, as a result of the working of the system itself, certain shortcomings have been thrown up, or any improvement is indicated, certainly that point can again be examined and suitable remedial action taken. But the attitude, to which I ave the strongest objection, is to create a feeling as if there is any real conflict of interest between the administration as such and the representatives of the unions.

Shri Priya Gupta: Actually that is there.

Shri Swaran Singh: There should not be this feeling on either side, and here I would appeal to the representatives of the unions to take this assurance from me, namely, that while they should have a co-operative and friendly approach in this matter, I will see that the administration also is equally responsive. Both of them should work towards the common objective of making the railway's working more efficient, and at the same time safeguarding the legitimate interests of the workers. There is no conflict between the two, and by attempting to create a conflict psychologically or otherwise, either side will not receive my approbation, and I will continue to do my little bit to raise my voice, and will also see that this sort of atmosphere is not permitted to prevail.

Shri Priya Gupta: Will G. M., N.F. Railway stop this provocation?

Shri Swaran Singh: I do not want to revive unhappy memorise, but I have a feeling that this type of attitude in the past led to ugly situations, into the details of which I need not go. It should be the endeavour of all of us to see that a better atmosphere

prevails and that, whatever are the differences, they should be capable of solution,—a satisfactory solution—acceptable to the workers also.

I have been moving about quite a bit, and I know the minds of the average workers. I know that they are keen to do their best in the interests of the country. Therefore, they are increasingly realising the importance of the general policy that has been pursued. When I say that, I do not mean to suggest that wha'ever is decided the representatives of the workers should accept. If there are any objections, they are perfectly entitled to raise them and they will have to be considered with impartiality and even with sympathy, because the ultimate objective is to carry them with us and not to cerate a sort of conflict. I would appeal to the labour representatives to view this whole matter in that perspective.

It has been my endeavour to see that these irritants, are not permitted to subsist between the representatives of the workers and others. I will not touch upon the specific points that might have been raised—travelling allowance, channels of promotion and the like—because these are very much union matters which cannot be discussed, or cannot be unilaterally disposed of by me in a debate of this nature. They will have to be taken up through the normal channels; it is not that I have no views on those matters, but I though it is not perhaps fair to express an opinion because it might prejudice the ultimate outcome of any point which might be troubling the representatives of the workers.

There are one or two aspects to which I would make a brief reference before I finish. The railway system being one which is used by a large number of our patrons, there are bound to be reactions to the various services that are provided. I got the general impression in the debate that, so far as catering is concerned, there does not appear to be a desire amongst the majority of hon. Members to give up departmental catering. That was

the broad impression that I found, but there was a strong desire that the working of the departmental catering requires tightening up, and that it should provide better service. That was the broad impression that was formed in my mind. That is not a matter of argument, because most of you have taken your food there; and if you feel that the food is not good, that is the complete argument so far as I am concerned.

Shri Hari Vishnu Kamath: For want of anything better, we have to take that food.

Shri Swaran Singh: Naturally, because hunger does not wait, even for the M. P.

Shri Hari Vishnu Kamath: Or for the P. M.

Shri Swaran Singh: Everyone has to take food. The point that I am making is that, if those who speak with personal experience, say that they did not like the food, I cannot controvert any such assertion, because I have to accept it. Therefore, food has to be improved, and we are taking some steps.

One point has been mentioned to me by those who are in charge of catering. I am mentioning it not as a sort of argument, but as a point on which I would like to have some reactions later. They say that perhaps there is no scope of improvement within the present tariff that prevails, particularly for the western style of food which many of the upper class passengers take. Improvement of quality should be the objective. But it cannot be high class catering in a system like the railways, because most of the passengers are not rich enough to afford a higher bill.

Shri Indrajit Gupta (Calcutta South West): What have rates to do with the cooking and cleanliness?

Shri Swaran Singh: For that, there is no other reply except that should be clean, and cooking should be better. Both the kitchen and the utensils should be clean, and service should be clean. On that, there is no point at all which I can controvert. The only adequate reply is we will tighten up the arrangements and see how we can improve the departmental catering. Now I have got this broad mandate that departmental catering has to continue, because at one time I had this impression that perhaps there is a strong opinion in favour of doing away with departmental catering.

Shri Hari Vishnu Kamath: May I assure the Minister that we do not want rich food, but simple, substantial and palatable food, and not rich food at all?

Shri Swaran Singh: That, I think, is what any catering organisation should provide and it will be our endeavour to see that efforts in that direction continue to be made.

Shri Simhasan Singh (Gorakhpur): The prices of foodgrains are falling and foodgrains form the main part of catering. Then, why should he think of raising the rates?

Shri Swaran Singh: Next time, I will give some statistics about the value of foodgrains in the total bill that is charged. We have no intention to make any profit; and with proper management, I think improvements can be effected.

Some objections were raised about framing the time-tables by Mr. Kamath and certain other hon. Members also. In a debate of this nature, I am at a little disadvantage; I cannot offer any useful comments upon the individual timings, but we can have a sound general procedure. I think the procedure that is in vogue now has been devised with a view to solicit the opinions of hon. Members of the House and of the time-table committees. Perhaps the hon. Members are

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busy people. Their opinions are actually solicited before any time-tables are framed. Time-tables are issued to all hon. Members, and they are expected to send suggestions.

Shri Hari Vishnu Kamath: I never got anything at all in the last 11 months. That is my complaint.

Shri Swaran Singh: I have been told that that has been the custom; if that is not the custom,....

Dr. L. M. Singhvi (Jodhpur): Opinions are elicited, but the difficulty is that there is a very mechanical sort of response to the requests made by Members and other leaders of public opinion. Whenever a request is made, it is turned down either as not feasible or as not possible to be implemented in the near future or for some other reason.

Shri Swaran Singh: I will come to that in a minute. Let us see whether any improvement is required in the procedure. As I said, the opinions of the hon. Members are solicited. Again, there are time-table committees at various levels, on which hon. Members of this House also are represented. Then, on the Time-table Consultative Committees and the Zonal Railway Users' Consultative Committees also, there are some hon. Members of this House.

Shri Priya Gupta: The meetings of those committees have been postponed by notice.

Shri Swaran Singh: They will be revived. We had said that they need not hold these meetings on account of the emergency. But it will be possible now to hold those meetings. We are having meetings of the National Railway Users' Consultative Committees, and meetings of the Zonal Railway Users' Consultative Committees will also be convened.

The point that I am submitting is this. Are the existing arrangements for consulting the users, or their representatives, before the time tables are framed, sufficient? There can be some objection about the acceptance of the suggestions. Whereas it will be the desire and should be the desire that those suggestions should be respected and some method should be found to see if they canot be implemented, it should be appreciated that, in a matter like this, there could be a difference of opinion, and someone who is entrusted with the ultimate responsibility, has to weigh the various aspects and take a decision. For instance, we have got fast rains. On the one hand, the desire is that they should reach the destination in a short a period of time as possible. Supposing there are ten requests that a particular mandi is on the way or a particular station is on the way, and the train should stop at those places also, it is very difficult for me, generally, to repel such a suggestion. They will ask: "Why don't you agree; we want the train to stop there only for two minutes?" But a two minute stoppage means ten minutes delay in slowing down, stopping and the picking up acceleration. Therefore, in such cases, we have to compromise between the desire to reach the destination earlier and the desire of the users in between to be serviced by that train. I am mentioning only this one aspect; there can be others also. The attitude of the Railway Administration, which is interested in creating satisfaction among the users, is not just to discard all the suggestions of that nature. They are very carefully examined, and when the new time-table is in the process of formulation, these suggestions can be repeated to them.

Shri Hari Vishnu Kamath: Trains are cancelled without any notice.

Shri Swaran Singh: That will be part of the formulation of the new

time-table. Cancellation or introduction of a train will also be covered by that.

Before I come, Sir, to some of the local issues and the way I intend to deal with them, there are matters about two or three States which have been specifically mentioned, and I want to say something about them very briefly, because they are matters of general importance. For instance, hon. Members from Assam and West Bengal have highlighted the importance of strengthening the transport arrangements for Assam. Government attach very great importance to ensure that flow of goods and carrying of passengers and other personnel to the State of Assam, or that part of the country, should be un-interrupted. We have already taken some steps in that direction. I do not want to repeat them, because I have mentioned them in my Budget speech. This matter is under further consideration. As I said earlier on the floor of the House, various aspects of this are being considered, as to whether there could be a double line or whether there could be another line, whether the other line should be metre gauge or broad gauge, what are the financial implications of these matters, and so on. All these things are very carefully being considered. We do want to take appropriate steps to ensure that the transport needs of that area, both in the matter of quantum as well as in the matter of continuity, are fully assured.

17.02 hrs.

Some hon. Members, particularly from the State of Mysore, said something about Mysore. If I have understood them correctly, they have the feeling that the ports on the west coast are not being developed with that rapidity as the ports on the east coast. On the east coast, as we know, we have the States of Madras and Andhra Pradesh, with the ports of Madras, Visakhapatnam and the new

port of Tuticorin. These ports are either being developed or expanded. On the west coast, we have got the ports of Cochin, Mangalore, Karwar and Goa. Whereas I have every sympathy with the feeling in this matter because there should be this eye on all-round development; coastal development everywhere in fact, a matter which is constantly engaging the attention of Government. So far as railways are concerned, it has to be appreciated that they represent a service which goes with the pace of development of any particular port. I am not shirking my responsibility when I make this statement; I am saying that in all seriousness. For instance, as soon as a decision was taken that Mangalore port has to be developed, principally to step up the iron ore export from that area, the Railway Board took a decision, in consultation with the Planning Commission, that the Hassan-Mangalore line should be taken up. Similarly, there is the Goa port, which is also a big port. Formerly, it was functioning more or less in isolation for that small area. Now Goa is a part of India, we will have a broader look. In that context, the ports of Cochin, Mangalore, Karwar and Goa are there, and the Railways are planning how to keep in pace and in step with the developments of these various ports.

17.02 hrs.

[MR. SPEAKER in the Chair]

So, it is an integrated matter about which the Planning Commission, the Railway Board, the Ministry of Transport and Communications, and the Ministry of International Trade in the matter of quantum of imports and exports all have continued constantly to apply their minds, and the resultant picture is the sum total of their collective thinking. We have to view matters in that context. We on the railways, or in fact, any wing of the Central Government, are not moved

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by considerations of trying to prefer the east coast or the west coast. A decision having been taken that Hospet-Bellary iron ore can be more conveniently handled by the Madras port, it was necessary to provide an additional line from Guntakal to Hospet. It was done to move the iron ore raised in Mysore State, and not to injure them in the matter of development of ports on the west coast. I would like to dispel any such feeling that might be there, because I want to make it clear that these decisions were not taken on any regional considerations, but they were taken after weighing every aspect of the situation as it stands at present.

Shri Kashi Ram Gupta: What about over-crowding and its impact on the budget?

Shri Swaran Singh: Let us finish this subject first.

So far as Assam State is concerned, a mention was made about the Farakka Barrage. As the House is aware, the Minister of Irrigation and Power has already stated that it is their intention to go ahead with the Farakka Barrage. We were thinking that it would be better to combine the rail bridge also along with the barrage. This matter is again being very carefully considered, and the ultimate decision on the rail bridge being combined with the Farakka Barrage or the undertaking of a separate bridge, will depend upon the time schedule and other factors relating to the coming up of the Farakka Barrage. But this matter is engaging the active attention of Government.

Hon. Members from Jammu and Kashmir and some other hon. Members also said that the railway line should be extended upto Jammu. It must be remembered, in this connection that the main bottleneck is the Ravi bridge. We are going ahead with the Ravi bridge, and I hope that, in the next Plan after this bridge is

completed, the railway line could be extended to Jammu depending upon various other factors. That is the ultimate objective. How much of it we can take up in the course of the next Plan period is a matter about which it will perhaps be premature for me to express an opinion. The House will have an ample opportunity to discuss that.

Several hon. Members have mentioned about several new railway lines.

Shri Bade (Khargone): Regarding Madhya Pradesh, everybody thinks that the southern and northern parts of India are always cared for but step-monthly treatment is given to Madhya Pradesh because there is no hon. Minister at the Centre from Madhya Pradesh. Our ears are very anxious to hear some sweet words and an assurance from you.

Shri Swaran Singh: I am sorry, I will have to disappoint all the claims for new lines, because there is no use mentioning something which cannot be honoured. So far as new lines are concerned, let us be practical. We have a plan. Whatever resources are there, are already committed. About new lines that were considered necessary and essential, depending upon the requirements of the country and matching with the available resources, the decision has been taken. So, what new lines can be considered or should be considered, is a matter really for the next Plan period. Therefore, these suggestions that have been made can be kept in view at the time of the formulation of the next Plan. In the various processes, through which we have to pass when we formulate the Plan, this will be one important consideration which will be kept in view at the time we formulate the Fourth Plan. It is a hard reality. It may not appear to be of any great comfort, but it will not be correct on my part to say something which cannot either be honoured or implemented. We are in a stage of

development in a planned manner. Therefore, it is only at the time of the formulation of the Plan that any new lines can be considered, subject of course to the overriding consideration that the Plan itself is elastic and if any situation or circumstance arises, just as, for instance, new circumstances have arisen for defence requirements and the like, we may have to re-orientate our Plan to suit the defence and emergency requirements. That is a separate issue, but the normal developmental railways, as they are called, necessarily have to wait till the picture of the Plan itself takes some shape. There is no other way of dealing with this matter than to consider all the various competing demands at the time of the formulation of the Plan, and try to see what the best picture is that emerges, depending upon the overall ability of resources.

Shri Birendra Bahadur Singh (Rajnandgaon): In the first plan we decide to undertake some new lines from the point of view of the Railways or otherwise. When the second Plan came those lines that we had decided to take up are not taken into consideration and some other lines were considered. That is why the difficulty occurs. Once a priority is decided, we should try to stick to that.

Shri Swaran Singh: I think that difficulty will continue because we are developing from time to time. For instance, regarding Madhya Pradesh to which the hon. Maharaja Sahib belongs, we took a decision that there should be a new steel plant at Bhilai. We had to put up a new line connecting Bhilai with the iron ore mines. Also, a new limestone quarry had to be connected with the railway, and a number of new links had to be provided. So, depending upon the developments in the country, we have to take note of the situation and act accordingly. That is the only wise

way to act. For instance in Madhya Pradesh itself, in the Bailadilla area, new rich iron ore mines are to be developed. Therefore, we are spending a very large sum of money on opening up that area from Koraput right upto Bailadilla. Upto Vizag that new railway line will connect up. Therefore, we must view matters as practical people dealing with concrete issues and should not be swept off our feet howsoever pressing may appear to be the local considerations. So far as new lines are concerned, this I think is all I can say.

About accidents, I am expected to say something. So far as this matter is concerned, we have already received the report of the committee presided over by Dr. Hirdya Nath Kunzru. I would like to pay my humble tribute to the excellent work that has been done by the Kunzru Committee. The preliminary report that has been submitted by them has already been examined. We have accepted almost all the recommendations. We have laid a statement on the Table of the House, indicating the action that has already been taken. Not only have those recommendations been accepted, but they are in the process of being implemented. It will be our endeavour to take the maximum advantage of this examination, and we will implement whatever are the suggestions that have been made.

Shrimati Renuka Ray (Malda): The final report has not been laid on the Table of the House.

Shri Swaran Singh: The hon. Lady Member is correct. The final report has not yet come. The members of the committee are touring certain areas, to collect some more information. They will submit a final report. But, the recommendations even in the preliminary report are important. They are not dependant upon the final report. Therefore, instead of waiting for the final report, we took the step, which I think was the correct step, of implementing the recommendations, so that speedy action is taken.

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rather than get bogged down in some procedural delays and the like. The objective is clear. In spite of that, mishaps do happen, which are a source of great distress to this hon. House as much as they are to the Railway administration and the country. We have to exercise constant vigilance, and to tighten up every thing, whether it is the track or locomotive or railwayman. They have, all of them, to be in good trim, to see that the high standard of safety in Railways is kept.

Shri S. M. Banerjee: I wanted to know from you what has actually happened to the introduction of R. S. sleepers in the place of iron sleepers.

Shri Swaran Singh: The hon. Member raised that. That is at an advanced stage now. We have appointed a special officer who is processing this case, and we propose to take advantage of foreign know-how also in this respect. It is hoped that these sleepers will be manufactured here. I am not quite sure—the matter, important though it is, is not linked that much with the type of accidents with which we are faced. I am not trying to criticise anybody. Here is a hard fact. There is a red signal, somebody comes and runs against the red signal, and a very disastrous accident takes place. There is another thing. Some one sets a wrong point. Most of the bad accidents, which are really very much in the mind of hon. Members, have got little to do either with the track or rolling stock. These are important assets by themselves, and should be improved anyhow. Whether it is defective track, or worn out track or inadequate maintenance of locomotive or rollingstock, that has to be attended to in any case. But, sometimes, when too much importance is being attached to all this, in relation to the accidents, then, it is my duty to inform hon. Members of this House that that is important, from the overall Railway point of view and the railway operational point of view, to take note that most of the

bad accidents have unfortunately taken place under the other circumstances which I have submitted. Some one slipped up. These unfortunate things happen. Therefore, I ventured to point out, at a stage when discussion on this subject was going on, that ultimately a careful man is the real answer, and to inspire that care and caution in the mind of the railwayman, all these various processes will be pursued. That is if, as some hon. Members said, the workers are over-strained, they should not be over-strained. Steps in that direction have already been taken. But, unfortunately, too much importance sometimes is attached to what appears in the newspapers. For instance, every hon. Member was shocked, and so was I when I heard, that certain station masters and assistant station masters were on duty for over hundred hours or so. But when we looked at those cases, we found that—they were not very representative or convincing cases—they were not bad at all. There are some railway lines, on which the traffic is not too high; in this case there are just two passenger trains and one goods trains a day, or two passenger trains and one goods train in 24 hours each way; technically perhaps there should be another relief after 12 hours, but if the other man is not there, then unfortunately the same man will have to continue....

Shri Priya Gupta: What about the NF railway stations where there is duty for 35 hours? What about the drivers of the GT Express, where in the normal course, it is 12 hours' duty?

Shri Swaran Singh: I do not know why the hon. Member drags us to NF Railway, when we are talking only about what appeared in the newspaper about another railway.

Shri Priya Gupta: You are generalising the case on the basis of that. That is what I am objecting to.

Shri C. K. Bhattacharyya: May I inform the hon. Minister that there are cases in which the railways seek the service of newspaper photographers in order to prove their own case? I know of such a case when the photographer of one newspaper in Calcutta was asked to go to the court and submit his photograph in order that the railways might prove their case.

Shri Swaran Singh: I cannot really comment on that. The hon. Member knows these matters, because he is a great writer. I do not know what type of answer he expects me to give. I do not support that type of thing. If a photograph is produced to prove a fact which another party is disputing, I have no objection to that, but if a wrong photograph is cooked up, to prove a plea which is untenable, I cannot support it. Therefore, there is nothing inherently wrong in producing a photographer to prove a particular fact, provided that that is an honest and straightforward way of proving a fact. Therefore, I cannot comment on what the circumstances were.....

Shri Priya Gupta: In the Delhi cabin and yard, the point has been defective, and the lever has not been showing properly, and because of this six accidents have taken place. And yet it was stated that the men were wrong.

Mr. Speaker: Order, order.

Shri Priya Gupta: He is analysing the case and saying that there are no other defects except human failure.

Mr. Speaker: Order, order. Let the hon. Member resume his seat. Would be kindly listen to anybody or not?

Shri Priya Gupta: Yes.

Mr. Speaker: No, he is not listening.

Shri Priya Gupta: I seek your protection.

Mr. Speaker: No, I cannot give him that, because when one hon. Member is already in possession of the House and he refuses to yield, then the other Member has to resume his seat.

Shri Priya Gupta: That is true. But may I not elicit some information?

Mr. Speaker: Order, order. Let him resume his seat now.

Shri Swaran Singh: I am really sorry that I have placed myself in that position, because, normally, I bow to the wishes of an hon. Member if he rises in his seat, but when the interruption is not at all related to the point that I am developing, then it becomes difficult, and it is unfair to the House that I should permit myself to be side-tracked in that fashion.

Shri Priya Gupta: It is not side-tracking. We object to it.

Shri Swaran Singh: I was not attempting to generalise on anything. In a very dispassionate way, I was only trying to place the circumstances, in order to show that ultimately the careful man is the answer, and to that, I am sure, no one can have any objection.

Therefore, that careful man has to be actually produced and sustained; and whatever are the procedures, which are necessary, to create that situation should be adopted. If the worker is over-strained, he should not be over-strained. If this working conditions are not such as are conducive to this, these should be altered, and on that the railway unions and their representatives are most welcome to offer concrete suggestions. I am not generalising on anything. If any psychological tests or the like are necessary, or any training is necessary, that should also be pursued, as we are hoping to pursue, and as has been mentioned even in the Kunzru Committee Report itself.

The trouble is that, when this expression 'human failure' comes, and there is a big tragedy, then, sometimes, the representatives of labour become a little too shaky, and they feel that the wrath of the country will be directed towards them, and then they adopt an

([Shri Swaran Singh])

attitude whereby they unnecessarily take the odium upon themselves to defend everyone.

Now that does not help anybody (Interruption). If there is an individual human failure, that does not mean that the workers as a whole are responsible for it. After all, the number of accidents, by comparison, is much smaller than the absence of accidents. The safety measures are pretty high, and all that credit goes to the workers. We should, not, therefore, become unnecessarily panicky when these things are being brought to light, and we have to face the situation with the ultimate objective of trying to remedy whatever may be the shortcomings. I am grateful to you...

Shri Kashi Ram Gupta: What about overcrowding?

Shri Swaran Singh: I have nothing to add to what I said when replying to the general debate.

Shri Hari Vishnu Kamath: By your leave, I would like to raise the question of monopoly of the bookstalls.

Shri Swaran Singh: I am sorry. I will only say a few words about it.

So far as the particular cases mentioned are concerned, I did not have time to look into the terms of the contracts and the like. But one thing is, the large number of stalls with one party. The other aspect was about the quality of service. I am not quite sure, because I am a little out of touch with the functioning of these bookstalls; as a student, I remember that I used to stroll in the direction of these bookstalls to pick up some of the good books from the stalls. But I do not know whether the quality of service is good or not. We should not be frightened by a large number of them being run by one party, if the service is all right. I am not a supporter of monopoly. But I think, in this matter, the quality of service should be the main consideration. We

have got the bookstall advisory committees also, which go on advising about their functioning, the type of literature and the like.

Shri Bade: Competition improves quality.

Shri Swaran Singh: Then again these contracts are not given in perpetuity. They are renewed from time to time. At the time of renewal, I will instruct the railways to keep the sentiments of hon. Members in view, and try to ensure that good quality service is provided. If there are any comments upon the service, hon. Members can pass them on to me, because the object is to improve the railway service in every way. This is purely for the convenience of passengers. I as Minister and, I am sure, the Railway Board, as the executive head of the railway administration, have no particular, fixed views on this. The objective is to give good service at reasonable cost. Thank you.

Shri Narendra Singh Mahida: I have put a question which was not replied; it was actually drowned in interruptions. It was whether the Railway Ministry desired to standardise the railway service like IAS and IPS.

Shri Swaran Singh: It is already a Central (all-railway) service. Recruitment at the highest level—Class I—is through the UPSC by open competitive examination. The superior services, that is, the civil engineers, transportation officers, mechanical officers, accounts officers—all of them are recruited through the UPSC. So it is really an all-India service; at the higher level generally, we are lucky in having a fairly good complement of officers who, with intensive training, do well.

There is one thing more. Several local questions have been raised. In this debate, I have not touched upon them at all. Someone suggested that

there should be a foot overbridge at some place.

Shri Hari Vishnu Kamath: Wagon supply.

Shri Swaran Singh: Reference was made to water arrangements and things of that nature. It is my intention to pass on the various suggestions to the railways concerned; and when we meet in the Informal Consultative Committee with regard to each zone,.....

Shri Hari Vishnu Kamath: Very soon, I hope.

Shri Swaran Singh: We are fixing up those dates. When we meet there, we will ask each General Manager to examine these local points, and give his comments one way or the other on the various suggestions. I thought that was a more practical and fruitful way of dealing with these local suggestions, than attempting a reply here.

Shri Hari Vishnu Kamath: Agreed.

श्री दे० शिं० पाटिल : जो सबजेन्ट उनकी पावे में नहीं है उस पर कमेटो डिस्ट्रिक्शन बर्गेर इनक्वायरी कैसे कर सकेगी?

Shri S. M. Banerjee I also mentioned about the unfortunate cases of those who were dismissed or removed from service during the strike and who have not yet been taken back. I want to know from the hon. Minister whether he is likely to consider those cases after the emergency and reinstate them.

Shri C. K. Bhattacharyya: The hon. Minister very kindly referred to Farakka and the need for expediting the barrage or the railway bridge. Will he kindly see to it that from now at least one mail train is diverted to Farakka from Scaldah? Last year I put this question in this House and the hon. Deputy Minister, Shri Shahnawaz

Khan, assured me that this would be done with North Bengal Express from February this year, but it has not been done.

Mr. Speaker: Everything asked for is not granted always.

Shri Swaran Singh: His question is whether I am prepared to consider those cases. By temperament I am not one who refuses to consider things. So, I am prepared to consider anything that comes before me, but as to what is going to be the result of that consideration, I cannot foresee.

Mr. Speaker: Am I required to put any cut motion separately or all of them together?

An Hon. Member: Together.

Mr. Speaker: Then I put cut motions No. 2, 3, 4, 5, 7, 8 and 39 to the vote of the House.

All the cut motions were put and negatived.

Mr. Speaker: The question is:

"That a sum not exceeding Rs. 1,07,70,000 be granted to President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Railway Board'."

The motion was adopted.

Mr. Speaker: The House will now take up discussion and voting on the remaining Demands for Grants, that is, Demands Nos. 2 to 16 and Demand No. 18 in respect of the Budget (Railways) for 1963-64. Four hours have been agreed to for discussion and voting on these Demands.

Hon. Members desirous of moving their cut motions to these Demands may send slips to the Table within 15 minutes indicating which of the cut motions they would like to move.

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,90,12,000 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, 1964, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 31,01,000 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, 1964, in respect of 'Payments to Worked Lines and Others'."

DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 42,79,43,000 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, 1964, in respect of 'Working Expenses—Administration'."

DEMAND NO. 5—WORKING EXPENSES—REPAIR AND MAINTENANCE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 137,81,81,000 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, 1964, in respect of 'Working Expenses Repairs and Maintenance'."

DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 85,37,14,000 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, 1964, in respect of 'Working Expenses—Operating Staff'."

DEMAND NO. 7—WORKING EXPENSES—OPERATION (FUEL)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 92,10,38,000 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, 1964, in respect of 'Working Expenses—Operation (Fuel)'."

DEMAND NO. 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 28,87,95,000 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, 1964, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND NO. 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 32,02,59,000 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, 1964, in respect of 'Working Expenses—Miscellaneous Expenses'."

**DEMAND NO. 10—WORKING EXPENSES—
LABOUR WELFARE**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 13,65,98,000 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, 1964, in respect of 'Working Expenses—Labour Welfare'."

**DEMAND NO. 11—WORKING EXPENSES—
APPROPRIATION TO DEPRECIATION
RESERVE FUND**

Mr. Speaker: Motion moved:

"That a 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, 1964, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

**DEMAND NO. 12—PAYMENTS TO GENERAL
REVENUES**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 93,10,86,000 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, 1964, in respect of 'Payments to General Revenues'."

**DEMAND NO. 13—OPEN LINE WORKS
(REVENUE)**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 12,49,50,000 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, 1964, in respect of 'Open Line Works (Revenue)'."

**DEMAND NO. 14—CONSTRUCTION OF
NEW LINES**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 65,63,44,000 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, 1964, in respect of 'Construction of New Lines'."

**DEMAND NO. 15—OPEN LINES WORKS—
ADDITIONS AND REPLACEMENTS**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 433,12,94,000 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, 1964, in respect of 'Open Line Works—Additions and Replacements'."

**DEMAND NO. 16—OPEN LINE WORKS—
DEVELOPMENT FUND**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 25,98,00,000 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, 1964, in respect of 'Open Line Works—Development Fund'."

**DEMAND NO. 18—APPROPRIATION TO
DEVELOPMENT FUND**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 31,00,42,000 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, 1964, in respect of 'Appropriation to Development Fund'."

श्री द्व० ना० विद्यालंकार (होशियारपुर) :
अध्यक्ष महोदय, जो कुछ अभी यहां २

[थी अ० ना० विद्यालंकार]

रेल मंत्री जी ने कहा है, उस से यह साफ जाहिर होता है कि बड़े ही हमरदाना तरीके पर वह हर एक चोज के बारे में विवार करेंगे। वे तमाम बातें जोकि पहले रेलवे बोर्ड या दूसरे मामानों के बारे में यहां बहुम में कही गई हैं, उन पर मैं कुछ नहीं कहूँगा। उन के अलावा कुछ बातें हैं, जिन को तरफ मैं उन का ध्यान दिलाना चाहता हूँ।

17.28 hrs.

[MR. DEPUTY SPEAKER in the Chair]

सब से पहली बात मैं रिपोर्ट के बारे में कहना चाहता हूँ। हमारा जितना भी रेलवे स्टाक है, जितने भी रेलवे के डिव्ह्यू हैं, उन की मरम्मत वर्गीरह में काफी बड़ी रहती है। अक्सर देखा गया है कि रेल के डिव्ह्यू में और यहां तक कि फस्ट क्लास के डिव्ह्यूं तक मैं बहुत सी फिटिंग गायब रहती है। मैं नहीं जानता हूँ कि इस का क्या कारण है, क्या वे चोरी हो जाती हैं या किसी दूसरी तरह से निकल जाती हैं। मैं नहीं कहता हूँ कि उस में रेलवे की कितनी जिम्मेदारी है। लेकिन अक्सर शिकायत यह होती है कि वे चीजें निकल जाती हैं। निकलने के बाद फिर किसी न किसी शस्ते से हो कर वे ही रेलवे को बिक जाती हैं और इस तरह से इस की एक ट्रैड सी बन गई है। इस और रेलवे डिपार्टमेंट को काफी ध्यान देने को जरूरत है।

अक्सर देखा गया है कि न सिर्फ तीसरे क्लास के डिव्ह्यूं में बल्कि फस्ट क्लास के डिव्ह्यूं में भी कभी पानी के नल की टूटी गायब होती है, कभी उस में से और कोई चीज निकल जाती है। यह जो पिलफ्रेज होता है, ये जो चोरियां होती हैं इस से मुमाफिरों को काफी तकलीफ होती है। कभी बल्कि गायब रहते हैं, कभी फंबे गायब रहते हैं और कहीं कहीं रेलवे के सींलिंग और दूसरी जगह एल्यूमिनियम की पतरियां लगी रहती हैं, वे भी गायब हो जाती हैं।

आप किसी भी रेलवे में चले जाइये, किसी भी क्लास में चले जाइये। फस्ट क्लास में भी अक्सर आप को चीजें गायब मिलेंगी। मैं कभी कभी तीसरे दर्जे में भी जाता हूँ। थर्ड क्लास के मुमाफिर तो कुछ बोल भी नहीं सकते, लेकिन उन को अक्सर यह शिकायत रहती है कि थर्ड क्लास के डिव्ह्यूं में चीजें ठीक नहीं रहती हैं। कभी कभी उस का रिजवायर चूना है तो पानी गायब रहता है। फस्ट क्लास में भी यह देखा गया है कि कई दर्का टंकी का पानी गायब रहता है।

असली चोज जो मैं कहना चाहता हूँ वह लेवर बेलफेस्ट के बारे में है। काफी सरकारी बाटांटर बने हैं, लेकिन अभी भी जो लोग रेलवे में काम करते हैं उन में से काफी लोगों को मकानों को बड़ी दिक्कत है। उन की यह भी शिकायत रहती है कि अक्सर उन के मकानों की मरम्मत करने में काफी समय लगता है। खास तौर पर थोटे स्टेशनों पर इन की बड़ी शिकायत रहती है क्योंकि वडे बडे स्टेशनों पर तो फिर भी कुछ न कुछ इन्तजाम हो जाता है।

इसी तरह से उन की दवा दाढ़ की बात है, और चोजों की बात है। जो उन के बेलफेस्ट और अमेनिटीज की चीजें हैं उनके ऊपर काफी ध्यान देने की ज़रूरत है। खास तौर पर जो थोटे मुलाजिम हैं उन को यह दिक्कतें बहुत होती हैं। मैं समझता हूँ कि डिपार्टमेंट को इस तरफ भी काफी ध्यान देना चाहिये।

कंस्ट्रक्शन आफ न्यू रेलवे लाइन के बारे में अभी यहां पर रेलवे मंत्री महोदय ने कहा कि वे न्यू लाइन के सम्बन्ध में अभी कुछ नहीं कर सकते। मैं उन को इस बात से सहमत हूँ कि जब हमारी योजना बन गई तो उस के बाद यह कहना कि योजना में परिवर्तन किया जाय तो वह मुमकिन नहीं है। लेकिन मैं यह ज़रूर चाहता हूँ कि इस बारे में अभी से कुछ प्लैन्स बनाई जायें क्योंकि

अक्सर यह होता है कि जब अगली योजना बनने लगती है तो बहुत सी डिमान्ड्स इकट्ठी हो जाती हैं और जल्दी जल्दी में गड़वडी में फैसले किये जाने हैं, खास तौर पर ऐसे मामलों में जिन ने कि मुद्रनिक इलाकों के मेम्बर साहबान हर एक तरह की चीजें चाहते हैं। मैं जानता हूँ कि हर एक चोज हर जगह हामिल नहीं होती, जितनी लाइनों की जरूरत है उननी हर जगह पर बन नहीं सकती, इसलिये डैटा देख कर प्रायरिटी फिल्स करनो चाहिए। जहाँ जहाँ पर भी नई लाइनें बनानी हैं वहां पर प्रायरिटी फिल्स करने का अभी से इन्जाम करना चाहिये।

चौथी बात में यह कहना चाहता हूँ कि जिन समूहों में रेलवे लाइनें बनी हैं वहां पर आज, आठ, दस सालों से हालत यह है कि रेलवे लाइन तो चली गई और रास्ते में आस पास के लोगों के जो खेत ये उन के बीच में एक लकड़ी सी पड़ गई। खेत का आधा हिस्सा लाइन के एक तरफ और आधा दूनरी तरफ हो गया है। ऐसे भी काफी स्थान है जिन का गांव का एक हिस्सा तो एक तरफ पड़ गया है और दूसरा दूसरी तरफ पड़ गया है। तोग दोनों हिस्सों में आना जाना चाहते हैं और इस बात की काफी मांग करते हैं कि अगर वहां पर और कुछ न हो सके तो कम से कम रेलवे कार्सिंग तो बना दिया जाय। अगर वह दूसरी तरफ जाना चाहते हैं तो उन को कार्सिंग नहीं मिलती है। किसी तरह से कि सात मील धूम कर अपने खेतों में पहुँचते हैं। यह चीज उनके लिये काफी दिक्कततलव है। खास तौर से ऐसे समय में जब कि हम चाहते हैं कि खेती की तरक्की हो, अगर खेत बालों को इस तरह की दिक्कत होती है तो यह ठीक नहीं है। इसके बारे में काफी ध्यान से उन लोगों को मुनवाई होनी चाहिये। मेरी कांस्टट्यूएन्सी में अगर रोपड़ और नंगल के दरम्यान रेलवे पर यह हालत है रोपड़ से कुछ दूर २०-२५ गांवों की जमीन को इस तरह दो हिस्सों में

बांट दिया गया है कि लोगों को आठ, दस मील का रास्ता तय करना पड़ता है। वहां पर कोई २० या २५ गांव ऐसे हैं जिनके आवे खेत इच्छर रह गये और आवे खेत उच्चर रह गये। अब छः सात सालों की जदोजहद के बाद कंपेन्सेशन देने के लिये कुछ कदम उठाया गया है। उन की मांग यह थी कि वे लोग कम से कम आपस में अपने खेतों को भिला सकें और पास के गांवों में आसानी से जा सकें। आज तो हालत यह है कि छः सात मील के बीच में कोई रेलवे कार्सिंग नहीं है। अक्सर जब वे जाते हैं जो बरसाती नाला होता है उस के नीचे से जाते हैं। जब नाला नहीं चलता है तब उसके नीचे से जा पाते हैं। लेकिन जब बरसात होती है तब उन को काफी दिक्कत हो जाती है। ऐसी चीजों के बारे में रेलवे को काफी हट तक जिम्मेदारी लेनी चाहिए। अक्सर रेलवे से दरखास्त की जाती है तो वह कहती है कि स्टेट गवर्नर्मेंट भी कुछ खर्च करे, डिस्ट्रिट बोर्ड कुछ खर्च करे। रेलवे तभी खर्च करेगी जब डिस्ट्रिट बोर्ड या स्टेट उस पर खर्च करेगी। मेरी अज्ञ यह है कि जब रेलवे बनती है और उसकी बजह से जब खेत या गांव टूट जाते हैं, बांट जाते हैं, उस नूरत में सारी जिम्मेदारी रेलवे की है। मैं जानता हूँ कि जो इस तरह की शिकायतें हों, जो इस तरह की मांगें हों उन के ऊपर रेलवे मंत्री महोदय की ज्यादा तबज्जह देनी चाहिए। मैं ने तो एक मिसाल दी है, और भी मिसालें इस तरह की होंगी। मैं जानता हूँ कि जहाँ पर आप रेलवे कार्सिंग बनायेंगे वहाँ भी कई तरह की समस्यायें पैदा हो जायेंगी। हो सकता है कि अन्मैन्ड कार्सिंग हों और उन से एक्सिसेंट्स ही सकते हैं। इस काम में दिक्कतें जल्द है लेकिन चाहे कुछ लोगों को इस से दिक्कतें हो जायें पर जो २० या २५ गांव हैं उन की दिक्कतों को तो आपके सोचना ही चाहिये। अगर रेलवे निभाग कह दे कि चूंकि इस में दिक्कतें हैं इसलिये रेलवे कार्सिंग नहीं बन सकते और उन लोगों को उनके हाल पर छोड़ दे तो उस से कोई तसली नहीं हो सकती। इसलिये मैं अज्ञ

[श्री अ० नां० विद्यालंकार]

करुणा कि ऐसे मामलों पर जल्दी विचार होना चाहिये और जहां पर इस तरह के हालात पैदा होते हैं रेलवे के बनने से, वहां लोगों को काफी सहलियत मिलनी चाहिये।

यह कुछ चीजें थीं जिन की तरफ मैं रेलवे मंत्री महोदय का ध्यान दिलाना चाहता था। चूंकि मैं जनरल डिस्केशन के मौके पर बोल नहीं सका इसलिये इस मौके पर मैं रेलवे मंत्री महोदय को धन्यवाद देना चाहता हूँ और मुवारकबाद देना चाहता हूँ कि उन्होंने रेलवेज के काम में काफी बाकायदगी पैदा की है, उन में एफिशिएन्सी पैदा की है। आज रेलवेज काफी ठीक टाइम पर चलती है और एड-मिनिस्ट्रेशन में भी काफी इम्प्रूवमेंट हुआ है। पिछ्चे साल से जब से कि उन्होंने यह काम तिया है, मैं समझता हूँ कि जिस सहलियत से वे इस रेलवे के काम को अच्छा बनाने की कोशिश कर रहे हैं आंर मेम्बर्स को उन्होंने जिस रूपांतरके से एश्योरेनेज दिया है, विश्वाम दिवादा है कि उन की शिकायतों को दूर बरेंगे, उसके लिये सारा हाउस उन्हें मुवारकबाद देगा।

Dr. U. Misra (Jamshedpur): Mr. Deputy-Speaker, Sir, much has been said in this House about overcrowding. One of the common grievances against the railways is that in spite of improvement in certain respects, the railway trains are still overcrowded. I suggest that, to solve this overcrowding, more and more Janata trains must be run. That is the only answer. In this emergency, when people are sacrificing, I should suggest that air-conditioned coaches should be suspended. When more and more air services are there, air-conditioned coaches may easily be suspended as a measure of thrift.

Another thing that I want to suggest is this: as I had suggested during the last Budget discussion, more passenger trains are required in the in-

dustrial belt, especially in the industrial belt of Bihar, because more and more people are going in for employment, and there is great overcrowding and consequent difficulty.

There is one more thing about which I also wrote to the hon. Minister, and it is also a public demand. If anybody goes and sees the Tatanagar station, he will find that it is a scene which is absolutely inhuman. Right from 12 noon, there is a rush of people for a seat in the Tatanagar-Patna Express which goes in the evening. Even during summer, they wait from 6 o'clock in order to get a seat. So, I suggest that, if possible, this train can be duplicated: one may start in the morning and another in the evening. A slight change here and there will afford some convenience to the people. For example, the Adra-Chakradharpur train can be extended to Tatanagar. I believe it was being extended some years back. I believe there is a train between Kharagpur and Jhargram which can also be extended to Tatanagar, because in the whole of Singbhum, road transport is very bad, and there are only a very few buses which are operating. Therefore, the extension of this train will be to the convenience of the people.

Then, I wish to mention one thing which has been agitating the South Indian workers working in the Bihar industrial belt, especially in Tatanagar, for the last ten years. Now Rourkela steel plant also is there. The South Indians going from Rourkela and Tatanagar towards Andhra Pradesh and Orissa have a lot of difficulty in changing train at Kharagpur with their children and families in these days of overcrowding. For the last 10 years, they have been demanding a through train or, if not a through train, at least a through bogie from Rourkela to Vishakapatnam, which can be connected to the Madras Express or the Janata Express. About 6 or 7 years back—of course, Shri Swaran Singh was not in office as Railway Minister then—there was a demand

with 10,000 signatures from different institutions in this regard. It should be looked into.

Much has been said about catering. Departmental catering is somewhat better. But right from Delhi up to Mughalsarai, the food served by contractors is absolutely rotten and unfit for human consumption. While our Deputy Minister was answering a question, I was asking him to enquire about this from one of his colleagues, Shri Bishhudhendra Misra, the Deputy Law Minister. He will speak about the quality of the food, because he and his family have suffered in Calcutta after eating the food in the railway departmental catering and a complaint was also lodged in the book by him.

In the last budget debate I said that the railways being the biggest employers and since more and more cases of tuberculosis, especially pulmonary tuberculosis are found among the railway employees, it is now quite urgent that the railway workers, especially locomotive workers dealing with coal, should be x-rayed on a mass scale. It will not be very difficult to have their chests x-rayed periodically. If that is done, it will be a service to workers who are trained and we can preserve the trained workers also for the railways.

Then, railway workers are subjected to frequent transfers. Education being imparted in the regional languages, their children find it very difficult when they are shunted from school to school. Suppose a railway worker in Bihar is transferred to Orissa; his children cannot but find it difficult to follow the teaching in the regional language. So, I suggest that cheap residential hostels should be built by the railways with a certain subsidy, so that the railway employees can admit their children into these hostels. Now they grumble if they are transferred, because of this difficulty. If these hostels are opened, their children's education will not suffer and they will not grumble if they are transferred.

There is one small thing to which I would invite the attention of the Railway Minister. There is need for a high school in Tatanagar, because there is no Government school for Railway employees' children. All the schools belong to the TISCO where the admission is restricted. There is no Government school. So, a high school is necessary. There was a suggestion on behalf of the unions and also from the employees and an enquiry was made. But a misinformation was given to the Minister that there are high schools where railway employees' children are admitted. It is not a fact. Moreover, the fees are so high there that it is not possible for the low-paid employees, with their small pay, to admit their children in the school. Therefore, a high school should be started there or the existing school may be raised to a high school. The existing school, which admits small children, is situated beyond a bridge which is also over-crowded with heavy motor vehicles and there are always accidents and hazards. I want to bring this to the notice of the hon. Minister and request that this school may be shifted to the railway colony for the benefit of the children there.

श्री यमुना प्रसाद मंडल (जयनगर) :
उपाध्यक्ष महोदय, भारतीय रेल्वे भारत में ही नहीं एशिया में सब से बड़ी संस्था है और इस के कार्य की जितनी भी प्रशंसना की जाय चाही दी है। पिछले अक्तूबर और नवम्बर के महीनों में जो कार्य इस संस्था ने राष्ट्र को दिखाया सचमुच वह प्रशंसनीय है। पूर्वोत्तर सीमान्त रेलवे और पूर्वोत्तर रेलवे, यद्यपि ये उत्तर रेलवे से सम्बन्धित थे, पर इन दोनों रेलवेज का काम विशेष रूप से सराहनीय रहा। और इसीलिए इस सदन में एक स्वर से हमारे योग्य रेल मंत्री साहब की प्रशंसना की गई है।

इस समय मैं दो चार बातें विहार के सम्बंध में कहना चाहता हूँ। अमीर डा० यू० मिश्र ने बड़े सुन्दर ढंग से इंडस्ट्रियल एरिया

[श्री यमुना प्रसाद मंडल]

के बारे में बातें आप के सामने रखी हैं। मैं भी कुछ अन्य बातें की ओर रेलवे मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ।

बिहार जनसंख्या के विचार से भागत में दूसरे नम्बर पर आता है। और यह सीमान्त राज्य है। वहां पर जो रेलवे की सुविधा है वह काफी नहीं है। यह इंडस्ट्रीयल एरिया है, नई नई माइन्स इस एरिया में निकल रही हैं, नई नई इंडस्ट्रीज खुल रही हैं और इस प्रकार वहां काफी प्रगति हुई है। किसी भी विकासशील संस्था का उत्तरोत्तर आगे बढ़ते जाना स्वाभाविक है। यही अवस्था हमारी रेलों की है। जिन क्षेत्रों में नए बैराज खोले गए हैं, नई नई नहरें बनवायी गयी हैं, नए कार्य किए जा रहे हैं वहां रेलों की नई लाइन विद्युताना भी जरूरी है। बिहार के एक हिस्से में एक छोटी सी लाइन सुरोल और भपटियाही स्टेशनों के बीच यी जो कि कुछ समय पहले उड़ाँली गयी थी। वहां के लोगों का कहना है कि अब वहां काफी विकास हो रहा है और वहां की हालत अच्छी है, यह जूट ग्रोइंग एरिया है, काफी ड्रेलप हो रहा है। नई नई नहरें यहां निकाली जा रही हैं, इसलिए इस लाइन का रेस्टोरेशन हो जाना जरूरी है। कहा जाता है कि अब इसे नई लाइन के रूप में लिया जायगा, रेस्टोरेशन के रूप में नहीं लिया जाएगा। मैं रेलवे मंत्री जी का ध्यान इस तरफ आकर्षित करना चाहता हूँ कि वे इस सार्वजनिक महत्वपूर्ण प्रश्न को देखें और यह देखने के बाद अगर उन की राय हो कि इस कं रेस्टोर नहीं किया जा सकता तो हम को संतोष हो जाएगा और हम वहां के लोगों को बता देंगे कि इस में दिक्कत है इसलिए अभी इस कठिनाई को सहन करें। यद्यपि वह एक छोटी सी बात मालूम होती है, लेकिन एक छोटी सी बात भी कभी कभी बहुत खतरनाक रूप ले सकती है। मानसी स्टेशन गंगा के किनारे ६००-७०० गज पर है। यह देखने में आता है कि गंगा का

इरोजन बराबर चलता आया है। मुझने मैं आया है कि इरोजन एंड पावर के अभियंता कहते हैं कि रेल का बड़ा राजेन्द्र पुल बन जाने की बहुत ज्यादा गड़बड़ी है जिससे गंगा का ऐसा हूप हो रहा है। चाहे कुछ भी हो मगर ऐसे प्रोजेक्ट्स में जहां इरोजन का इतना बड़ा सवाल है और हो सकता है कि मानसी स्टेशन के पास अगर वह इरोजन, कटाव आगे की ओर गया तो उस लाइन को बड़ा नुकसान पहुँच सकता है। मैं रेल मंत्रालय के सुविधा नायक सरदार स्वर्ण सिंह से कहूँगा कि वे इरोजन एंड पावर के लोगों से मिल कर इस तरह का को आरडिनेशन दोनों विभागों में लावे जिस से कि यह सब काम और तू-तू मैं-मैं बाद में न उठ सके।

इस के बाद मैं थोड़ा सा निवेदन करना चाहता हूँ। यह बौद्धर स्टेट का उन इलाके का एक ऐसा शहर है, जयनगर, जो एकदम नैपाल के बिनारे है। नैपाल से सीधा सम्बंध वहां से है। वहां एक छोटी सी नैपाल देश की लाइन है। एन० जी० रेलवे नैपाल गवर्नर-मेट की छोटी सी रेल है। उस जयनगर स्टेशन को ढीक करने के लिए और वहां से जनकपुर की ओर जाने के लिए, जनकपुर एक बहुत प्रसिद्ध, धार्मिक और तीव्र स्थान नैपाल में है। जयनगर स्टेशन का विस्तार आवश्यक है। इस के अलावा वहां गन्ने की खेती भी बहुत ज्यादा होती है। काफी उपजाऊ इलाका है। जैसा मैंने २६ में निवेदन किया वहां की (बिहार) जनसंख्या प्रति वर्ग मील बहुत ज्यादा है। भारत में शायद दरभंगा का यह जिला इसरा या तीसरा जिला है जहां आबादी अतिक घनी है। वहां हम लोग चाहते हैं कि जयनगर के पहले एक छोटा सा हाल्ट स्टेशन होना चाहिए। जयनगर और बिजोड़ी के बीच अगर एक छोटा सा हालिंग स्टेशन हो तो जयनगर में जो बहुत ज्यादा भैड़ पड़ती है वह थोड़ी हल्की हो सकती है।

दूसरी चीज यह है कि कमतील और मुहम्मदार के बीच में भी एक हाल्ट स्टेशन बनाया जाय। हमारे भूत्पूर्व डिटी प्लार्मिंग मिनिस्टर ने भी इन दो हाल्ट स्टेशनों के संबंध में रेल मंत्रालय का ध्यान बहुत ज़ीरों से आकर्षित विद्या था। लेकिन देश के बदलते हुये हालात में उन छोटी छोटी वातां को छोड़ दिया गया है। अब अगर उन की ओर के बह दिया जाय कि यह छोटी छोटी चीजें भी नहीं की जा सती तो आज जैसी स्थिति है उसमें चुहाहे जाहंडा और संतोष कर लूँगा। लेकिन मेरी यह समझ में नहीं आता कि जहां रेलवे के पास अपनी जमीनें हैं, जहां हर तरह की सुविधाएं मीजूद हैं, जहां रोनिंग स्टाक बगैरह की भी जरूरत नहीं है, ऐसे स्थानों में अगर आप दस, पांच मील लाइन को और बढ़ा देते हैं तो मैं नहीं समझता कि ऐसा करना आपके लिए क्यों मंभव नहीं है? लाइन जहां पहले ही मीजूद है, खाली थोड़ा उमर्की बढ़ाना है, जहां नये इंजन की जरूरत नहीं है और न ही जहां जमीन ऐक्वियर करने का प्रश्न आता है, वहां रेलवे मंत्रालय के लिये यह छोटी छोटी वातें करना मंभव होना चाहिए (मुपोल भपटियाही सेवन)। अन्त में मैं एक, दो वातें और सेवा में निवेदन करना चाहता हूँ। यह खुशी की वात है कि सरदार स्वर्ण फ़ि हने इस बार यात्रा भाड़े में वृद्धि नहीं की है। बजट पेश होने से पहस हम लोग जब आपस में बैठ कर इस बारे में वात करते थे तो हम लोगों को यह आशंका थी कि इस बार फिर मंत्री महोदय यात्रा भाड़ा ढ़क़ेंगे। लेकिन आपने उसमें जो वृद्धि नहीं की उससे लोगों में बहुत संतोष है। अब पासेल भाड़े में जो आपने थोड़ी वृद्धि की है वह आज की आवश्यकताओं को देखते हुए कदाचित उचित है ही। आज की संकटकालीन अवस्था में जिस ढ़ंग से आपने काम किया है वह बहुत सरगहनीय है। ऐश्या की इस महान संस्था के बोग्य नायक जो आपने अपने को सिद्ध विद्या है उसके लिये मैं हर तरह से आपको मुवारकबाद देता हूँ।

श्री माते (टीकमगढ़) : उपायक्ष

महोदय, मन् १६५३ में मध्यप्रदेश के गरीब और पिछड़े इलाके टीकमगढ़ में राष्ट्रपति महोदय पवारे थे और उनका वहां पर भाषण हुआ था। उन्होंने स्वयं कहा था कि यहां की जनता बहुत गरीब और पिछड़ी हुई है और सरकार का कर्तव्य हो जाता है कि उसको उबारे और आवश्यक सुख सुविधाएं मुलभ करे। उन की सेवा में उस समय यह प्रार्थना रखी गई थी और आज मैं पुनः उसी प्रार्थना को संसद के सामने दुहराना चाहता हूँ कि ललितपुर, टीकमगढ़, विजाई, छनरपुर और पन्ना होते हुये सतना को रेलवे लाइन से मिलाया जाय।

उन इलाकों की जनता बहुत गरीब और पिछड़ी हुई है। उनको अनाज तक खाने को नहीं मिलता है। वे अधिकतर भूखों मरते हैं। फिरार और कोदों खा कर जिदी के दिन काटते हैं। अगर यह रेलवे लाइन बना दी जाय और इन प्रदेशों को रेल से संबंधित कर दिया जाय तो जनता पल जायेगी। उसको आने जाने की जहां सुविधा हो जायेगी वहां अनाज के भी एक स्थान से दूसरे स्थान पर ले जाने में सहलियत मिलेगी। आज उनको बहुत कठिनाई पेश आती है। इसलिये मैं पुनः प्रार्थना करूँगा कि यह रेलवे लाइन निकाल दी जाय।

Mr. Deputy-Speaker: Shri Birendra Bahadur Singh Absent. Is there any hon. Member from the Congress side who wants to speak?

Shri Subbaraman rose—

Mr. Deputy-Speaker: Yes.

Shri Subbaraman (Madurai): Mr. Deputy-Speaker, Sir, we are very glad to read in the Report that special arrangements are being made to run trains for fares and melas. Madurai is a big pilgrim centre; so also Rameshwaram. We have got one or two big festivals both at Madurai and Rameshwaram. Though they have special trains on those occasions, the accommodation available is not suffi-

[Shri Subbaraman]

client. It should be increased or some more trains should be run. Rameshwaram is a big all-India pilgrim centre and most people who visit Rameshwaram go through Madurai only. If there are convenient trains to visit Rameshwaram, perhaps the travellers will be more in number. Now one has to spend at least 1½ or 2 days to visit Rameshwaram according to the trains available now. If the time taken to cover the distance from Madurai to Rameshwaram or Dhanushkodi is reduced and if convenient trains start from there to come back to Madurai, I think the passengers will at least be double in number. This convenience will not only help the Railways but also the pilgrims who come from the farmost parts of the country.

About travel agencies, I would like to mention one thing. There is a great rush for travel now. Therefore people do not get tickets even if they try to book ten or 20 days earlier.

Mr. Deputy Speaker: The hon. Member may continue tomorrow.

According to intimation since received from members, they have selected cut motions desired to be moved to the Demands other than Demand No. 1 in respect of Railways. So, they may now move the cut motions subject to their being otherwise admissible.

Shri M. Muhammad Ismail (Mangalore): Sir, I beg to move:

"That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Delay in taking up and completing the survey of the new Tinnevelly-Nagercoil-Trivandrum and Nagercoil-Cape Comorin lines (10).]

Shri Bade: Sir, I beg to move:

"That the Demand under the head Ordinary Working Expen-

Administration be reduced by Rs. 100."

[Need to (i) improve the service conditions and channel of promotions of Enquiry Clerks and Reservation Clerks in various Railways, (ii) check high cost of general management of Western Railway as compared to other zones, (iii) check the corruption in Railway Service Commission, (iv) keep leave reserve clerks according to Railway Rules (14).]

Shri M. Muhammad Ismail: Sir, I beg to move:

"That the Demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to take up and complete the work of remodelling Calicut station at an early date. (16).]

Shri Priya Gupta (Katihar): Sir, I beg to move:

"That the Demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to (i) provide ladies waiting rooms at Jhaua, Dandkhora stations and protection against rain and blasts in IIIrd class waiting halls at Sonaili, Jhaua, Dandkhora stations of N.E. Railway, and (ii) complete over bridge over Katihar railway lines connecting approach roads and foot over bridge at Sonaili station in N.E. Railway. (18).]

Shri Bade: Sir, I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Need to give seniority to Northern Railway Ticket Collec-

tors who were taken from the posts of Junior Out-door Clerks. (20.)]

Shri M. Muhammad Ismail: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Abnormal delay in carrying out the electrification work between Tambaram and Villupuram and the construction of a new line from Manamadurai to Virudhunagar. (28.)]

Shri Bade: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to (i) execute the project for constructing Madhopur-Kathua rail link, (ii) open a new line after surveying the Narmada Valley railway from Khandwa (West Nimar) to Dahod in Madhya Pradesh, (iii) construct a new line from Maksi to Dawa Kannod Khategaon Harda via Devas, (iv) expedite electrification of Madras-Tambaram suburban section from 1500 volts D.C. to 25 K.V.A.C. (30.)]

Shri M. Muhammad Ismail: I beg to move:

"That the demand under the head Open Line Works—Additions and Replacements be reduced by Rs. 100."

[Failure to provide adequate coverings over platforms in Nungambakkam and Chromepet stations on the Madras (Egmore)-Tambaram line and to provide sufficient office accommodation in the same stations. (32.)]

Shri Kachhavaiya I beg to move

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100."

[Need to run a special train from Kotah to Madhavpur. (37.)]

Dr. L. M. Singhvi: I beg to move:

(i) "That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to discuss economy measures. (40.)]

(ii) "That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Wagon shortage in certain regions, lack of operative and administrative efficiency and recruitment policy denying equal opportunities. (41.)]

Shri Narendra Singh Mahida: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Need to take necessary protective measures, including putting the spikes on carriage tops to prevent deaths and serious accidents caused by the passengers sitting on the top of running trains. (42.)]

Dr. L. M. Singhvi: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Inferior quality of coal used and supplied affecting the efficiency and the punctuality of trains. (43.)]

Shri Narendra Singh Mahida: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced to Re. 1."

[Need to (i) reduce hours of work, (ii) provide adequate rest, canteen facilities and other aids to relieve nervous tension and (iii) provide rest house facilities for the operational staff, especially drivers, firemen, guards, signal men. (44).]

Dr. L. M. Singhvi: I beg to move:

(i) That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

[Inadequacy of labour welfare measures during the last year and that of the programme for the coming year. (45).]

(ii) "That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced to Re. 1."

[Neglect of certain regions for new lines due to slow and halting policy. (46).]

Shri Narendra Singh Mahida: I beg to move:

(i) "That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced to Re. 1."

[Failure to develop new railway lines in order to open up hinterland between Mysore and Man-galore, Madhya Pradesh, Rajas-than, Kandla, Jhund, Ahmedabad, Mandwai, Kandla (metre gauge), Etawah Kasganj, Brindavan-Ma-thura. (47).]

(ii) "That the Demand under the head Open Line Works Deve-lopment Fund be reduced to Re. 1."

[Need to convert metre gauge line into broad gauge line espe-cially between Bengal and Assam. (49).]

Mr. Deputy-Speaker: These cut mo-tions are now before the House.

18 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 8, 1963/Phalgun 17, 1884 (Saka).

[*Thursday, March 7, 1963/Phalgun 16, 1884 (Saka)*]

ORAL ANSWERS TO QUESTIONS		COLUMNS 2655-99	WRITTEN ANSWERS TO QUESTIONS—contd.		COLUMNS
S.Q.	Subject	S.Q.	Subject	No.	
299	Assets in foreign banks	2655-58	558	Soviet collaboration in p ojects	2706
300	Gulhati Commision Report	2658-61	559	Buddha Jayanti Park, New Delhi	2706
301	Delhi water supply	2661-67	560	Bisdari Malcha Mahal on ridge	2706-07
302	Hospitals in Delhi	2667-72	561	Kishan d m project (U.P.)	2707-08
303	Life Insurance for ar- med forces personnel	2673-75	562	Smuggling of Russian watches.	2708
304	Government dues to N.D.M.C.	2675-78	563	Contribution to National- al Defence Fund by member of Income Tax Department	2708-09
305	Permit for purchase of gold	2678-81	564	Licences issued under Gold Control Scheme	2710
306	Emergency Insurance Scheme	2681-83	565	Government colonies of Delhi	2711
307	Gold price smuggling	2683-87	566	Survey of power projects in Himalayas.	2711
308	High Power Commissions for Water and Power	2687-90	567	Drug prices in Delhi	2711-12
309	Foreign investment in India	2690-93	568	Namasudra Commu- nity	2712
310	Leprosy Pilot Projects in Orissa	2693-95	569	Loans to D.Ps.	2712-13
311	New Power Station in Delhi	2695-97	570	Licences to private elec- tricity undertakings	2713
312	Ayurvedic system of me- dicine	2698-99	571	Refugees in Muslim houses	2713-14
WRITTEN ANSWERS TO QUESTIONS		2699-2729	572	Camps for displaced per- sons	2714
S.Q. No.			573	Medical College at Meerut	2714-15
313	Power shortage in the country	2699-2700	574	Irrigation projects in Kerala	2715
314	Delhi Master Plan	2700-01	575	L.I.C. Housing Programme	2715-16
315	Bakra and Nangal Dams	2701	576	Housing Schemes	2716-18
316	Chest diseases in India	2701	577	Seizure of wrist watches by Bombay customs	2217
317	Transfer of D.V.C. Headquarters	2702	578	Seizure of Pakistani currency	2717-18
318	Floods and power sup- ply in Assam	2702-03	579	Bhang, Charas and Ganja	2718-19
319	U.N. technical assistance	2703	680	Hostels for M.Ps.	2719-20
320	Drug Control	2703-04	581	Family Planning in Rajasthan	2720-21
321	National School Health Council	2704-05	582	Pochampad Project	2721
U.S.Q. No.			583	Chandrepur Thermal Station, Bihar	2721-22
556	Registered contractors in Manipur	2705	584	Rural Electrification in Delhi	2722
557	Rural electrification in Rajasthan	2705	585	Quarters for Central Government employees	2722-23

WRITTEN ANSWERS TO
QUESTIONS—contd.PAPERS LAID ON THE
TABLE—

S.Q. No.	Subject	COLUMNS	COLUMNS
586	Treatment of measles in Russia . . .	2723	(2) A copy of Corrigendum to the Report on the Third General Election to the Orissa Legislative Assembly, 1961, laid on the Table of the House on the 24th January, 1963
587	T.B. conference at Lucknow . . .	2723-24	
588	Property left in Pakistan by D.Ps.	2724	
589	Water supply in cities . . .	2724-25	REPORT OF COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS PRESENTED
590	Survey of Chenab basin . . .	2725	Fourteenth Report was presented
591	Salal Hydro Electric Project in Jammu and Kashmir . . .	2725-26	2730
592	Malaria eradication in West Bengal . . .	2726	REPORTS OF ESTIMATES COMMITTEE PRESENTED
593	Bronchitis . . .	2726	2731
594	Water supply to Madras city . . .	2727	Twenty-fourth and Twenty-fifth Reports were presented.
595	Sharing of Krishna waters by Madras and Andhra Pradesh . . .	2727-28	CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE
596	Rural Housing Programme . . .	2728	2751-55
597	Utilisation of irrigation potential . . .	2728	Shri S. M. Banerjee called the attention of the Minister of Home Affairs to the talks held by him with the King of Nepal.
598	T.B. Clinics in Madras State . . .	2728-29	The Minister of Home Affairs (Shri Lal Bahadur Shastri) made a statement in regard thereto.
599	Central Institute of Pharmacy . . .	2729	

PAPER LAID ON THE TABLE . . . 2729-30

(i) A copy each of the following Notifications:—

(i) Notification No. F. 4(33) 62-Fin. (E) published in Delhi Gazette dated the 14th February, 1963 making certain amendment to the Delhi Sales Tax Rules, 1951, under sub-section (4) of section 26 of the Bengal Finance (Sales Tax) Act, 1941 as in force in the Union Territory of Delhi.

(ii) The Central Excise (Fourth Amendment) Rules, 1963 published in Notification No. G.S.R. 311 dated the 23rd February, 1963, under section 38 of the Central Excises and Salt Act, 1944.

DEMANDS FOR GRANTS (RAILWAYS) 2731-51, 2755-2890

- (i) Discussion on Demand for Grant No. 1 in respect of Budget (Railways) for 1963-64 concluded, and the demand was voted in full.
- (ii) Discussion on Demands for Grants Nos. 2 to 16 and 18 in respect of Railways for the year 1963-64 commenced. The Discussion was not concluded.

AGENDA FOR FRIDAY, MARCH 8, 1963 PHAL-GUNA 17, 1884 (SAKA)

Further discussion on the Demands for Grants in respect of Railways for the year 1963-64; and consideration of the Private Members' Bills.