

LOK SABHA DEBATES

Third Series

Volume II, 1962/1884 (Saka)

[April 30 to May 11, 1962/Vaisakha 10 to 21, 1844 (Saka)]



सत्यमेव जयते

FIRST SESSION, 1962/1884 (Saka)

(Vol. II contains Nos. 11 to 20)

LOK SABHA SECRETARIAT
NEW DELHI

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LOK SABHA

*Thursday, May, 3, 1962/Vaisakha 13,
1884 (Saka).*

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

[MR. SPEAKER in the Chair]

MEMBERS SWORN

Shri Hem Raj (Kangra).

ORAL ANSWERS TO QUESTIONS

Production of Sugarcane

*380, Shri D. N. Tiwary: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any new chemical has been evolved at Jullundur Research Station which if used will shorten the germination period and also considerably increase the production of sugarcane;

(b) if so, whether any large scale use has been made of the chemical; and

(c) the result thereof?

The Minister of Food and Agriculture (Shri S. K. Patil): (a) No new chemical has been evolved at Jullundur but certain known chemicals have been tried out at a number of research stations including Jullundur, Pusa, Shahjehanpur, Ankapalle, for treating sugarcane setts before planting. These chemicals improve and hasten the germination and in certain cases increase the yields by as much as 90—100 maunds per acre.

(b) and (c). In demonstrations given in Punjab during the previous years, 371 (Ai) LSD—1.

farmers were impressed and there is a good demand for these chemicals which are expected to cover 10,000 acres of cane this year. The chemicals are poisons and have to be used with proper care.

Shri D. N. Tiwary: May I know what is the cost per acre of this chemical?

Shri S. K. Patil: I have not got figures of the cost. But, it is economic. It is not beyond reach.

श्री रघुनाथ सिंह : इस कैमिकल के बारे में क्या कोई इनक्वायरी हुई है कि खेत पर इस का क्या असर होता है क्योंकि ऐसा हो जाता है कि २ या ३ वर्ष के बाद उस की ईल्ड कम हो जाती है ?

श्री स० का० पाटिल : वह तो बाहर के ही देशों में इस्तेमाल होता है । हमारे पास उस के आँकड़े नहीं हैं लेकिन दूसरे देशों में इस कैमिकल के इस्तेमाल का असर बुरा नहीं होता है ।

Shri Bishwanath Roy: May I know whether after the use of the new chemical more irrigation is required?

Shri S. K. Patil: I think water is required. I think sugarcane requires water all the way.

Shri Bishwanath Roy: More than usual?

Shri S. K. Patil: I do not know. I have no information on that.

श्री किशुति मिश्र: मैं यह जानना चाहता हूँ कि इस कैमिकल के इस्तेमाल करने से गन्ने में टोपबोरर तो नहीं हो जायेगा ?

श्री स० का० पाटिल : वह तो अभी एक्सपेरिमेंट के स्टेज में है और इसलिये मालूम नहीं है कि उस का क्या होगा। उस के स्टेटिस्टिक्स भी इकट्ठा नहीं हुआ है। अभी तक १०,००० एकड़ तक वह चीज नहीं चली है। उस का इस्तेमाल करना है और आहिस्ता-आहिस्ता वह चीज हमारे पास आयेगी।

Shri Bhawgat Jha Azad: May I know whether this chemical had been taken up ungrudgingly by the farmers in the sugarcane areas?

Shri S. K. Patil: I think it is very popular. There is nothing grudging about it. In fact, we cannot cope with it.

Shri Heda: May I know the areas where the experiment has been made and whether in the areas in the south also which are having already better yields, this has been experimented?

Shri S. K. Patil: I do not think it is necessary in the south where the normal yield is somewhere about 50 tons or even more than that. There it is not necessary. It would be perhaps necessary in the northern region, particularly in the Punjab, Bihar and the U.P. Therefore, these experiments are being tried only in a very very small scale. I have said that our estimate is, after some time it will be 10,000 acres which is hardly even 1 per cent of the acreage under sugarcane.

श्री बड़े : क्या गवर्नमेंट के पास कोई ऐसी रिपोर्ट आई है कि इस कैमिकल के इस्तेमाल करने से शुगरकेन में सुक्रोज की परसेंटज कम हो गई है ?

श्री स० का० पाटिल : वह तो मेरे पास नहीं आया है। सम्भव है कि वह बढ़ेगा, कम नहीं होगा।

Shri S. M. Banerjee: May I know what other incentives are being given to the farmers apart from the using of this chemical? May I know whether

any money incentives will be given to them, to improve the quality of the sugarcane?

Shri S. K. Patil: No other incentive is necessary. We have got too much of sugar, and the time has come when the incentives must be stopped.

Shri J. P. Jyotishi: May I know for how many years this chemical has been used by the cultivators, and how they have taken to it?

Mr. Speaker: That question has already been answered.

Shri J. P. Jyotishi: May I know the quantity consumed by them so far?

Shri S. K. Patil: This is just beginning, and it has been in use for a year or two only, and we have not yet gone to the target which we want to reach; I have stated already that we want to go to 10,000 acres. Therefore, there is not much of an experiment now; it is just beginning.

Mr. Speaker: Next question.

श्री ज० ब० सिंह : अध्यक्ष महोदय, मुझे प्रश्न पूछने का मौका नहीं दिया गया है।

अध्यक्ष महोदय : माननीय सदस्य को कई दफा मौका मिलेगा, इसलिए वह मायूस न हों।

Shri J. B. Singh: I have not got any opportunity.

Mr. Speaker: Not a very long time has elapsed since we started.

I.A.C.

***382. Shri Harish Chandra Mathur:** Will the Minister of Transport and Communications be pleased to state:

(a) which of the routes operated by Indian Airlines Corporation are being run at a loss; and

(b) what is the loss entailed on each of these routes during each of the last three years?

The Deputy Minister in the Ministry of Transport and Communica-

tions (Shri Mohiuddin): (a) and (b). I lay a statement on the table of the House. [See Appendix 1, annexure No. 62].

Shri Harish Chandra Mathur: May I know whether Government are taking any steps to see that these losses are wiped out?

Shri Mohiuddin: Every effort is being made to increase the efficiency of the operations and to reduce the costs and to minimise the wastage. But, on the other hand, there is always a demand for increase in wages. The last item will show that a big factor responsible for the increase in losses is due to the increased salaries and wages. The other important factor which will reduce the losses is the substitution of the Dakota by some other more suitable and more economic aircraft.

Shri Harish Chandra Mathur: May I know how these losses are shared? May I know whether all these losses are borne by the corporation or some portion of the losses is also shared by the State Governments, and if so, which of the State Governments are sharing?

Shri Mohiuddin: The State Governments contribute a small amount towards some services by special arrangement with the IAC. If they want a special service to be run to a particular place, they come to an agreement with the IAC for running the service and meet the deficit or a part of the deficit.

Shri Harish Chandra Mathur: What is that arrangement?

Shri Mohiuddin: The total amount of such subsidy from the States is about Rs. 9 lakhs. I may just give an illustration. As regards the Delhi-Chandigarh-Kulu service, the Punjab Government wanted a service to Kulu, and that Kulu service is run with the aid of the subsidy of the State Government. The Delhi-Phuibaugh-Lucknow service is subsidised to a certain extent by the U.P. Government. Similarly, the Rajasthan Government are subsidising the Delhi-Jaipur-Udaipur-Ahmedabad-Bikaner service.

Shri Jaipal Singh: May I know whether Government have thought of reducing the losses by the unification of the two services, the domestic and the international, in view of the fact that more and more jet aircrafts are bound to come to the domestic services also?

Shri Mohiuddin: That question is always under review. But, as I have stated, this loss is on domestic services, mainly due to the cost of operation of the Dakotas. As I stated previously, I expect that if more economic aircraft were introduced, the traffic will also increase, and the cost will go down considerably.

Shri N. S. Nair: May I know what stands in the way of the Government introducing better varieties of aircraft, especially in view of the fact that the Dakotas are outmoded and outdated?

Shri Mohiuddin: We are trying to substitute the Dakotas with better and modern aircraft. For example, five Fokkers were purchased year before last, and another order for five more Fokkers has been placed, and they are expected to be delivered towards the beginning of 1963.

Shri Jaganatha Rao: Is there any proposal to revive the Calcutta-Bhubaneswar Visakhapatnam-Hyderabad service?

The Minister of Transport and Communications (Shri Jagjivan Ram): The Calcutta-Bhubaneswar service is running now. So far as the other side is concerned, they are connected with Hyderabad and Madras where there is much more traffic than from the Calcutta side.

Shri Jaganatha Rao: What about running the service every alternate day?

Shri Jagjivan Ram: The matter is being examined in consultation with the Orissa Government whether to run it every alternate day.

Shri Fatehsinhrao Gaekwad: May I know what is Government's policy

in regard to routes that are running at a loss?

Shri Mohiuddin: The difficulty arises that when a service is discontinued, there is demand for it. Of course, Government also keep in view the fact that important points which have been connected for long should continue to be so and the service should not be discontinued, as far as possible. As far as reducing the loss is concerned, I have already stated what we are trying to do.

Shri Hem Barua: The Minister has made a reference to increase in traffic. Since there has been an increase in passenger traffic of 20 per cent annually, may I know why the IAC has failed to make any profit? Do Government propose to hold a thorough probe into the working of IAC?

Mr. Speaker: The hon. Minister has given the reasons why losses are there.

Shri Mohiuddin: I will just clarify the point which has been misunderstood by the hon. Member. The loss incurred by IAC in 1957-58 was Rs. 103 lakhs and in 1958-59, Rs. 91 lakhs. The profit earned in 1959-60 was Rs. 7,81,000, in 1960-61 Rs. 4,69,000 and in 1961-62 it is expected that there will be a similar small profit.

फसल का बीमा

३८३. श्री विभूति मिश्र : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) फसलों का बीमा कराने के लिये जो प्रबन्ध किया जाने वाला था उस योजना पर कहां तक काम हुआ है ;

(ख) यह योजना कब से चालू हो जायेगी ; और

(ग) योजना की पूरी रूप रखा क्या होगी ?

खाद्य तथा कृषि मंत्री (श्री स० का० पाटिल) : (क) से (ग) : पंजाब सरकार का राज्य में फसल बीमे के लिए एक पाइलट

योजना चालू करने का विचार है। वह इस योजना का ब्यौरा तैयार कर रही है और अन्तिम योजना भारत सरकार के पास अभी तक प्राप्त नहीं हुई है। इस अवस्था में यह कहना सम्भव नहीं है कि वह योजना कब से लागू होगी।

I shall read it in English also.

(a) to (c). The Punjab Government intend to introduce a pilot scheme for crop insurance in that State. Details of the scheme are being worked out by them and the final scheme has not so far been received by the Government of India. It is not possible to say at this stage when the scheme would be introduced.

श्री विभूति मिश्र : मैं यह जानना चाहता हूँ कि केन्द्रीय सरकार विभिन्न सूबों में क्राप इन्श्योरेंस के लिए खुद कोई कार्रवाई कर रही है या विभिन्न सूबों को कोई मदद दे रही है ताकि वहां क्राप इन्श्योरेंस हो ?

श्री स० का० पाटिल : हाँ, जरूर थोड़ी बहुत मदद दे रही है। सन् १९४७ में उस ने एक स्पेशल आफिसर नियुक्त किया इस की जांच करने के लिये, और अभी सरकार ने एफ० ए० ग्रो० में भी उस की सर्विसेज मांगी हैं और उस का उपयोग किया जाता है। लेकिन असल में यह काम राज्य सरकार का है कि वह तय करे कि इस को लागू करना है या नहीं। गवर्नमेंट आफ इंडिया इस में इतनी मदद दे रही है कि एडमिनिस्ट्रेटिव एक्सपेंस वगैरह जो आयेगा वह उस का आधा हिस्सा देगी।

श्री विभूति मिश्र : मैं जानना चाहता हूँ कि केन्द्रीय सरकार ने पहले गल्ले के सामान का इन्श्योरेंस करने की हिदायत दी है या कौश क्राप का इन्श्योरेंस करने की हिदायत दी है।

श्री स० का० पाटिल : पहले तो क्राप इन्श्योरेंस की योजना है। गल्ले की चीज तो दूसरी है। पंजाब में दो ग्रेन हैं, इफ आई मिस्टेक नाट, गेहूँ और उस के साथ चना और

टू कैश क्राप्स हैं, शुगर केन और काटन यानी कपास ।

डा० गोबिन्द दास : अभी मंत्री जी ने यह कहा कि सन् १९४७ में ही सरकार ने इस सम्बन्ध में एक अफसर की नियुक्ति की थी । इस को इतने वर्ष हो गये । तो क्या पंजाब के सिवा और किसी राज्य में इस के सम्बन्ध में कुछ हो रहा है ? और अगर हो रहा है तो कहां कहां हो रहा है ? साथ ही इस फसल के बीमों के साथ वैलों के बीमों का भी कोई विचार किया जा रहा है, जिन का फसलों से बहुत सम्बन्ध है ?

श्री स० का० पाटिल : ये दो सवाल अलग-अलग हैं ।

अध्यक्ष महोदय : वैलों को तो रहने दीजिए ।

श्री स० का० पाटिल : वैलों का तो विचार इस में नहीं है । यह तो क्राप इन्श्योरेंस का सवाल है । इस में वैल नहीं आते हैं । उन का तो इन्श्योरेंस हो सकता है, लेकिन वह अलग चीज है । क्राप इन्श्योरेंस के लिए स्टेट्स इसलिये तैयार नहीं हैं क्योंकि उन को यह मालूम नहीं है कि इस में कितना खर्चा आयेगा । उस में जो एक्चुएरियल स्टैटिस्टिक्स वगैरह चाहिये वह हमारे पास नहीं हैं और जब तक नहीं हैं तो इस प्रकार की चीज में यकायक पड़ना स्टेट के लिए तो कठिन है । इसलिए उस का एक्सपेरीमेंट वगैरह करना चाहिये । मैं मानता हूं कि सब से पहले पंजाब गवर्नमेंट इस काम के लिए सामने आई है । वह एक्सपेरीमेंट करे और सफल हो तो न केवल पंजाब में बल्कि और प्रांतों में भी वह शुरू किया जायेगा ।

श्री ज० ब० सिंह : मैं मंत्री महोदय से यह जानना चाहता हूं कि क्या उत्तर प्रदेश की सरकार ने भी कोई इस तरह की स्कीम बनाई है कि क्राप इन्श्योरेंस किया जाये ?

श्री स० का० पाटिल : उत्तर प्रदेश सरकार ने कोई ऐसी स्कीम अभी तक तो हमारे पास नहीं भेजी है ।

अध्यक्ष महोदय : एक बात मुझे कहनी है । जब मिनिस्टर यह जवाब दे कि मेरे पास सिर्फ पंजाब से ही यह स्कीम आयी है तो इस से जाहिर है कि और किसी स्टेट से नहीं आई है । ऐसी हालत में किसी मेम्बर का यह सवाल करना कि क्या राजस्थान से भी आई है या उत्तर प्रदेश से भी आई है, इस से कोई फायदा नहीं होता । और न इस से कोई खास इनफार्मेशन मिलेगी ।

श्री स० मो० बनर्जी : यह तो पूछ सकते हैं कि दूसरे राज्यों से क्यों नहीं आई ।

अध्यक्ष महोदय : अगर आप उस दूसरी स्टेट से ही पूछें तो ज्यादा अच्छा हो कि आप ने क्यों नहीं भेजी, बनिस्वत सेंटर से पूछने के कि क्यों नहीं आई ।

श्री जगदेव सिंह सिद्धान्ती : क्या मंत्री महोदय कृपा कर के बतायेंगे कि पंजाब से जो स्कीम आई है उस में क्या लिखा है ?

अध्यक्ष महोदय : जितना लिखा हुआ है वह तो उन्होंने बताया ।

Shrimati Yasoda Reddy: Apart from the scheme submitted by the Punjab Government, I would like to know from the hon. Minister of Food and Agriculture whether the Government of India, as a matter of policy is thinking of introducing a general scheme of crop insurance in States where famine has become a regular feature. I just would like to know whether they intend to have any such policy because in some States there are districts having famine almost every year.

Mr. Speaker: Besides being long, the question is too wide.

Shri S. K. Patil rose—

Shrimati Yasoda Reddy: The hon. Minister is prepared to answer.

Mr. Speaker: Order, order. Shri Yadav.

श्री रामसेवक यादव : मैं मंत्री महोदय से जानना चाहूंगा कि जो पंजाब से स्कीम आई है उस के बारे में दूसरे राज्यों को भी लिखा गया है या नहीं और यदि लिखा गया है तो उन का क्या जवाब आया है ?

श्री स० का० पाटिल : वह तो सब को मालूम है, उस की अखबारों में चर्चा हुई है । हमारी एग्रीकल्चरल कानफरेंसों में उस की चर्चा होती है और वह सब को मालूम है । मैं समझता हूँ कि यह काम आहिस्ता-आहिस्ता होगा । पंजाब में यह काम सफल हो गया तो दूसरे प्रान्तों में वह शुरू होगा ।

श्री शिव नारायण : क्या सरकार मेहरबानी कर के बतायेगी कि क्या इस स्कीम को भारत के अन्य प्रान्तों में भी लांच किया जायेगा ?

अध्यक्ष महोदय : यह सवाल बार-बार किया जाता है । मगर वह इस में नहीं आता ।

Iduky Hydro-Electric Project

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- *384. { **Shri Vasudevan Nair:**
Shri Warior:
Shri Kappen:

Will the Minister of **Irrigation and power** be pleased to refer to the reply given to Starred Question No. 256 on the 28th March, 1962 and be pleased to state:

(a) whether any agreement has been reached between Madras and Kerala Governments as to the utilization of the Iduky waters;

(b) if so, whether the work of the Iduky project will be started forthwith; and

(c) whether the necessary foreign exchange has been provided for the scheme?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): (a) and (b). No; Sir.

(c) It is too early to consider the question of providing foreign exchange for the Scheme.

Shri Vasudevan Nair: The Chief Minister of the Kerala Government stated in the State Assembly recently that there was no outstanding dispute as far as the Iduky waters were concerned between the Kerala Government and the Madras Government. May I know whether the Government of India has taken note of this statement of the Chief Minister of the Kerala Government, and if so, what is the reaction of the Government of India to it?

Hafiz Mohammad Ibrahim: The statement to which the hon. Members is referring has not come to my notice personally, but as far as the dispute is concerned, that is there. The differences are there between the two States in regard to the utilisation of the waters of the Iduky river. Some of it is wanted by Madras, to which the other State is not agreeing.

Shri Vasudevan Nair: What are the steps being taken by the Central Government to see that this dispute is settled at an early date and that the work on this project is taken up?

Hafiz Mohammad Ibrahim: If you permit me Sir this is half a page and I might read it out here. That will disclose the whole thing to the hon. Member and probably further questions also may not arise.

Mr. Speaker: It may be too long. I am afraid of so many pages. I cannot allow that but if he can give a summary of it just in a few words I can allow it. The hon. Member wants to know whether the Central Government is doing anything to get that dispute resolved between the two States.

Hafiz Mohammad Ibrahim: Not the Central Government themselves. But the Central Water and Power Commission is doing something and we think that some solution may be arrived at. I may inform the House that I will also take some personal interest in the matter and see how it can be done.

Mr. Speaker: If the hon. Minister wants to give that information he may lay the information on the Table of the House.

Shri A. K. Gopalan: May I know whether any scheme has been prepared for the rehabilitation of the peasants who would be affected when the project work begins and if not, will they consider preparing a scheme?

Hafiz Mohammad Ibrahim: It is always a part and parcel of every scheme that if some persons are displaced from a particular area, some suitable arrangement is made and some compensation is also paid to them.

Shri Kappen: May I know if there is any difficulty in starting the work and then settling the dispute?

Mr. Speaker: That would create more disputes?

Shri N. Sreekantan Nair: In view of the fact that there is a view that the Kerala State is being discriminated in the matter of developmental schemes, will the Government see to it that the necessary foreign exchange is made available to the state to start the work?

Hafiz Mohammad Ibrahim: There is no question of any discrimination at all. The question is to be viewed on merits. If there is any dispute which arises then it will have to be solved.

Mr. Speaker: Next question.

Shri Shree Narayan Das: I request that 391 may also be taken up and answered together with No. 385.

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): I have no objection but Shri D. C. Sharma is not here.

Mr. Speaker: That cannot be answered then. If the sponsor of a question is not there, then it need not be answered.

Second Shipyard at Cochin

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*385. { **Shri A. K. Gopalan:**
Shri P. Kunhan:

Will the Minister of Transport and Communications be pleased to state:

(a) the progress made to-date in the construction programme of the second shipyard at Cochin;

(b) the amount spent on the project during 1960-61 and 1961-62;

(c) the progress made in acquisition of land for the shipyard; and

(d) the amount of compensation paid?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Negotiations for obtaining foreign technical/financial collaboration for the Project are in progress.

(b) 1960-61: Rs. 19,97,999.85 nP.
 1961-62: Rs. 47,03,767.73 nP.

(c) Out of the 64 acres of private lands proposed to be acquired for the Second Shipyard, about 63 acres have been acquired by the 31st March, 1962.

(d) Rs. 66,86,513.73 nP.

Shri A. K. Gopalan: For the last two or three years the answers given were that negotiations were going on. May I know whether the hon. Minister can say the approximate time when there will be finalisation of these negotiations?

Shri Raj Bahadur: I think we are taking steps as expeditiously as possi-

ble and it would not be wholly correct to say that for the last two or three years we have been saying the same thing. We have constantly made progress. We have acquired about 63 of the 64 acres of private land to be acquired. About 36 acres of Government land have also been acquired and they are also being taken over. The roads that have to be re-aligned in this section are there; estimates have been received for them and they are being given proper scrutiny and examination.

Shri A. K. Gopalan: I refer to the negotiations for technical collaboration. What has been the progress in the last two years?

Shri Raj Bahadur: That is not an easy matter. Even in HSL we are not able to build ships at a price which can be compared economically with other ship building yards. Naturally, it is our desire that the second shipyard when it starts should start on a sound basis and that the ships built in that yard should be able to compete favourably with foreign shipyards in the matter of pricing, construction and other relevant matters. Therefore, we want to have the arrangement for technical collaboration to be sound and reasonable.

Shri Bhagwat Jha Azad: May I know whether the Government have arrived at any decision or conclusion regarding the negotiations that are being carried on so long with quite a number of foreign countries?

Shri Raj Bahadur: That should take time because we have got to weigh the pros and cons of every proposal that comes before us and that is why we have appointed a committee, in fact, to go into the various offers that have been made to us. Recently also, we have received another offer from Germany which also is receiving our attention.

Shri Sham Lal Saraf: May I know (a) in what proportion, besides iron and steel, is timber used in building these ships, (b) whether such timber

is available in this country, and (c) whether the 'Deodar' timber has been tried for building the ships?

Mr. Speaker: All these questions cannot be clubbed together.

Shri Sham Lal Saraf: Otherwise, we do not get another opportunity of asking another supplementary question.

Mr. Speaker: If there are other difficulties, they might be surmounted by some other means, but this rule cannot be changed, namely, that several questions should not be combined and put together.

Shri Sham Lal Saraf: All these three points are inter-connected and hope the hon. Minister will reply to them.

Shri Raj Bahadur: So far as steel is concerned, we hope that shortly enough our steel plants will be able to produce the required amount or type of steel. As regards timber, we used to import and we still import it from abroad; we have to. But recently we are trying to see whether some other indigenous types are suitable for our purpose.

Shri A. K. Gopalan: May I know whether it is a fact that recently the work had been slowed down and some of the officers who had been deputed there had been called back and, if so, what are the reasons?

Shri Raj Bahadur: I would like to repudiate that suggestion. I think I can assure the House that no work has been slowed down. Whatever work had to be done is being done.

Shri S. C. Samanta: In answer to part (c) of the question, the hon. Minister said that out of 64 acres of land, 63 acres have been acquired. May I know whether this will be sufficient for the project and may I know whether the difficulties found at Visakhapatnam due to want of space have been taken into consideration in this matter?

Shri Raj Bahadur: So far as land for the shipyard is concerned, we require 100 acres. Out of that 64 are to be acquired from private parties and the remainder is going to be given to us free of cost by the State Government subject to the condition that the cost thereof shall be made good to them. So for the shipyard is concerned that should be sufficient. Apart from that for the housing colony for the staff, 200 acres have been indicated to us, and we are considering whether that particular site suit us for this purpose.

Polish offer to assist India's coastal trade

*386. **Shri Indrajit Gupta:** Will the Minister of Transport and Communications be pleased to state.

(a) whether Poland has offered to assist India's coastal trade by providing ships and technical know-how of shipbuilding; and

(b) if so, Government's reaction to the offer?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No specific offer has been received by the Government in regard to coastal shipping.

(b) Does not arise.

Shri Indrajit Gupta: It is reported in the press on the 27th March that the Polish Ambassador in this country declared that Poland was willing to offer ships for our coastal trade as well as the technical know-how for shipping. So, even if no concrete scheme is received, may I know whether the Government have taken up this offer and is exploring the ways and means of bringing the question into some sort of fruition?

Shri Raj Bahadur: As recently as January, 1962 a letter was in fact received from the Commercial Attache of the Polish Embassy that Messrs Centrouor of Warsaw were willing to deliver one cargo liner of 10,000 DWT and that offer was communicated to the public and private one company had shown some interest

one company had some interest therein, but we think it did not materialise ultimately.

Shri Indrajit Gupta: In view of the shortage of coastal ships, even the scheme for shipping the coal from Calcutta has practically been frustrated. That is why I want to know whether the Government is interested in pursuing this and trying to see whether we can get some vessels for coastal trade.

Shri Raj Bahadur: The shipping companies in the public or the private sector have got to . . .

Mr. Speaker: The hon. Member wants to know if Poland has made such proposals and whether the Government would welcome or make a similar proposal.

The Minister of Transport and Communications (Shri Jagjivan Ram): We welcome any offer of any assistance for increasing our tonnage of shipping, but the offer from Poland, after enquiry, is that even in the matter of technical knowhow they can consider the question of assisting us after a period of two years, and that is not of any use to over equipment.

Shri Hari Vishnu Kamath: Is it a fact that some other maritime countries of Europe including, I believe, Denmark, have offered their assistance and co-operation in this matter and, if so, is that also under consideration?

Shri Raj Bahadur: This has nothing to do with the original question.

Shri Hari Vishnu Kamath: The original question refers not only to coastal trade, but to ship-building also. My supplementary was on ship-building.

Mr. Speaker: Next question.

Shri Hari Vishnu Kamath: You can give a ruling, Sir. The original question refers to ship-building also.

Mr. Speaker: I find that the original question is restricted to Poland. Whether Poland has offered to assist

India's coastal trade. "Relevancy" has wider scope in different contexts. Relevancy in courts would be different; relevancy in resolutions, debates and discussions may be different. But during Question Hour, it is to be restricted a little. Therefore, we should not open it out; otherwise this would be a regular discussion.

Shri Hari Vishnu Kamath: Your ruling is restricting that matter too much, because Government ought to be able to give information as to how many countries offered assistance in a particular matter, when that particular matter is the subject matter of a question.

Mr. Speaker: Next question.

Farms operated by sugar factories

*387. **Shri Basappa:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Indian Central Sugarcane Committee has suggested to State Governments to take over farms at present operated by sugar factories; and

(b) if so, the reasons thereof?

The Minister of Food and Agriculture (Shri S. K. Patil): (a) A suggestion to this effect was considered by the Indian Central Sugarcane Committee at its meeting early in April, 1962. The Committee accepted the proposal, in principle, and decided to examine it further.

(b) Does not arise.

Shri Basappa: May I know whether there are any disputes between the cane-growers and these factories and whether the production has suffered on account of that? May I know what exactly the State intends to do by taking over these farms?

Shri S. K. Patil: There is no dispute; it is a part of the other schemes that we have got.

श्री विभूति मिश्र : मैं जानना चाहता हूँ कि इसे कौन-कौन से सूबों में जारी किया गया है ?

श्री स० का० पाटिल : मेरे पास जो खबर है उस के अनुसार अभी आन्ध्र प्रदेश, असम, बिहार, मध्य प्रदेश, मैसूर, उड़ीसा, पंजाब, ईप्सू, राजस्थान, दिल्ली, मणिपुर और त्रिपुरा में नहीं है, लेकिन मद्रास, वेस्ट बंगाल, महाराष्ट्र, गुजरात और केरल में है ।

Shri K. N. Pande: May I know whether the farms, when taken over, will be run by the State Governments or be distributed among the landless farmers?

Shri S. K. Patil: I do not know. Our view—and that has been accepted by the Planning Commission—is that these big farms that are attached to the sugar factories are capable of producing more if mechanically managed and they should be generally exempted. Therefore, we have got to be sure, before any transfer is made, that the production is not going to suffer. But when the State Government says that it would not suffer, naturally our conditions are satisfied.

Shri Hem Barua: May I know whether Government have proposed to withdraw the ceiling imposed on crushing and also what is the basis of the Food Minister's optimism that all sugarcane will be crushed?

Shri S. K. Patil: What has this to do with the original question?

Shri Hem Barua: That might limit the production in the farms. That is why I am interested in knowing that.

Shri S. K. Patil: Crushing is different. This is quite a different question about sugar farms.

Mr. Speaker: The original question deals with taking over of the sugar farms by State Governments. That has nothing to do with crushing.

Shri U. M. Trivedi: May I know whether the taking over of the farms will be confined merely to the operational portion of the farms or whether it will be an expropriation of the farms?

Shri S. K. Patil: This is purely the concern of the State Government. We hardly come into the picture. We only come into the picture so far as the production is concerned; we want to be assured that production does not suffer. If the State Government in their wisdom decide that this should be done under the land ceiling, they have every right to do so.

Shri Sinhasan Singh: May I know whether the Government have any figures giving the total acreage of such farms with the sugar factories State-wise?

Shri S. K. Patil: I have not got the figures here, but if the hon. Member wants I can supply them.

श्री बृजराज सिंह : मैं पूछना चाहूंगा कि ये जो फार्म्स लिए जायेंगे क्या ये सिर्फ शर्गर केन के लिए इस्तेमाल होंगे या दूसरी एग्रिकल्चरल प्रोड्यूस के लिए ?

अध्यक्ष महोदय : ये तो फार्म लिए ही इस मतलब के लिये जायेंगे ।

Shri Thimmaiah: May I know whether this decision will apply to farms owned by factories run on a co-operative basis?

Shri S. K. Patil: No. Factories run on a co-operative basis do not come under this land ceiling scheme.

Shri K. C. Pant: May I know whether it is a fact that this matter was considered by the Planning Commission and the Planning Commission was generally not in favour of sugar factory farms being taken over by State Governments?

Shri S. K. Patil: I gave the stipulation that the Government and the Planning Commission have made, namely, that where the production is the maximum and all technical methods are employed it should not generally be done. After that, if the State Government comes and says: "no, the sugar production is not going to suffer", it is their responsibility; we must accept their word and allow them to do what they want.

Shri Dasappa: May I know whether the Government has clearly given any advice to the State Governments

that taking up of these large-scale sugar farms run by factories would be helpful for greater production or it would go against production? What is the advice that has been given?

Shri S. K. Patil: The advice of the Government is that the production will go down. I hold up the schemes for years together before permission is given. But it is purely in the discretion of the State Government, and if they say it is not to be done, surely I must not question the *bona fides* of the State Government.

Ticketless Travel

*388. **Shri P. C. Borooah:** Will the Minister of Railways be pleased to state:

(a) how far the incidence of ticketless travel had been in vogue on the different railway zones during each of the last three years; and

(b) what measures are proposed to be taken to minimise the incidence of ticketless travel?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) A statement showing the number of passengers detected travelling without tickets on different Railways during the last three years is placed on the table of the Sabha. [See Appendix I, annexure No. 63].

(b) A statement listing the various measures to combat ticketless travel is also laid on the table of the Sabha. [See Appendix I, annexure No. 64]. These measures will be continued.

Shri P. C. Borooah: May I know how many cases of ticketless travel have been brought to book during 1960-61 and 1961-62, and what is the amount realised from the offenders?

Mr. Speaker: Is not that given in the statement?

Shri S. V. Ramaswamy: These are published figures in part (1) of the report of the Railway Board.

Mr. Speaker: These are published figures in documents accessible to the hon. Member.

Shri Fatehsinhrao Gaekwad: May I know whether any estimate, even a very rough one, has been made of the

loss to the State Exchequer due to ticketless travel?

Shri S. V. Ramaswamy: Yes, We have a Central Ticket Checking Organisation and we have conducted a sample survey. On an estimate, about 5 per cent. of the passengers who travel are ticketless and the loss is about Rs. 4 crores to Rs. 5 crores per annum.

Shri P. C. Borooah: May I know whether it is a fact that the ticket examining staff themselves induce the passengers not to purchase tickets from the ticket selling counters and to take tickets from them?

Mr. Speaker: We are having the discussion on the Railway Demands for Grants. When the Demand relating to the Railway Board is taken up all those things can be discussed.

Shri Jaganatha Rao: The statement says that ticketless travel on the Northern Railway is steadily on the increase. Is the Government thinking of taking more effective steps to check this evil on the Northern Railway?

Mr. Speaker: The statement might be pursued. If the hon. Members have got anything more to suggest they can be suggested. When I saw the statement, I could not conceive of any other measure.

Shri Tyagi: According to this statement, in 1961-62, the total number of passengers detected travelling without tickets or with improper tickets was 7,591,294. What was the total amount realised from them?

Shri S. V. Ramaswamy: 1961-62 figures are not available, but I can give the figures for 1960-61.

Shri Tyagi: Yes, please.

Shri S. V. Ramaswamy: For 1960-61 the amount realised was Rs. 1.83 crores.

Shri D. N. Tiwary: May I know whether instances have come to the notice of the Government where Government servants travel without tickets and, if so, whether any steps have been taken to see at least they do not travel without tickets?

Shri S. V. Ramaswamy: Some such cases have come to our notice and we have taken action.

Mr. Speaker: I find that more and more Members are becoming interested in ticketless travel.

Shri M. L. Dwivedi: From the statement it appears that the incidence of ticketless travel is the largest in the Northern Railway and the measures to prevent it are uniform throughout the railways. Will the Government take some special steps to check it in the Northern Railway in view of the fact that it is the largest there?

Shri S. V. Ramaswamy: It is a suggestion for action.

Shrimati Yashoda Reddy: I would like to know from the hon. Minister how many such cases were found out with the help of public co-operation, apart from the railway servants themselves.

Shri S. V. Ramaswamy: Generally speaking, there has not been much of co-operation. If further particulars are needed, a separate question may be put.

Shri Mohammad Tahir: May I know whether it is a fact that TTIs while checking tickets are being attacked and beaten by the ticketless travellers? If so, do Government propose to give some protection to these TTIs?

Shri S. V. Ramaswamy: It is very regrettable that our railway officers have been attacked that way. It is also regrettable that the general public do not co-operate in apprehending such people.

श्री जगदेव सिंह सिद्धान्ती : क्या ऐसे रेलवे कर्मचारियों की जो कि बगैर टिकट सफर करने वाले यात्रियों से कुछ पैसे ले कर उन को गेट से बाहर निकाल देते हैं, कोई सूची रक्खी जाती है ताकि उन के विरुद्ध कार्यवाही की जा सके ?

अध्यक्ष महोदय : अगर मेम्बर साहब के नोटिस में इस तरह के कोई केस आयें तो मंत्री महोदय को उस के बारे में लिख दिया करें ।

श्री जगदेव सिंह सिद्धान्ती : धन्यवाद ।

अध्यक्ष महोदय : मंत्री महोदय यदि कोई जवाब देना चाहते हैं तो दे दें ।

श्री शाहनबाज खां: हमारे नोटिस में जब भी इस तरह की कोई चीज आती है तो उस के ऊपर कड़ी कार्रवाई की जाती है ।

श्री प्रिय गुप्त : एन० ई० रेलवे के सुवासन स्टेशन पर जहाँ कि बुकिंग बगैर कुछ नहीं होती है और यात्रियों को बगैर टिकट चलना ही पड़ता है तो वहाँ टिकटलेस यात्रियों की यात्रा रोकने के वास्ते क्या प्रबन्ध किया जा रहा है ? दूसरी चीज यह है कि टिकटलेस ट्रेवलिंग जब अभी तक कंट्रोल नहीं कर सके हैं तब टिकट चैकर्स और टिकट क्लेक्टर्स की संख्या क्यों घटाई जा रही है और जबकि उन लोगों को अपनी चैकिंग ड्यूटी छोड़ कर भी स्लीपिंग कोचेज और रिजर्वेशन कोचेज चेदेखनी पड़ती हैं ।

अध्यक्ष महोदय : माननीय सदस्य फिर चाहते क्या हैं ? क्या घटा दिया गया है ?

Shri Priya Gupta: The staff has been decreased in spite of the fact there was more work consequent on increase in ticketless travel. That is No. 1, No. 2, . . .

Mr. Speaker: Let No. 1 alone remain.

Shri Priya Gupta: No. 2, though stations have been opened . . .

Mr. Speaker: Order, order I have restricted the hon. Member to one question.

Shri Shah Nawaz Khan: I do not know of any stations which have been opened where arrangements for sale of tickets have not been made. If the hon. Member gives more particulars, I should look into it. But I might inform the hon. Member that on every train there is a conductor guard and the TTE who prepare tickets. They can give them to the passengers.

Some hon. Members rose—

Mr. Speaker: I find it is an ever-growing question where more and more members are getting interested. Then it would be endless. Next question.

Development of Mangalore and Tuticorin into Major Ports

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*389. { Shri Ramanathan Chettiar:
Shri Hanumanthaiya:
Shri A. K. Gopalan:
Shri Basappa:
Shri Mohsin:
Shri Muthiah:

Will the Minister of Transport and Communications be pleased to state:

(a) the steps taken for the development of Mangalore and Tuticorin Ports so far during the Third Five Year Plan period;

(b) the amount earmarked for each of the two ports; and

(c) the target for the execution of the job?

The Minister of Shipping in the Ministry of Transport & Communications (Shri Raj Bahadur): (a) to (c). A statement is laid on the Table of the Sabha:

STATEMENT

(a) As regards Mangalore, experiments and investigations for determining the site of the harbour have already been completed. Further investigations, surveys and borings are at present being carried out by the Mangalore Port Trust to decide the lay-out of the port. A Field Division, under an Executive Engineer, has been appointed to carry out these investigations quickly. On completion of these investigations and surveys, the detailed designs and estimates will be prepared. As regards Tuticorin, detailed investigations for determining the lay-out of the Port and for the preparation of designs and estimates are being carried out. These investigations are at present being carried out by the Tuticorin Port Trust. A Field Division, under an Executive Engineer, has been appointed to carry out these investigations quickly. On completion of

these investigations, the detailed out of the Port and designs and estimates will be prepared.

(b) A sum of Rs. 5 crores each has been earmarked for the development of Mangalore and Tuticorin as Major Ports in the Third Five Year Plan.

(c) According to present indications, the schemes are expected to be completed by 1966-67.

Shri Ramanathan Chettiar: The statement says that in Mangalore, experiments and investigations have already been carried out, whereas in regard to Tuticorin they are in the process of being carried out. May I know the reason for the delay in regard to Tuticorin?

Shri Raj Bahadur: I do not think there is any delay. The investigations do take their own time. We will take good care to see that no amount of delay takes place and the two projects are completed as quickly as possible.

Shri Ramanathan Chettiar: The statement says that Rs. 5 crores each have been allotted for Mangalore and Tuticorin ports. How much of this money has been allotted for this year?

Shri Raj Bahadur: For this particular year I may not be able to give the exact figures, but I can tell the House what we propose to do during this year. During 1962-63 field investigations, designs and preliminary works, such as, land acquisition, approach roads, opening of siding etc. will be undertaken so far as Mangalore is concerned. So far as Tuticorin is concerned, investigations for the final lay out, land acquisition, roads, staff quarters, break water, etc. will be taken up and work on all these will be commenced in 1962-63.

Shri Basappa: What time will it take to prepare the plans and designs for the Mangalore Port? Is land acquisition going on and, if so, what time will it take to complete it?

Shri Raj Bahadur: As I have said, land acquisition has been taken up right this year. So far as the actual preparation of the designs etc. is

concerned, we hope that it will be finalised this year or at the most in the beginning of the next year.

Shri Namblar: May I know whether the question of the proposed Sethusamudram Project is taken into consideration while deciding the development of Tuticorin Port?

Shri Raj Bahadur: May I submit that this is not at all within the purview of this question?

Shri Namblar: Sir, this is within the purview of this question.

Mr. Speaker: Perhaps the hon. Member feels that another project shall have effect on it and is linked with the development of these ports. This is why he wants to have some information.

Shri Raj Bahadur: So far as the Sethusamudram Project is concerned, I would be able to get information only if a separate notice is given.

Shri P. Muthiah: May I know whether the Executive Engineer has taken charge and has started development works on Tuticorin Project in view of the letter of appointment dated the 9th February, 1962, intimated by the Under Secretary, Transport Ministry to the Accountant General, Madras?

Shri Raj Bahadur: I think a division has been created and an executive engineer has been appointed. Whether he has actually taken charge or not I cannot say.

Shri Hem Barua: May I know whether Government propose to bring the ports of Mangalore and Tuticorin within the ambit of the Port Commissioners or would constitute a separate authority for these ports?

Shri Raj Bahadur: I think the hon. Member wants to ask whether we are going to administer it as a Government-administered port or through a Trust or a Commission. In course of time we would like to have a uniform pattern for the administration of these major ports as and when they come into being, but to begin with they may be administered through a Government administrative officer.

Shri Dasappa: When will the programme be completed and the port be ready for utilisation?

Shri Raj Bahadur: As at present targetted both the ports are expected to be completed by 1966-67, that is, during the first year of the Fourth Plan.

Election to Panchayats and Panchayat Samities

*393. **Shri P. R. Chakraverti:** Will the Minister of Community Development, Panchayati Raj and Co-operation be pleased to state:

(a) whether the experience of Mysore State shows that the multiple-member constituencies eliminate to a considerable extent the possibilities of seeking support of the electorate on the basis of community, caste or sub-caste for elections to Village Panchayats and Panchayat Samities; and

(b) if so, whether Government propose to advise the State Governments to adopt the Mysore system by making suitable amendments to the Panchayati Raj Acts?

The Deputy Minister in the Ministry of Community Development, Panchayati Raj and Co-operation (Shri B. S. Murthy): (a) Multiple-member constituencies have been conceived by the Mysore State Government to provide a broader base and flexibility in elections. No specific enquiry has been undertaken by the State Government to find out whether this system eliminates the influence of community, caste and sub-caste in the elections to Village Panchayats and Panchayat Samities.

(b) Does not arise.

Shri P. R. Chakraverti: Is it not a fact that the small constituencies give fillip to sectarian appeal where the candidate can woo the electorate ignoring the people other than their own communities?

Shri B. S. Murthy: Some hon. Members do hold such opinion.

Shri P. R. Chakraverti: Do the Government feel it expedient to expand the constituency and make it a multiple-member constituency?

Shri B. S. Murthy: Different States are having different types of constituencies. The Ministry is contemplating upon setting up a study team to go into this matter.

Shri Kumaran: May I know whether the Centre has advised the State Governments to take steps to see that political parties do not interfere in panchayat elections?

Shri B. S. Murthy: Is it relevant?

Mr. Speaker: I do not think. It is only a suggestion for action.

Shri Thimmaiah: May I know whether Government makes an effort to enquire from State Governments how far communalism in the States has played its role at the time of elections, whether panchayat elections or general elections?

Mr. Speaker: That is too general a question.

Indian Forest Service

*394. **Shri Oza:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government have decided to reconstitute the Indian Forest Service; and

(b) if so, what are its main features?

The Minister of Food and Agriculture (Shri S. K. Patil): (a) and (b). This question relates to the Ministry of Home Affairs and the Minister of Home Affairs will reply the same on the day allotted to that Ministry.

Medical facilities for Railway Employees

*395. **Shri Namblar:** Will the Minister of Railways be pleased to state:

(a) whether Railway administration are permitting employees to secure

medical treatment from private hospitals and dispensaries at Railway's cost due to the inadequacy of Railway medical services;

(b) whether medical certificates issued by qualified private medical practitioners are being accepted by the Railway Medical Department as a routine; and

(c) what steps are being taken to provide adequate medical treatment and assistance to the railway employees?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No, Sir.

(b) No, Sir.

(c) Does not arise. It may, however, be added that adequate facilities exist on Railways for medical treatment of Railways employees and their families.

Shri Nambiar: May I know whether recoupment of expenses incurred by railway employees in private hospitals is permitted as in the case of other Departments; if not, why?

Shri S. V. Ramaswamy: The position is this. If any person cannot be treated in the railway hospital and needs treatment in some other hospital, under authorisation by the railway medical attendant the employee may go there. Then he can produce the relevant bill and he will be paid.

Shri Nambiar: May I know whether Government have considered the question of grant of medical allowance to those who do not get the benefit of medical assistance in railway hospital?

Shri S. V. Ramaswamy: Everybody gets the benefit of medical assistance.

Shri Nambiar: Those who do not get, who are far away from the railway hospital—whether they get the allowance.

Mr. Speaker: The Minister says that everybody gets it. How do I presume that some do not get it?

Shri Nambiar: Sir, it is impossible for every one of the 11 lakh railway employees to get medical assistance from the few railway hospitals. Is it practicable?

Shri S. V. Ramaswamy: Apart from the stationary hospitals, there are mobile vans and touring medical officers, that is medical officers on tour. They get the benefit from them.

Shri Priya Gupta: May I know whether the gangmen, the *Khalasis* and other Class IV and Class III staff posted at places where there is neither any Assistant Surgeon, Railways nor any other railway dispensary, when they produce medical certificates from private registered medical practitioners, get against such sick period leave granted to them against leave due to them, or is such period treated as leave without pay even though leave is due to them?

Shri S. V. Ramaswamy: It is too long and involved a question.

Mr. Speaker: He may put it again in order to make it more clear.

Shri Priya Gupta: When it is not possible for the Railways to provide medical treatment and other amenities to each of the staff posted en route and far away from the towns, may I know whether in those cases when the Class IV and Class III staff obtain medical certificates after sickness from private registered medical practitioners, they are granted leave due to them against the sick period or they are forced to go on leave without pay? And . . .

Mr. Speaker: Still the hon. Member is not satisfied with this question? Let this be answered.

Shri S. V. Ramaswamy: The certificates issued by private doctors are scrutinised.

Mr. Speaker: He is asking about Class IV servants posted at places which are distant from the location of the hospitals, and he wants to know whether, when they get medical certificates from private doctors, they are entitled to get sickness benefits.

Shri S. V. Ramaswamy: Provided the certificate is in order.

Shri Priya Gupta: They are forced to go on leave without pay.

Mr. Speaker: Now the hon. Member is giving some information.

Shri Priya Gupta: Mostly they are given L.W.P., that is leave without pay.

Mr. Speaker: Order, order. If he has another question to put, he might formulate it, and not make a statement.

Shri Nambiar: May I know whether, in considering these medical certificates obtained from private doctors, the Railway Ministry will follow the policy or the procedure adopted by other Ministries of the Union Government?

Shri S. V. Ramaswamy: The policy followed by the Railway Ministry is quite good and satisfactory.

Shri Nambiar: This is no answer. Whether they will follow it?

Mr. Speaker: The answer is or rather could have been in these terms that it has a policy of its own which is distinct and it intends to follow that.

Shri D. N. Tiwary: May I know whether the definition of family is very restricted and even near relatives do not come under that definition and whether the Government is going to remedy it?

Shri S. V. Ramaswamy: Definition of family has been laid down by the Home Ministry.

Mr. Speaker: Next question. Shri Kumaran.

Shri Hem Barua: May I seek a clarification?

Mr. Speaker: From me?

Shri Hem Barua: From the Deputy Minister. He said, provided the certificate is in order. What does he mean by that?

Mr. Speaker: That is too long ago since we were at that stage. Shri Kumaran.

Technical Committee on Telephone Equipment

*396. **Shri M. K. Kumaran:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the Technical Committee appointed to go into the question of the type of telephone equipment to be used in future has submitted their report to Government; and

(b) if so, what are their main recommendations?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) No.

(b) Does not arise.

Shri Kumaran: In the Third Five Year Plan, the Indian Telephone Industries have a development programme estimated to cost Rs. 2.8 crores and there is a proposal to establish a second factory in our country. May I know, because of the delay in the committee submitting their report, whether this programme will be held up?

Shri Jagjivan Ram: The Committee was given a terms of reference which was very important. They had to collect information from various countries. They have done that and I understand they are in the process of drafting their report.

Shri Kumaran: The hon. Minister Dr. Subbaroyan said in the House during the last session that the report

of the committee will be in his hands by the end of April. May I know why there is delay in submitting the report?

Shri Jagjivan Ram: As I have said, they are in the process of drafting their report and it is expected that during the course of this month it will be submitted.

Shri Kumaran: My other question has not been answered: whether the development programme will be held up because of the delay in the committee submitting their report.

Shri Jagjivan Ram: The development programme cannot be considered unless we know what are the technical improvements that we will have to apply in the manufacture of new improved equipment.

Shri Maheswar Naik: May I know whether the hon. Minister is satisfied with the performance and efficiency of the telephone equipment manufactured in the Indian Telephone Industries Bangalore?

Mr. Speaker: He is asking for an opinion.

Shri Jagjivan Ram: That is a matter of opinion.

**Konkan Coast Line Service by
B.S.N. Co. Ltd.**

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*398. { **Shri Dighe:**
 { **Shri Nath Pal:**
 { **Shri Kajrolkar:**
 { **Shri V. B. Gandhi:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government are aware that the Bombay Steam Navigation Co. Ltd., has declared that it would close its Konkan coast line service after the monsoons if Government does not permit an increase in the passenger fare and grant its other demands;

(b) what are the demands of the Company;

(c) whether Government have taken any decision in respect of these demands; and

(d) how Government propose to avoid the probable closure of the Steamer Service?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): A statement indicating the position in respect of (a) to (d) is laid on the table of the Sabha.

STATEMENT

(a) to (d). The Company has demanded that—

- (1) the recommendations of the Konkan Coastal Shipping services Committee viz. an immediate increase in passenger fares by 8%, an interest-free loan from the Central Government for purchase of 3 new ships, an annual subsidy of Rs. 1.89 lakhs from the Govt. of Maharashtra and a further increase of 7% in fares when the new ships are put into service should be accepted; and
- (2) till the new ships are commissioned, the Government should reimburse to the Company the extra cost of repairs of the ships over and above the sum of Rs. 9.5 lakhs per annum estimated by the Committee.

However, with the recent merger of Goa with Indian territory and the consequent resumption of the steamer service to Goa, a new factor has been introduced which necessitates a review of the recommendations of the Konkan Coastal Shipping Services Committee for increase in fares and subsidy to the Company, since one of the important reasons given by the Company for its losses was the suspension of the service to Goa in 1955. Meanwhile the company has informed Government that unless its demands are immediately met, the steamer

service would be discontinued w.e.f. 1-6-62. Normally, this service remains suspended during the monsoon period from June to August in any case and is resumed only from September.

The entire position is being examined in consultation with the Govt. of Maharashtra and it is hoped that a decision will be taken soon.

Shri Dighe: May I know whether the popular demand for actual reduction in passenger fares will be taken into consideration?

Shri Raj Bahadur: As a matter of fact, the company which is running this line is insisting on an increase. A committee of enquiry was appointed. We have not been able to take a decision thereon in regard to the proposed increase because we are taking into account the various factors involved. I do not think we can decrease the fares.

Shri Nath Pai: This company is in the habit of holding a threat to close down this line very often. In view of this experience and in view of the fact that nearly 800,000 to 1 million people on the coast of Maharashtra depend on and use this line which is a vital factor in the industrial life of Bombay, may I know what steps Government propose to take including perhaps the invoking of the Essential Services Act to ensure the running of this line?

Shri Raj Bahadur: It is true that there is a big demand. It is also true that the company has got a genuine case so far as the cost of operations is concerned. Its fleet is old. Therefore, we appointed an officer of the rank and status of Shri P. S. Rao who went into the whole question. He has made certain recommendations. We have been trying to take action on them in consultation with the Government of Bombay.

Shri Nath Pai: May I know whether the Government will agree or is contemplating to concede the company's demand to increase the fares

even before the new ships are acquired in view particularly of the fact—this is important; I am completing—that what is euphemistically called ships of the company are nothing but floating cages?

12 hrs.

Shri Raj Bahadur: So far as the recommendations are concerned, the hon. Member might note that an increase of 8 per cent in passenger fares was proposed even before the ships were acquired, and an additional 7 per cent increase after the new ships are acquired. That was the recommendation. But an important factor, namely the liberation of Goa has taken place. One of the reasons why this inquiry committee was appointed was that this company complained that because of the stoppage of the services to Goa, its operations had become a losing proposition. Hence, on account of this new factor having arisen, the matter is being reviewed.

Shri Kajrolkar: In case an agreement is not arrived at between the company and Government, do Government propose to start the shipping operations through their own shipping corporation or permit other companies to operate the service?

Shri Raj Bahadur: We have received an alternative offer from another company about this matter. That will also be taken into account. But let me assure the House that we shall see to it that the services which are necessary are maintained somehow or other, either through private company or, if need be, we may have to ask the Government shipping corporation to look into this matter and to see whether they can shoulder this responsibility, and if so, how far.

Shri Sham Lal Saraf: In view of the approaching monsoon season, are Government prepared to give any assurance that this service will not break down?

Shri Raj Bahadur: The service will always close down during the rainy

season, from June to August. And it starts again from about the 31st August or so. We shall try to see that it is resumed in time.

Shri Nath Pai: Is there any truth in the impression which is gaining ground and currency, and which is being expressed in a large section of the Marathi press that the company has renewed its threat to suspend the lines because when it threatened in December last to suspend the lines, an assurance was held out to them that their demand for increasing the fare would be considered after the elections?

Shri Raj Bahadur: There is no question of elections in this Over and over again, this insinuation has been made. But I would like to repudiate it. The point is, as has been pointed out by the hon. Member who sits behind me, that we have got to take into account the difficulties of the travelling public as well. They want that the fare should be decreased, while the company wants that it should be increased, and, therefore, we are trying to strike a balance somewhere.

Short Notice Question and Answer

Rail-Bus Collision near Dhanbad

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S.N.Q. 3. { **Shri P. R. Chakraverti:**
 { **Shri Raghunath Singh:**
 { **Shri P. C. Borooa:**

Will the Minister of Railways be pleased to state:

(a) what are the latest reports relating to the number of casualties resulting from the bus-train collision near Dhanbad level crossing;

(b) what arrangements have been made to hold an enquiry into the incident and the steps Government propose to take in this connection;

(c) whether any relief has been granted to the victims of the accident;

(d) if so, in what form and to what extent;

(e) when do Government propose to place before the House findings of the Enquiry Committee;

(f) whether Government had received earlier representations from the people of Dhanbad with regard to the difficulties experienced by them and suggesting the adoption of some improved methods in guarding against such mishaps; and

(g) if so, whether Government have taken any decision with regard to the same?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) Out of 46 persons involved in the accident 18 have died, 20 sustained grievous injuries and 8 minor. Three of the 28 injured persons left the hospital on risk bond at their own request and seven persons have been discharged by the hospital. The remaining 18 persons are still undergoing treatment in the hospital.

(b) A Senior Officers' Joint Enquiry has been in progress since 21-4-62. Suitable action will be taken according to the conclusions and recommendations of the Enquiry Committee.

(c) Yes, Sir.

(d) Rs. 2,430 have been paid in cash as *ex-gratia* to the next of kin of two of the dead persons and all seriously injured persons of limited means. Free medical aid is also being given to all the injured persons.

(e) There is no such proposal so far.

(f) No

(g) Does not arise. However the work to construct an over-bridge at the level crossing has already been included in the works programme for 1962-63.

Shri P. R. Chakraverti: Is it a fact that this form of accident involving runaway wagons has occurred more than twice during the last twelve months?

Shri Shahnawaz Khan: I require separate notice.

Shri P. R. Chakraverti: Is it a fact that near the railway crossing at Dhanbad towards the goods wagon shed there is a sharp bend which obstructs sight from the level crossing, and light arrangements are needed to avoid such dangers?

Shri Shahnawaz Khan: At this level crossing, the visibility was good and vision was not obstructed in any way.

Shri P. C. Borooah: May I know whether the accident is considered to have been caused due to dereliction of duty on the part of the railway employees?

Mr. Speaker: The inquiry will show whether that is so.

Shri Nambiar: The other day I asked whether that gate had a bell or a 'phone. The information was to be supplied to us. May I know whether that information is available, because this is a very important factor in determining the actual cause of the accident?

Mr. Speaker: The Inquiry will have to find that out.

Shri Nambiar: I only want the information as to whether there was a bell or 'phone or not.

Shri Shahnawaz Khan: Precise information has not yet been made available. But I might tell the hon. Member that it is a manned level crossing. But this accident took place when the gate was opened, when no train was expected to arrive; only the coupling broke and the wagons rolled back. That was what led to the accident.

Shri Nambiar: My question was specific. It is known that this is a

manned gate. My question is whether there was a bell or 'phone for that manned gate. That is a very important factor.

Shri Shahnawaz Khan: The information is being collected.

Shri S. M. Banerjee: Since the casualties are quite a large number and it is a major accident, may I know whether even after this inquiry there will be a judicial inquiry to go into the causes of this accident?

Mr. Speaker: That has to be seen afterwards.

Shri Shahnawaz Khan: A senior scale officer is making the inquiry. That should suffice.

Shri P. R. Chakraverti: Do Government think of introducing some mechanical safeguard against the danger of wagons rolling down the track in the process of shunting or otherwise?

Shri Shahnawaz Khan: We have a safeguard there. When shunting is being done, the points at a particular site are set for the slip siding so that if the wagons roll back, they are automatically taken to a dead end where they derail.

Shri Priya Gupta: May I know whether on the level crossing itself the gradient continues and whether as per the terms this gate is to be kept closed when there is no traffic? Also what class of gate was it and what were the duty hours as per the roster drawn according to the employment regulations for the gate man there?

Shri Shahnawaz Khan: It is a very busy gate. It is an 'A' class type gate. The number of hours of duty is 8.

Shri Priya Gupta: I also asked whether the gradient of the railway line continues up to the point of the level crossing and was it not required that the gate should be closed even when there is no traffic from outside

and it is opened only when traffic comes.

Shri Shah Nawaz Khan: Traffic was there. That was why the accident took place. I admit there is a slight gradient.

Mr. Speaker: The question is whether this crossing is of such a nature that it ought to remain closed unless there is some traffic coming.

Shri Shah Nawaz Khan: No. As I submitted, it is a very busy level crossing and when trains are not passing, it has to be kept open.

Shri Priya Gupta: Does the gradient continue up to the level crossing?

Mr. Speaker: Order, order. I am passing on to the next item.

WRITTEN ANSWERS TO QUESTIONS

बेहराबून में यमुना पर जल-विद्युत् परियोजना

*३८१. श्री भक्त दर्शन : क्या सिंचाई और विद्युत् मंत्री यह बनाने का कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश के देहरादून जिले में यमुना नदी पर एक जल-विद्युत् योजना चालू करने का प्रयत्न किया जा रहा है ;

(ख) यदि हां, तो उस योजना को पूर्ण करने में अब तक क्या प्रगति हुई है ;

(ग) क्या यह भी सच है कि उस योजना को पूर्ण करने में अनेक अड़चने आई हैं ; और

(घ) यदि हां, तो उस के निर्माण कार्य को तेज़ी से सम्पन्न करने के उद्देश्य से कौन से विशेष कदम उठाये जा रहे हैं ?

सिंचाई और विद्युत् मंत्री (हाफिज़ मुहम्मद इब्राहीम) : (क) जी हां, श्रीमान्, स्कीम का काम हो रहा है ।

(ख) डाक पत्थर बैराज बनाने का काम हो रहा है, लेकिन यह अभी शुरू ही हुआ है । ६ मील लम्बी बिजली-चैनल का मिट्टी का काम करीबन ५० फी सदी पूरा हो चुका है । बारिश की मौसम के बाद ही, चैनल में अस्तर लगाने का काम भी शुरू कर दिया जाएगा । दो बिजलीघरों की नींव खोदी जा रही है । सभी जैनेरेंटिंग प्लांट और मशीनरी को देने का आर्डर दिया जा चुका है ।

(ग) जी हां, श्रीमान् ।

(घ) उत्तर प्रदेश की सरकार ने अपने महकमे के दर्जे पर ही बैराज बनानी शुरू कर दी है । बांधे गए निशानों के मूलाविक, अवस्था १ का काम उम्मीद है, १९६४-६५ तक पूरा हो जाएगा ।

Harnessing of Narmada Waters

*390. **Shri Vidya Charan Shukla:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is proposed to set up an autonomous authority to undertake work of harnessing waters of Narmada and generate power on regional basis;

(b) whether State Governments concerned have accepted this proposal; and

(c) by what time this authority is likely to come into being?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): (a) Such a proposal has been under consideration.

(b) The State Governments concerned have agreed to the Central Government examining such a proposal.

(c) The Government of India have decided to appoint an Officer on Special Duty to work out the details of the scheme and the authority to be set up after discussions with the State Governments directly concerned as well as those in the region. He

is expected to submit his report with a period of three months. Further action in the matter will be considered thereafter.

Second Shipyard at Cochin

*391. **Shri D. C. Sharma:** Will the Minister of Transport and Communications be pleased to state:

(a) the latest position with regard to negotiations with U.K., West Germany, Japan and Sweden for setting up the Second Shipyard at Cochin; and

(b) the details thereof?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Negotiations are still in progress.

Ticketless Travel in Northern Railway in U.P.

*392. **Shri E. Madhusudan Rao:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a Magistrate, a few teachers and students and Railways employees were among the 300 persons arrested for travelling without ticket in Northern Railway on 11th April, 1962 near Unnao in U.P.;

(b) if so, the action taken by Government in respect of these employees; and

(c) the total fine collected on the particular day?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan):

(a) Yes, the incident occurred on 9th April 1962 and not on 11th April, 1962.

(b) Besides the recovery of fares and excess charges due, the cases of Railway employees have been taken up for appropriate disciplinary action.

(c) Rs. 741.25 nP.

दिल्ली में तापीय संयंत्रों (थर्मल प्लांटों) के बोर्ड

*३९७. { श्री रा० स० तिवारी :
श्री बी० चं० शर्मा :

क्या सिंचाई और विद्युत् मंत्री यह बताते की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली के तीस तापीय संयंत्रों (थर्मल प्लांट्स) के लिए एक उच्चाधिकारी बोर्ड की स्थापना की योजना है ;

(ख) यदि हां, तो इसके कारण बिजली का उत्पादन कितना बढ़ जायेगा और इस उत्पादन के बढ़ाने से क्या व्यय होगा, और

(ग) इन तापीय संयंत्रों (थर्मल प्लांट्स) की बिजली कहाँ-कहाँ पर दी जायगी और क्या यह बिजली उद्योग कार्यों में ली जा सकेगी ?

सिंचाई और विद्युत् मंत्री (हाफिज मुहम्मद इब्राहिम) : (क) जी हां, श्रीमान् ।

(ख) १५० मेगावाट । अंदाजा है कि इस पर १५ करोड़ रुपए खर्च होंगे ।

(ग) देहली के संघीय इलाके में, सब तरह की जरूरतों को मिताने के लिए—कल कारखानों की जरूरत के लिए भी बिजली दी जाएगी । बाद में बिजली की बड़ी हुई पैदावार में एक-तिहाई पंजाब राज्य बिजली बोर्ड को मिलेगी ।

Caravelles for IAC

*339. { **Shri Liladhar Kotaki:**
Shri Warior:
Shri Vasudevan Nair:
Shri M. K. Kumaran:
Shri Bhagwat Jha Azad:
Shri A. S. Saigal:

Will the Minister of Transport and Communications be pleased to state:

(a) whether the Indian Airlines Corporation has finalised details for the

purchase of medium-range Caravelles aircrafts for operation on the trunk routes;

(b) the economy expected from the introduction of these aircrafts; and

(c) the routes on which these aircrafts will be operating?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) to (c). After a study of the traffic trends on the trunk routes, the Indian Airlines Corporation have come to the conclusion that a larger aircraft than the Viscount—a jet with a seating capacity of about 80—is needed to meet the growing demand on the trunk routes. After examining the suitability of different types of jet aircraft available for the purpose, the Board of the Corporation have approved of the purchase of the French manufactured Caravelle VI-N aircraft.

Paradip Port

***400. Shri Surendranath Dwivedy:** Will the Minister of Transport and Communications be pleased to state:

(a) whether any fresh allocation has been made to develop Paradip as a major port;

(b) whether the Government of India propose to undertake the responsibility of completing schemes for which money has already been provided by the Centre; and

(c) the amount spent so far out of the allocations made for Paradip and the nature of the scheme and works that are being carried on?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): A statement giving the required information is laid on the Table of the Sabha.

STATEMENT

(a) The amount earmarked in the Third Five Year Plan for the development of Paradip port is Rs. 1.54 crores to cover the first and second priority works recommended by the

Intermediate Ports Development Committee. This is intended to enable Paradip to handle a traffic of 5.5 lakh tons per annum, consisting of 5 lakh tons of iron ore and 0.5 lakh tons of other cargo. No further sums have been earmarked for the development of Paradip to handle larger quantities of iron ore, pending the results of the studies which the Planning Commission had considered necessary.

(b) No. The State Government will execute the schemes as they are intended for developing Paradip as an Intermediate Port.

(c) A sum of Rs. 4.16 lakhs was spent upto 31st December 1961 on investigations, model study, acquisition of a barge, temporary sheds for labour, repairs to Port Office building and construction of a building arrangements for water supply, temporary workshop and shipway and stacking yard for iron ore.

Railway Line from Pathankot to Jammu

{ Bakshi Abdul Rashid:
***401. { Shri Abdul Ghani Goni:
 { Shri Inder J. Malhotra:**

Will the Minister of Railways be pleased to state:

(a) what steps are being taken to extend Railway line from Pathankot to Jammu; and

(b) whether it is being completed during the Third Five Year Plan period?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) and (b). The rail line from Pathankot to Madhopur (8.05 miles) was opened to traffic in November, 1955. Further extension of this line from Madhopur to Kathua (5.4 miles) including a bridge across the river Ravi, which is included in the Third Plan, is under construction. This line is expected to be completed during Third Plan period. Further extension of the

line upto Jammu is not included in the railway's programme of construction of new lines during the Third Five Year Plan.

Landless Agricultural Labour

***402. Shri Hari Vishnu Kamath:** Will the Minister of Food and Agriculture be pleased to state:

(a) the volume of landless agricultural labour in the country as on the 1st April, 1962.

(b) whether land gifted to the Bhoodan leader, Shri Vinoba Bhave has been distributed among such landless labourers; and

(c) if so, the acreage thereof, the basis of distribution, and the arrangements made for its proper cultivation?

The Minister of Food and Agriculture (Shri S. K. Patil): (a) This information may be available after the proposed Rural Labour Enquiry is completed.

(b) and (c). The Akhil Bharat Sarve Seva Sangh has reported that upto 31st December 1961, 8.7 lakh acres had been distributed to about 3 lakh families for cultivation. In some cases financial assistance has also been made available to the allottees for the cultivation of lands.

Requirement of Fertilisers

***403. Shri Maheswar Naik:** Will the Minister of Food and Agriculture be pleased to state:

(a) what is the existing requirement of fertilizers of the country;

(b) to what extent the demand is being met from from the indigenous sources; and

(c) how and when the country is expected to be self-sufficient in this regard?

The Minister of Food and Agriculture (Shri S. K. Patil): (a) to (c). A statement is laid on the table of the Sabha.

STATEMENT

Plan Nu- trients	Requirements (1962-63)	Extent to which the demand is being met from indigenous sources
	(Tonnes)	(Tonnes)
N	5,89,000	34%
P ₂ O ₅	1,20,633*	100%
K ₂ O	55,800	Negligible

*Provisional demand. The final demand which is being collected is expected to be lower.

(c) **Nitrogenous:** Several projects for erection of fertilizer plants have been licenced/approved in the Private and Public Sectors to establish a capacity of over 1 million tonnes of Nitrogen by the end of the Third Plan to meet an expected demand of 1 million tonnes. They are in different stages of completion but the actual production by 1965-66 is estimated to be above six and a half lakh tons. The country is expected to be self-sufficient in the course of the Fourth Plan.

Phosphatic:—The current production is sufficient to meet the demand. The licensed capacity will be sufficient to meet the demand during the Third Plan period.

Potassic:—Some pilot projects for the production of potash from marine resources within the country are under consideration but it will be sometime before they can be ready for successful exploitation on a commercial scale.

Strike by Calcutta Dock Workers

***404.** { **Shri Mohammad**
Elias:
Shri Basappa:

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that ten thousand cargo and coal dock workers went for 24 hours strike on the 16th April, 1962 at the Calcutta Port;

(b) whether it is also a fact that minimum recommendations which were made by Jeejeebhoy Committee for these workers have not been implemented so far; and

(c) if so, what steps Government intend to take?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A statement is laid on the Table of the Sabha.

STATEMENT

(a) Approximately 5,400 cargo and coal dock shore workers struck work at the Calcutta Port from 6 A.M. on the 16th April, 1962 to 6 A.M. on the 17th April, 1962.

(b) and (c). A scale of Rs. 30—1—35 had originally been adopted by the Calcutta Port Commissioners for their piece rated 'A' category shore workers for the purpose of calculating leave salary and Provident Fund benefits. The Classification and Categorisation Committee which submitted its Report last year recommended that a monthly time scale of Rs. 30—1—40 might be adopted instead. This recommendation has been accepted by the Commissioners and has already been implemented in respect of leave salary for leave taken within the period from the 1st October, 1957 to the 28th February, 1962. The work of similarly adjusting the Provident Fund contributions on the basis of the revised scale in respect of those workers who were on duty during this period has been taken in hand by the Port Commissioners.

Nalagarh Committee Report

***405. Shri Inder J. Malhotra:** Will the Minister of Food and Agriculture be pleased to state:

(a) what further progress has been made regarding the implementation of Nalagarh Committee recommendations; and

(b) whether Government have taken any final decision regarding the creation of the All-India Agricultural Service?

The Minister of Food and Agriculture (Shri S. K. Patil): (a) A statement is laid on the Table of the Sabha. [See Appendix, I, annexure No. 65].

(b) The question of creation of an All-India Agricultural Service is being examined.

Near Famine Conditions in Mysore

***406. Shri S. Swamy:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether he has received any reports from Mysore State that in some talukas of Raichur, Bellary, Dharwar, and Belgaum districts near famine conditions are prevailing continuously for three years;

(b) whether any aid or grant has been given to State of Mysore for famine relief works in that State; and

(c) if so, how much and in what form?

The Minister of Food and Agriculture (Shri S. K. Patil): (a) No Sir.

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

Generation and Distribution of Electricity

Shri Harish Chandra Mathur:
***407.** { Shri M. L. Dwivedy:
 Shri S. C. Samanta:
 Shri Bibhuti Mishra:

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

(a) whether Government have formulated any policy in respect of generation and distribution of electric power; and

(b) to what extent power generation and distribution has been allowed to private sector during the last three years and on what terms and conditions?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): (a) Yes, Sir.

(b) Licences for generation and distribution are granted by State Gov-

ernments. Information about the number of such licences, if any, given and their terms and conditions, is not available.

Levy on Shipments from U.S.A.

*408. **Shri P. C. Borooah:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the Freight Investigation Bureau took up the question of abolition of the additional levy of \$4 per ton on shipments from U.S. to Indian ports recently; and

(b) if so, what was their decision in the matter?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) The Conference have not agreed to abolish the additional. The Freight Investigation Bureau, however, will take up the question again and continue its efforts for the abolition of the additional levy.

Modernisation of Bombay Port

*409. { **Shri D. C. Sharma:**
Shri Nath Pai:

Will the Minister of Transport and Communications be pleased to state:

(a) the latest position with regard to the action taken on Mr. Posthuma's report on modernisation of Bombay Port;

(b) the details thereof; and

(c) the reasons for delay?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Mr. Posthuma's recommendations on the Dock Modernisation Scheme have been broadly accepted by the Bombay Port Trust. Based on his recommendations, the Port Trust has prepared a revised scheme. This scheme was approved in principle by the Trustees of the Bombay Port at the meeting held on the 6th

February 1962. Detailed designs and estimates will have to be prepared by the Port Trust and approved by Government before work on the scheme is started. The Port Trust has sought Government sanction for the scheme. The International Development Association has been approached for a loan for the foreign exchange required for executing this scheme and other Bombay Port Trust schemes covered by the Third Five Year Plan.

(c) Does not arise.

Foodgrain Price

*410. { **Shri E. Madhusudan Rao:**
Shri D. C. Sharma:

Will the Minister of Food and Agriculture be pleased to state:

(a) the reasons for increase of foodgrain rates in the country; and

(b) the steps taken by Government to check the ever-increasing prices?

The Deputy Minister in the Ministry of Food (Shri A. M. Thomas): (a) and (b). Except for seasonal fluctuations in prices and some small rise in isolated areas, there has been no appreciable rise in the prices of foodgrains in the country. The prices have, in fact, been ruling generally at reasonable levels since 1961 and the persistent upward trend which had presented a serious problem to the Government during the earlier years has been checked. The Government are distributing substantial quantities of foodgrains from Central stocks and this has a salutary effect on the prices of foodgrains in the open market.

L.A.C. Aircrafts

*411. { **Shri Bibhuti Mishra:**
Shri Raghunath Singh:
Shri Bhagwat Jha Azad:
Shri P. C. Borooah:
Shri S. M. Banerjee:
Shri A. S. Saigal:
Shri Vidya Charan Shukla:

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Indian Airlines Corporation is negotiating for borrowing Carvelles or other aircrafts from some European airlines;

(b) if so, the reasons for borrowing;

(c) whether any agreement has been reached;

(d) if so, on what terms; and

(e) which are the foreign companies involved in the deal?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) to (c). As indicated in reply to Starred Question No. 399, the Board of the Indian Airlines Corporation have approved of the purchase of Caravelle VI-N aircraft to meet the growing traffic demand on the trunk routes. If and when the Corporation acquire such bigger Jet aircraft, they propose, in the interest of economic operation, to lease out some of the aircraft to a foreign airline during the summer months when the traffic demand in India is lean and to take on lease from them similar aircraft during winter months when the demand for traffic in India is greater.

Air Services to Kashmir

***412. Bakshi Abdul Rashid:** Will the Minister of Transport and Communications be pleased to state:

(a) the number of daily flights run by Indian Airlines to Kashmir from various aerodromes in the country;

(b) whether there is a proposal to increase the flights in view of the rush of passengers, particularly in summer season; and

(c) whether the Viscount flights can also be increased as the Dakotas cannot get the height in case of bad weather?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) to (c). During the Winter season, Indian Airlines Corporation usually operate one Dakota service between Delhi and Srinagar via Amritsar/Chandigarh and

Jammu. During the Summer months, this service is supplemented by the following Viscount services:—

(a) A daily Viscount flight departing Delhi at 0800 hours for Srinagar (direct).

(b) A daily Viscount flight departing Delhi at 1130 hours for Srinagar (direct).

Extra Department of Staff of P. & T.

{ Shri A. K. Gopalan:
*413. { Shri Bhakt Darshan:
{ Shrimati Vimla Devi:

Will the Minister of Transport and Communications be pleased to state:

(a) whether the recommendations of the Rajan Committee on the Extra Departmental Staff of the Posts and Telegraphs Department have been implemented in full;

(b) if not, the reasons therefor;

(c) whether the new scales of pay and allowances have not been made applicable to the Extra Departmental Staff; and

(d) if so, the reasons therefor?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) No.

(b) Out of the total number of 100 recommendations 63 were accepted by Government in full, 24 with modifications and 13 were rejected.

(c) No new scales of pay were sanctioned for the E.D. Staff but the allowances which were recommended by the Rajan Committee were made applicable to them.

(d) Does not arise.

Minor Irrigation Works

***414. Shri P. C. Borooah:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have taken certain measures to lower the cost of

putting up minor irrigation works and accelerating the pace of their execution; and

(b) if so, what are these measures?

The Minister of Food and Agriculture (Shri S. K. Patil): (a) and (b). Implementation of minor irrigation schemes is the responsibility of the State Governments. The Central Government has only an advisory role in the matter. However, with a view to increasing efficiency and effecting economy in construction methods, design, operation of irrigation works and use of irrigation water in the fields, two Centrally Sponsored Schemes, one on Research and the other for training on Minor Irrigation & Water Use have been included in the Third Plan.

2. Necessary measures to be taken for accelerating the tempo of minor irrigation programme during the Third Plan period by strengthening the technical and organisational side and also by conducting suitable surveys, were discussed with all the State Governments in the three Regional Minor Irrigation Conferences held at Bangalore, New Delhi and Bhubaneswar in October, 1961 and the States were requested to take necessary action.

Breakdown of Power Supply in Delhi

*415. **Shri Harish Chandra Mathur:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the enquiry into the frequent breakdown of power supply in Delhi has been finalised;

(b) if so, whether a copy of the statement showing the conclusions arrived at will be laid on the Table; and

(c) whether Government are now in a position to assure non-interrupted supply?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): (a). No, Sir.

(b) Does not arise.

(c) The responsibility for this is that of the Delhi Electric Supply Undertaking which is striving its utmost to ensure reliable supply of power to its consumers.

Sport Stadium at Sahdol on S.E. Ry.

521. **Shri Vidya Charan Shukla:** Will the Minister of Railways be pleased to state

(a) whether undue delay is being occasioned in construction of sport Stadium at Sahdol situated on the Bilaspur-Katni Section of the South Eastern Railway; and

(b) if so, what remedial action is being taken in this behalf?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). The estimated cost of the work is Rs. 40,000, which has been proposed to be shared equally between the Railway and the State Government. The Railway's portion of the cost has already been sanctioned. But, the sanction of the State Government is still awaited for their share of the cost. The matter is being pursued with them.

Construction of over/under Bridges in Raipur, Jabalpur and Bhopal

525. **Shri Vidya Charan Shukla:** Will the Minister of Railways be pleased to state:

(a) How many requests have been received by the Railway Board for construction of over and under bridges in Raipur, Jabalpur and Bhopal; and

(b) whether a statement will be laid on the Table giving the present position of each of these cases?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). Provision of over/under bridges in replacement of the level crossings from part of the State Plan. The Government of Madhya Pradesh has tentatively included in their list of over/under-bridges during the Third

Five Year Plan, one road over-bridge at Jabalpur and two road over-bridges at Bhopal. The State Government has not, however, furnished the relevant data for designing the bridges; nor have they indicated the particular year in which they would be able to allot funds for their share of the cost. The State Government has not sponsored the scheme for a road over/under bridge near Raipur in replacement of the existing level crossing at mile 515/9, due to limitation of funds.

Concessional freight for Export on N. Railway

526. **Shri D. R. Chavan:** Will the Minister of Railways be pleased to state how many businessmen applied for concessional freight for export purposes over Northern Railway during the last 3 years and how many utilized the facilities?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): 31 and 9 respectively as detailed in the statement laid on the Table of the Lok Sabha. See Appendix I, annexeure No. 66].

Over/under Bridge near Safdarjung Airport, New Delhi

527. **Shri E. Madhusudan Rao:** Will the Minister of Railways be pleased to state:

(a) whether Government have received any representation from the public for the construction of an under-bridge or over-bridge at the Railway crossing near the Safdarjung Air Field, New Delhi;

(b) if so, the time by which the work will be started; and

(c) if the reply to part (a) above be in the negative whether Government have any proposal for the construction work will be started; and

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) and (c). At a meeting held on 17-6-1958 which was attended by representatives of Ministries of Works,

Housing and Supply, Transport, Home Affairs, and Finance and representatives of C.P.W.D., Delhi Municipal Corporation, New Delhi Municipal Committee and Delhi Development Authority, this question was discussed at length. Construction of an over-bridge was not considered feasible due to proximity of the aerodrome. Construction of a sub-way, which was expected to cost Rs. 50 lakhs was ruled out on reasons of financial stringency. Subsequently in 1959, further investigations revealed that a sub-way was not feasible due to high sub-soil water level. The proposal has not been finalised by the Road Authority.

Dindigul-Gudalur Railway Line

528. **Shri Malaichami:** Will the Minister of Railways be pleased to state:

(a) whether the construction of the proposed Dindigul-Gudalur railway line in Madras State will be taken up during the Third Five Year Plan period; and

(b) if not, the impediments in its implementation?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No.

(b) The proposal is not included in the railway's programme for the Third Five Year Plan. The financial re-being limited there is no possibility of this line being considered for construction during the Third Plan.

I.M.F. Loan for Development of Railways

529. **Shri E. Madhusudan Rao:** Will the Minister of Railways be pleased to state:

(a) whether the Government of India have approached the International Monetary Fund for a loan of 250 lac dollars for the development of Indian Railways during the Third Five Year Plan period;

(b) if so, the details thereof; and

(c) the details of the developments to be taken in Indian Railways?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) No.

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

Over Bridge on Railway Crossing at Sagar Station

530. Shri J. P. Jyotishi. Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Government had decided to put up rail over bridge at the railway crossing at Sagar Station on Katni-Bina branch in the Central Railway;

(b) if so, whether the amount necessary for the execution of the work had been budgeted for;

(c) whether the local authorities have agreed to fulfil their part of obligation when the work by the Railways is completed; and

(d) when the work is likely to be taken up?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) to (d). Schemes for over/under bridges in replacement of level crossings form part of the State Plan.

In September, 1961 the Government of Madhya Pradesh had recommended, along with other schemes, the scheme for an overbridge at Saugor on Katni-Bina road at mile 656/6 during the Third Plan period. In November, 1961 the State Government had indicated that they would include this scheme in their own programme during the 4th year of the Third Five Year Plan, subject to availability of funds for this work along with other Plan items. The Central Railway Administration will include this work in the Railway's Annual Work Programme for 1964-65 on receipt of a definite decision from the State Government.

Howrah-Ahmedabad Train via Bilaspur

531. Shri J. P. Jyotishi: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there has been a long standing demand for the running of an Express or Mail train between Howrah and Ahmedabad via Bilaspur, Katni, Bina and Bhopal; and

(b) whether Government will expedite the fulfilment of this long-felt need of the people?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) and (b). There has been a demand for the introduction of a Mail or Express train between Howrah and Ahmedabad via Bilaspur, Katni, Bina and Bhopal, but it is not feasible to introduce such a train at present for lack of traffic justification, and spare line capacity on certain sections of the route suggested.

New Station on Bina-Kota Section

532. Shri J. P. Jyotishi: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there has been a long standing demand for establishing a station at gate number 8 (Semarkhedhi) on Bina-Kota section; and

(b) whether the Government will expedite the construction of the said station so as to remove difficulties of the passengers?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) There is already a Train Halt at Semarkhedhi. Requests for the conversion of this Train Halt into a flag station have been received.

(b) It is proposed to provide a crossing station at this site with necessary amenities during the current financial year.

Marine Products Processing Training Centre, Mysore

533. **Shri D. C. Sharma:** Will the Minister of Food and Agriculture be pleased to state:

(a) the latest position of negotiations between India and Japan for establishing a Marine Products Processing Training Centre in Mysore State; and

(b) the stage at which it stands at present?

The Minister of Food and Agriculture (Shri S. K. Patil): (a) and (b). An agreement for the establishment of a Marine Products Processing Training Centre at Mangalore (Mysore State) with the assistance of the Government of Japan was signed on 31-3-1962.

Development of Horticulture in M.P.

534. **Shri V. B. Deo:** Will the Minister of Food and Agriculture be pleased to state the sum of money given by way of grants and loans for the development of horticulture in Madhya Pradesh State during the years 1959-60 and 1960-61 with particular reference to Raigarh District?

The Minister of Food and Agriculture (Shri S. K. Patil): Information has been called for from the Madhya Pradesh Government and will be placed on the Table of the Sabha on receipt.

New Rail Links

535. **Shri V. B. Deo:** Will the Minister of Railways be pleased to state:

(a) whether there is a proposal for rail links between the following:

- (i) Ranchi to Barwadih;
- (ii) Barwadih to Bilaspur via Jaspur; and
- (iii) Chanda to Jagadalspur; and

(b) if not, what action Government propose to take for opening of the interior?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):

(a) None of these proposals is included in the railways' programme for construction of new lines during the Third Five Year Plan.

(b) The financial resources being limited, there is no possibility of these lines being considered for construction during the Third Plan.

Cashew Plantation in Madras

536. **Shri Rajaram:** Will the Minister of Food and Agriculture be pleased to state:

(a) the amount sanctioned for cashew plantation in Madras State during the Second Plan period; and

(b) the progress achieved so far, if any?

The Minister of Food and Agriculture (Shri S. K. Patil): (a) A provision of Rs. 41.16 lakhs was made for cashew plantation (both forest and non-forest) in Madras State during the 2nd Plan period out of which the State Government is reported to have spent about Rs. 26.25 lakhs.

(b) Nearly 59,000 additional acres were brought under the crop during the Second Five Year Plan.

धूम्रपान से होने वाले रोग

५३७. श्रीमती मिनीमाता : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार धूम्रपान से होने वाले रोगों की जांच के लिए कोई योद्धा इकाई का निर्माण करने जा रही है ; और

(ख) यदि हाँ, तो उसका व्योम क्या है ?

स्वास्थ्य मंत्री (श्री सुशीला नय्यर) :

(क) और (ख) : कैंसर से संबंधित धूम्रपान की समस्या पर भारतीय कैंसर अनुसंधान केन्द्र, बम्बई शोध कर रहा है। फिलहाल धूम्रपान से होने वाले रोगों की जांच के लिये कोई नवीन शोध इकाई स्थापित करने का विचार नहीं है।

Co-operative Societies in Manipur

538. Shri Rishang Keishing: Will the Minister of Community Development, Panchayati Raj and Cooperation be pleased to state:

(a) the number of cooperative societies registered upto date in Manipur;

(b) the number of cooperatives liquidated;

(c) comparative figures of the co-operative societies in hills and valley of Manipur;

(d) whether the working of the societies is satisfactory; and

(e) if not, measures suggested and taken to improve the societies?

The Deputy Minister in the Ministry of Community Development, Panchayati Raj and Cooperation (Shri B. S. Murthy): (a) to (e). Necessary information is being collected and will be laid on the Table of the Sabha shortly.

Road Mileage

539. Shri D. R. Chavan: Will the Minister of Transport and Communications be pleased to state the present road mileage (all-weather) for the country as a whole and for each State separately?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): A statement giving the requisite information is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 67].

Railway Mileage

540. Shri D. R. Chavan: Will the Minister of Railways be pleased to state the present railway mileage per 100 square miles for the country as a whole and for each State separately?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): Information about the length of the Railway lines is not compiled State-wise but Railway-wise and as such the details of railway length per

100 square miles by States are not available.

For the country as a whole, the route mileage of railway lines per hundred square miles of the area was 2.81 during 1960-61.

Statistics of Railway mileages for each Railway administration are published annually in the Report by the Railway Board on Indian Railways—Volume II (Statistics), copies of which are available in the Parliament Library.

Incentive to Railway Staff

541. Shri Shashi Ranjan: Will the Minister of Railways be pleased to state:

(a) whether any incentive is given to the staff for efficient and honest working:

(i) for right-time running of train for a certain period;

(ii) for their endeavour to save coal or other lubricants in covering certain distances keeping in view the enhanced life of tools and plants they handle;

(iii) for having not met with any accident within certain period; and

(b) if not, whether there is any proposal to introduce it?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) No Sir. "Efficiency shields" are, however, awarded to the most efficiently operated District or Division of a railway as an incentive for the staff to improve their efficiency and to foster a spirit of competition amongst them. This is a collective incentive for all staff concerned and award of these shields is based on the performance pertaining to the various factors referred to by the Member.

(b) No other proposal is under consideration.

**Passenger Booking on Tata-Kharagpur
Section of Southern Railway.**

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

Will the **Minister of Railways** be pleased to state:

(a) whether Government are aware that passenger booking remains stopped in most of the days during the current months in Tata-Kharagpur Section in South Eastern Railway;

(b) whether this is due to overcrowding or any other reason;

(c) how the census for overcrowding is taken; and

(d) whether any measures have been taken to remove the overcrowding of passengers in South Eastern Railway?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Except on a few isolated occasions, passenger booking was open on all the days during the months of January, February and March, 1962.

(b) Booking stopped was due to undue overcrowding.

(c) Figures of overcrowding are arrived at every half year on the basis of occupation recorded over a period of 7 days at important stations by experienced enumerators.

(d) With the progressively mounting volume of essential goods traffic on the South Eastern Railway, it has not been found possible to consider introduction of additional passenger trains. The mail and express trains on this Railway are already running with maximum permissible loads. Steps have, however, been taken to augment loads of passenger trains, consistent with the availability of room and resources.

**Howrah-Amta and Howrah-Sheakhala
Light Railways**

543. { Shri S. C. Samanta:
Shri Subodh Hansda:
Shri M. L. Dwivedi:

Will the **Minister of Railways** be pleased to state:

(a) whether it is a fact that the Committee on Petitions of the Lok Sabha, have recommended the nationalisation of Howrah-Amta and Howrah-Sheakhala Light Railways in West Bengal;

(b) if so, what are the reactions of Government in the matter; and

(c) whether the increase in rates and fares in these two Light Railways as complained of by the public in general, has been investigated?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes Sir;

(b) The Central Government has no contractual right to purchase these railways. The powers to purchase these lines vest in the local District Boards, under contracts between them and the Light railways. Apart from this, the Government's general policy in the matter of nationalisation of the Light railways is that in order to create additional rail transport capacity under the Plan, all available resources should be utilised on creating new assets rather than on the acquisition of already existing ones.

(c) A statement is laid on the Table of the Lok Sabha.

STATEMENT

Complaints have been received only in respect of the fares chargeable on these Railways.

The bases of fares in force over these Light Railways were sanctioned by the Central Government in April, 1951, since when there has been no change except the temporary levy of passenger fare tax from 15-9-1957 to 31-3-1961 and the adjustment conse-

quent on conversion into metric units effected in 1960, and the application of the rule regarding rounding off of distances and fares and the fixation of a minimum charge per ticket. The increase on account of the passenger fare tax was discontinued on 31st March 1961.

The bases of passenger fares charged over these Railways have been generally higher than those on the Indian Government Railways, as these Railways comprise of short lengths and their working expenses are relatively higher than the working expenses of much vaster Government Railways.

Coal for Railways carried by Coastal shipping

544. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state the tonnage of coal lifted by coastal shipping for the consumption of Railways in the years 1952 and 1957?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): The information is being collected and will be laid on the Table of the Sabha in due course.

Sailing Vessels

545. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state the number of sailing vessels in India at present and how many of them are mechanised?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): About 2,500; of these 87 are mechanised.

Rihand Dam

546. Shri Raghunath Singh: Will the Minister of Irrigation and Power be pleased to state:

(a) whether a plan to beautify Rihand Dam site for 15 lakh rupees has been approved by Government?

(b) if so, the details thereof?

The Minister of Irrigation and Power (Hafiz Mohammed Ibrahim):

(a) Yes; Such a plan has been approved by the Government of Uttar Pradesh.

(b) In the levelled portion of land near the Power House and extending along the right bank of the Rihand river, features on the lines of those of the Brindaban Gardens of Mysore, such as fountains in various formations, illuminated at night, pavilions, lawns, flower-beds etc., would be provided. In the slopes near-by, provision has been made for laying terraces and cunettes etc., with Jhilmil falls, forming water effects. In addition, elevated viewing spots would be developed where visitors could sit and get a perspective view of the dam and the power House and other features. In the slopy ground along the left bank of the river, the treatment would be mainly of plantation so arranged as to present a panoramic view from the top of the Dam and from the right bank near the Power House.

Malaria Eradication Evaluation Consultative Committee

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

(a) whether it has been suggested that a Malaria Eradication Evaluation Consultative Committee be appointed for continuous appraisal in the fields of communicable diseases; and

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

The Minister of Health (Dr. Sushila Nayar): (a) The Conference of International Health Agencies held on the 2nd April, 1962, in New Delhi, reviewed the progress made by the National Malaria Eradication Programme and recommended the establishment of a Malaria Eradication Evaluation Consultative Committee for conducting a continuous independent appraisal.

(b) Detailed proposals in this regard are being worked out by the

authorities concerned. Their specific recommendations will be duly considered by Government when received.

Eradication of Malaria

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

(a) whether any new test which could help eradicate malaria has been evolved by United States Scientists and has proved effective;

(b) whether Government have made any injury in this regard;

(c) if so, with what result; and

(d) if the answer to part (a) above be in affirmative, what steps, if any, have been taken to take advantage of the new development?

The Minister of Health (Dr. Sushila Nayar): (a) to (c). So far as the Government are aware, no new technique for eradication of malaria has been developed by the scientists of the United States of America.

(d) Does not arise.

P. & T. Advisory Council

549. Shri Shree Narayan Das: Will the Minister of Transport and Communications be pleased to state:

(a) the number of times the Posts and Telegraphs Advisory Council has met during 1961;

(b) the important recommendations and suggestions made by the Council; and

(c) the extent to which Government have implemented them?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Once. For the first time on 17-3-1962.

(b) In the first meeting, the discussions were mostly of the general nature and some local complaints were also brought up. The statement gives a list of some of the important

suggestions and recommendation [See Appendix I, annexure No. 68].

(c) Still under consideration.

कानपुर-सागर राजपथ

५५०. { श्री म० ला० द्विवेदी :
श्री से० च० सामन्त :

क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) कालपी होकर कानपुर-सागर से राजपथ के राष्ट्रीय राजपथ घोषित होने के पूर्व कौन सा राजपथ कानपुर-सागर के नाम से विख्यात था तथा प्रयोग में आता था ;

(ख) क्या यह सच है कि हमीरपुर, महोबा और छतरपुर होकर जो कानपुर-सागर राजपथ जा रहा है वह वर्तमान मार्ग से लगभग १०० मील से भी अधिक दूरी में कम और यातायात में मितव्ययता पूर्ण था ;

(ग) सरकार ने किन कारणों से उस अधिक लम्बे मार्ग को राष्ट्रीय राजपथ घोषित किया जो कालपी-झांसी और बीना होकर सागर पहुंचता है ;

(घ) क्या परम्परागत कानपुर-सागर राजपथ को भी मान्यता देने के लिये सरकार विचार कर रही है ; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं ?

परिवहन तथा संचार मंत्रालय में नौबहन मंत्री (श्री राज बहादुर) : (क) से (ङ) तक : एक विवरण सभा पटल पर रखा जाता है ।

विवरण

(क) कानपुर को सागर से निम्नलिखित दो मार्ग मिलते हैं :

(१) कानपुर-कालपी-झांसी-सागर मार्ग;

(२) कानपुर-हमीरपुर महोबा-छतरपुर-सागर मार्ग इन में से पहला मार्ग इस समय

एक राष्ट्रीय राजमार्ग है। संभवतः प्रश्न के भाग (क) में उक्त दूसरे मार्ग का उल्लेख किया गया है जो एक प्रदेश मार्ग है।

(ख) और (ग) : उक्त दोनों मार्ग क्रमशः २६४ व २३० मील लम्बे हैं। राष्ट्रीय राजमार्ग का रास्ता निश्चित करते समय अनेक तथ्य ध्यान में रखे जाते हैं, इन मुख्य तथ्यों में प्रधान तथ्य सभी महत्वपूर्ण स्थानों को उचित राजमार्ग व्यवस्था अर्थात् संबंधित सम्पूर्ण क्षेत्र का राजमार्ग व्यवस्था से मिलाना है। राष्ट्रीय राजमार्ग व्यवस्था में झांसी एक ऐसा महत्वपूर्ण केन्द्र है जहाँ से राष्ट्रीय राजमार्ग २, ३, २४, २६ और ७ जाते हैं। अतः राष्ट्रीय राजमार्ग व्यवस्था में यह एक प्रधान केन्द्र है और कानपुर-सागर राष्ट्रीय राजमार्ग का रास्ता झांसी होते हुए बनाया जाना जरूरी था।

(घ) जी नहीं।

(ङ) कालपी और झांसी होते हुए कानपुर को सागर से मिलाने वाला मार्ग चूंकि पहले ही से एक राष्ट्रीय राजमार्ग है अतः हमीरपुर होते हुए एक दूसरा राष्ट्रीय राजमार्ग बनाया जाना आवश्यक नहीं समझा गया है क्योंकि यह मौजूदा राष्ट्रीय राजमार्ग के बिल्कुल निकट पड़ता है। इस के अतिरिक्त मौजूदा राष्ट्रीय राजमार्ग व्यवस्था में विस्तार करने के लिए कुछ भी धन उपलब्ध नहीं है।

आलू खोदने की मशीन

५५१. श्री रघुनाथ सिंह : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि इंग्लैंड में आलू खोदकर निकालने की एक मशीन का आविष्कार किया गया है जो सरलता तथा शीघ्रतापूर्वक खेत से आलू निकाल लेती है; और

(ख) यदि हां, तो क्या इस मशीन को भारत में भी प्रयोग किया जायेगा?

खाद्य तथा कृषि मंत्री श्री स० का० पाटिल:
(क) जी हां।

(ख) इंग्लैंड में आविष्कृत आलू खोदने का यन्त्र अभी तक भारत में आयात नहीं किया गया है। आलू संवर्धन के लिए विदेशों में प्रयोग की जाने वाली मशीनें (जिनमें आलू खोदने के यन्त्र शामिल हैं) भारतीय अवस्थाओं के लिए उपयुक्त नहीं हैं, इनके मुख्य कारण निम्न हैं :—विभिन्न उत्पादन अवस्थायें, थोड़ी भूमि जिसमें बड़ी मशीनों से कार्य नहीं हो सकता, और अधिक खर्चीली क्रियाविधियाँ, जो कि छोटे किसानों के वित्तीय साधनों से बाहर हैं।

Research Centre in Peechi Dam Site in Kerala

552. { Shri Warior:
 { Shri Vasudevan Nair:

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

(a) the amount of grant given in the Second Five Year Plan period to the Research Centre in "Peechi" Dam site, Kerala State; and

(b) the amount requested for the Third Five Year Plan period?

The Minister of Irrigation and Power (Hafiz Mohammed Ibrahim):

(a) For the programme of research on Fundamental and Basic problems in the Irrigation & Power Sector, a total grant-in-aid of Rs. 23,000 was sanctioned to Kerala Engineering Research Institute, Peechi during the Second Five Year Plan.

(b) Rs. 2,52,000.

Railway Line between Latur and Miraj

553. { Shri Sonavane:
 { Shri D. R. Chavan:

Will the Minister of Railways be pleased to state:

(a) the progress made in the matter of conversion of the metre gauge railway line between Latur and Miraj on the Central Railway into broad gauge; and

(b) what is the likely time when the conversion would be taken up and completed?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) The line Miraj-Kurduwadi-Latur is N. G. and not M. G. The financial prospects for conversion of Miraj-Kurduwadi N. G. line into B. G. or M. G. and also of the Kurduwadi to Latur N. G. line into M. G. were examined in detail but the proposal was not found financially justified and has therefore, been shelved. The Projects is also not included in Railways' programme of construction during the Third Plan period.

(b) Does not arise.

Silent Valley Project, Kerala

554. { **Shri A. K. Gopalan:**
Shri P. Kunhan:

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

(a) whether any decision has been taken regarding the Silent Valley Project in Kerala; and

(b) if so, whether preliminary survey and other works have been undertaken?

The Minister of Irrigation and Power (Hafiz Mohammed Ibrahim):

(a) The Project has not been included in Third Five Year Plan.

(b) Preliminary investigations have been taken up by the Government of Kerala.

Additional Passenger Train between New Delhi and Madras

555. **Shri A. K. Gopalan:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to run an additional passenger train between New Delhi and Madras in the near future in view of increase in passenger traffic on this line;

(b) if so, when it is likely to materialise;

(c) if the reply to part (a) above be in the negative, the reasons therefor; and

(d) the steps proposed to be taken to augment the line capacity;

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) to (c). There is no proposal for the introduction of an additional passenger train between New Delhi and Madras in the near future due to the following reasons:—

(i) Sufficient through traffic is not offering to justify introduction of an additional train throughout the year; and

(ii) Line capacity is fully utilised on certain sections and spare capacity is not available for the introduction of an additional passenger train. A large number of line capacity works, such as, doublings, yard remodellings, crossing stations, extension of loops and additional loops etc. are proposed to be carried out on this trunk route during the Third Five Year Plan period. Works costing approximately Rs. 26 crores have already been approved during the first two years of the Third Plan.

Over-bridge at Adoni in Andhra Pradesh

556. **Shri Venkatasubbiah:** Will the Minister of Railways be pleased to state:

(a) whether representations have been received from the public of Adoni in Andhra Pradesh for the construction of an over-bridge at the Railway level-crossing in the town; and

(b) if so, what Government proposed to do in the matter?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):

(a) and (b). Schemes for over/under-bridges in place of level crossings form part of the State Plan. The Government of Andhra Pradesh has included

the proposal for a road over-bridge in place of the existing level crossing at mile 307/15-16 near Adoni Station, in their Third Five Year Plan. According to the State Government's programme, the work is to be taken up in 1963-64, and the Southern Railway administration will provide funds for Railway's share of cost during that year.

Belgaum Airport

557. **Shri Basappa:** Will the Minister of Transport and Communications be pleased to state:

(a) whether any improvements have been undertaken or contemplated for Belgaum Airport; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mehdiuddin): (a) and (b). The following works were in progress as on 1st March, 1962:—

Name of work	Progress as on 13-62
1. New passengers shed	30% work completed.
2. Strengthening of runway	Work awarded.
3. Residential accommodation.	Work awarded.
4. Wireless Transmitting Station.	Foundation work completed upto ground level.
5. VOR building .	99% completed.
6. Fencing	98% completed.
7. VHF[DF-AD200 building.	Completed.

In addition to the above, provision has been made for the following works for the improvement of Belgaum Airport in the Third Five Year Plan:—

- (a) New apron and taxi track.
- (b) Garages.
- (c) Stores.
- (d) New Terminal building.
- (e) Improvements to water supply.

The total provision in the Third Five Year Plan for the improvement of Belgaum Airport amounts to Rs. 10.10 lakhs.

New Medical Colleges

558. { **Shri Basappa:**
Dr. L. M. Singhvi:

Will the Minister of Health be pleased to state:

(a) the number of new medical colleges to be established during the Third Five Year Plan;

(b) whether there is any demand for more medical colleges; and

(c) what are the suggestions and views of the Conference of International Agencies, in the matter of starting more medical colleges?

The Minister of Health (Dr. Sushila Nayar): (a) The Planning Commission have agreed to the establishment of 18 new medical colleges during the Third Five Year Plan period.

(b) Yes.

(c) No specific suggestions in the matter were made at the Conference of International and other Agencies held on the 2nd April, 1962.

Sterilization of Lepers in Delhi

*559. { **Shri Sonavane:**
Shri Birendra Bahadur Singh:
Shri Naval Prabhakar:
Shri A. S. Saigal:

Will the Minister of Health be pleased to state:

(a) whether a scheme has been prepared by the Delhi Municipal Corporation jointly with the Directorate of Social Welfare to sterilise all male lepers living in Delhi;

(b) if so, the details of the scheme; and

(c) whether this scheme will be extended to the whole of the country?

The Minister of Health (Dr. Sushila Nayar): (a) and (b). The Delhi Municipal Corporation has not prepared any scheme as such to sterilise lepers in Delhi. The Directorate of Social Welfare, Delhi and the Delhi

Kusht Rog Samiti brought to the notice of the persons suffering from leprosy the availability of facilities for sterilization operations.

Some of the patients voluntarily agreed to undergo the sterilization operation and the Delhi Municipal Corporation is providing transport facilities for bringing them to the Hindu Rao Hospital and taking them back after the operation. Those undergoing the operation are paid a sum of Rs. 15 each by the Delhi Municipal Corporation.

(c) Facilities for the sterilization operation are available in Government hospitals for the members of the general public including those suffering from leprosy. The State Governments have been requested to extend facilities for family planning to lepers by detailing mobile family planning clinics to visit the institutions meant for treatment of leprosy.

विदेशियों का करंतीन में रखा जाना

५६०. श्री बाल्मीकी : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि चालू वर्ष में अप्रैल, १९६२ तक विदेश से आने वाले किन्तु विदेशियों को क्वारंटाइन में रखा गया ?

स्वास्थ्य मंत्री (डा० सुशीला नायार) : चालू वर्ष में २० अप्रैल १९६२ तक भारत में ५३ विदेशियों को क्वारंटाइन में रखा गया ।

चतुर्थ श्रेणी के रेल कर्मचारियों की पदोन्नति

५६१. श्री बाल्मीकी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सरकार की जानकारी में है कि योग्य चतुर्थ श्रेणी के कर्मचारी, भंगी, आदि को तरक्की के मौके नहीं दिये जाते हैं ;

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

(ग) क्या सरकार इस प्रकार के उदाहरण देगी कि जहां उनकी पदोन्नति की गई है ?

रेल मंत्रालय में उपमंत्री (श्री शाहनवाज खां) : (क) जी नहीं । यह बात सही नहीं है ।

(ख) सवाल नहीं उठता ।

(ग) १९५७ से १९६० के बीच ११२६ सफाई वालों और ३००७७ खलासियों को ऊंचे वेतन-मानों में तरक्की दी गयी ।

Post and Telegraph Offices etc.

562. Shri Ramanathan Chettiar: Will the Minister of Transport and Communications be pleased to state:

(a) the criterion for opening a new (i) post office; (ii) telegraph office and (iii) telephone office (P.C.Os.);

(b) the number of such offices opened in the Madras State during the Second Five Year Plan period; and

(c) the number proposed to be opened during the Third Five Year Plan period?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) A statement is placed on the Table of Lok Sabha. [See Appendix I, annexure No. 69].

(b) Post Offices—1236.

Telegraph Offices—195.

Public Call Offices—112.

(c) Post Offices—1032.

Telegraph Offices—210.

Public Call Offices—200.

Manufacture of Box type Wagons in Secunderabad

563. Shri M. R. Krishna: Will the Minister of Railways be pleased to state:

(a) whether the decision to manufacture box type wagons in Secunderabad has been finalised;

(b) if so, the number of box type wagons that will be manufactured in Secunderabad; and

(c) what is the total number of box type wagons required by the Railways to cater to the needs of the country?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan):

(a) Yes, Sir.

(b) 500 (Five Hundred).

(c) 'BOX' Type wagons are being procured for the transport of raw-materials and coal for steel plants, iron ore for export and for bulk movement of coal for other consumers. By the end of 3rd five year plan, the Railways will require about 24,000 'BOX' Type wagons to cater for the needs of this traffic.

Smallpox in Delhi

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

(a) the extent of the incidence of smallpox in Delhi this year;

(b) the number of deaths that have occurred so far; and

(c) the steps taken in the matter?

The Minister of Health (Dr. Sushila Nayar): (a) 63 cases of smallpox have been reported from 1st January, 1962 to 23rd April, 1962.

(b) Eight.

(c) The following measures have been taken:

- (1) Provisions of the Epidemic Diseases Act, 1897, have been extended for a period of one year with effect from 7th October, 1961 to the Union Territory of Delhi by the Chief Commissioner, Delhi, to enable compulsory isolation of suspected cases of smallpox.
- (2) The Smallpox Eradication Programme which was launched in Delhi in 1960 is being continued during 1962-63 with 100 per cent. Central assist-

ance. Under the programme over 25 lakh people have been vaccinated/re-vaccinated so far.

Hanging Garden at Fatehpur Sikri

565. Shri P. C. Borooah: Will the Minister of Transport and Communications be pleased to state:

(a) whether there is a scheme to provide hanging gardens at Fatehpur Sikri;

(b) if so, at what cost; and

(c) what are the broad outlines of the scheme?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). No such scheme has so far been considered. However, the practicability of this suggestion will be explored.

Retiring Age of Members of Railway Board

566. Shri Morarka: Will the Minister of Railways be pleased to state:

(a) whether the World Bank has made any recommendation about the retiring age of the Members of the Railway Board in their recent report to the Railway Ministry;

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

(c) Government's decision on the above recommendation?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):

(a) The Canadian Railway Mission which was constituted in 1961 by the World Bank to study the Indian Railways on the Bank's behalf made its report containing the recommendations to the World Bank and not to the Railway Ministry.

The Bank had arranged for this appraisal in connection with its lending programme. It has itself not made any report or recommendations to the Railway Ministry.

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

Railway Co-operative Staff Canteens

567. **Shri Nambiar:** Will the Minister of Railways be pleased to state:

(a) whether it is the policy of the Railway Administration to encourage Cooperative staff canteen to be managed and run by the workmen themselves in the workshops;

(b) if so, what steps have been taken to initiate and run workmen's staff canteen on co-operative basis in Golden Rock Works on the Southern Railway; and

(c) what has been done of the amount collected two years back from among the workmen in the above shops for the purpose of organising the co-operative canteen?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan):

(a) Yes, provided rules framed by the State Governments under the Factories Act, 1948 permit.

(b) The matter is under consideration of the Southern Railway Administration.

(c) The amount has been deposited in the Tiruchirapalli District Co-operative Central Bank, Tiruchirapalli.

Civil Aviation School at Faridkot

568. **Shri P. C. Borooah:** Will the Minister of Transport and Communications be pleased to state:

(a) whether a Civil Aviation School is proposed to be set up at Faridkot in Punjab;

(b) if so, at what cost; and

(c) what steps have so far been taken in that direction?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) No, Sir.

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

Fare-Charged on Churu-Sikar Section of W. Railway

569. { **Shri Karni Singh:**
Shri Rameshwar Tantia:
Shri Morarka:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that almost double the normal fares are being charged over the Churu-Sikar section of the Western Railway; and

(b) if so, the reasons thereof?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):

(a) No. The inflation of 100 per cent. in the chargeable distance applies only over Fatehpur Shekhawati-Churu Section. There is no inflation in the chargeable distance over Sikar-Fatehpur Shekhawati Section.

(b) The construction of Fatehpur Shekhawati-Churu line was found financially justified only with the inflation of the chargeable distance by 100 per cent.

Supply of Bhakra Waters to Rajasthan

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

(a) whether Government are aware of the frequent irregular water supply in the Bhakra Canals irrigating lands in Rajasthan resulting often in withering of crops; and

(b) if so, what effective steps have Government taken or propose to take to relieve distress of the tenants?

The Minister of Irrigation and Power (Hafiz Mohammed Ibrahim):

(a) No such complaint has been received.

(b) Does not arise.

Price of Rice in West Bengal

571. { Shri Subodh Hansda:
Shri S. C. Samanta:
Shri B. K. Das:
Shri Indrajit Gupta:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware of the fact that the price of rice in West Bengal is higher than previous years during these months;

(b) if so, the reason of this high price; and

(c) what steps Government are taking to check this rising of price?

The Deputy Minister in the Ministry of Food (Shri A. M. Thomas): (a) There has been some small rise in the prices of rice recently in West Bengal and the prices now are somewhat higher than those during the corresponding period of 1961, but are lower than the prices during the corresponding period of 1960.

(b) The production of rice in West Bengal this year has been lower as compared to the bumper crop of last year though it is much better than that in 1960. At the same time the off-take from our fair price shops has been comparatively low. This shows that the rise in prices is not considered by the consumers as unduly high.

(c) The Government of India hold large stocks of foodgrains in the Central Reserve Depots and are selling these foodgrains through fair price shops to keep down the prices. It is open to the consumers to obtain their supplies at cheaper prices from these shops. The Government of West Bengal have the matter under periodic review and whatever supplies they have asked for to deal with the situation have been agreed to by the Government of India.

दिल्ली में टेलीफोन कनेक्शन

५७२. { श्री नवल प्रभाकर :
श्री भागतव झा आजाद :

क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली के टेलीफोन केंद्रों में कितने कनेक्शनों की क्षमता है ; और

(ख) इनकी कितनी मांग है ?

परिवहन तथा संचार मंत्री (श्री जगजीवन राम): (क) ३३,४०० (गाजियाबाद और फरीदाबाद को छोड़कर) ।

(ख) इस समय लगभग कुल ३४००० टेलीफोन कनेक्शनों की मांग शेष है ।

Telephone Connections in Delhi

573. Shri Naval Prabhakar: Will the Minister of Transport and Communications be pleased to state:

(a) the number of sittings of the Delhi Telephone Advisory Committee held during 1961-62;

(b) the number of telephone connections sanctioned by them; and

(c) the number of connections out of these which were actually provided to the customers?

The Minister of Transport and Communications (Shri Jagjivan Ram):

(a) 18.

(b) Out of a total of 799, 178 were sanctioned on the 30th of March, 1962.

(c) 494.

दिल्ली में क्षय रोगी

५७४. श्री नवल प्रभाकर : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में इस समय कितने क्षय रोग के रोगी हैं ; और

(ख) उनमें कितने रोगियों के लिये बिस्तरे उपलब्ध हैं ?

स्वास्थ्य मंत्री (डा० सुशीला नायर) :

(क) लगभग ४०,००० ।

(ख) १,२१२ के लिये ।

Post Office Building at Kamarhati

575. Shrimati Renu Chakravartty:
Will the Minister of Transport and Communications be pleased to state:

(a) whether the main post office at Kamarhati, 24 Parganas, West Bengal is situated in one corner of the area and causes great hardship to the public;

(b) if so, why efforts to either rent or build a suitable post office in a central place is not being considered;

(c) whether the sub-post office situated in a jute mill cannot supply adequate stamps, money orders, envelopes which are often in short supply;

(d) whether any enquiry has been made; and

(e) if so, the result thereof?

The Minister of Transport and Communications (Shri Jagjivan Ram):

(a) The main post office is situated on the bank of the Ganges as the mill and bazaar areas are extremely congested. No complaint has been received regarding its location.

(b) Since suitable rented accommodation is not available a plot of land has been selected for the construction of a departmental building.

(c) No shortage of stamps, envelopes or P. & T. Forms has come to notice.

(d) Does not arise.

(e) Does not arise.

Tallah Bridge on Chitpur Railway Yard in Eastern Railway

576. Shrimati Renu Chakravartty:
Will the Minister of Railways be pleased to state:

(a) what progress has been made regarding broadening and strengthening of Tallah Bridge spanning Chitpur Railway Yard, Eastern Railway.

(b) whether it is a fact that all traffic other than light vehicles have

been diverted from this bridge for the last several years causing heavy dislocation, inconvenience and congestion of traffic on Belgachia Bridge;

(c) when it is proposed to start construction work; and

(d) if not, the difficulties standing in the way?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Presumably the hon. Member has been referring to the Tallah Bridge in Calcutta and the reply is as under:

(a) Preliminary works at site have just been started by the State Government.

(b) Yes.

(c) The work is to be executed by the State Government.

(d) Does not arise.

केन्द्रीय डाकघर, बीकानेर

५७७. श्री प० ला० दारूपाल : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बीकानेर डाकघर के केन्द्रीय कार्यालय में डाकियोंके लिए चिट्ठियां छांटने के लिए स्थानाभाव होने से सब चिट्ठियां परस्पर मिल जाती हैं ; और

(ख) क्या उक्त कष्ट के निवारण के लिए कोई नया भवन बनाने की सरकार की योजना है ?

परिवहन तथा संचार मंत्री (श्री जगजीवनराम) : (क) जी हां ।

(ख) मौजूदा किराए के भवन में और अधिक स्थान की व्यवस्था करने के प्रश्न की जांच की जा रही है ।

Examination for Recruitment of Postmen

578. Shri P. L. Barupal: Will the Minister of Transport and Communications be pleased to state:

(a) when the result of examination held by the Director, Postal Services,

Delhi area in November, 1958 for the recruitment of postmen is expected and the reasons for delay;

(b) whether it is a fact that candidates who took this examination were mostly matriculates or above;

(c) if so, the number of them separately;

(d) how many candidates belonging to Scheduled Castes and Scheduled Tribes took this examination and the number of vacancies actually to be filled up; and

(e) whether any special quota has been reserved for these poor communities in order to fill up the existing gap of reserved quota?

The Minister of Transport and Communications (Shri Jagjivan Ram):

(a) The result of the examination was announced in April, 1959. Over 4,500 candidates appeared at the examination and hence there was some delay in the declaration of the results.

(b) Yes.

(c) Matriculates or above—2,922.

Non-matriculates—1,690.

(d) 590 candidates belonging to Scheduled Castes and Scheduled Tribes appeared at the examination. The total number of vacancies to be filled up was 105.

(e) Yes, Sir. For Scheduled Castes and Scheduled Tribes the reservation in Delhi is 16-2/3 per cent and 5 per cent respectively. If there is deficiency of qualified candidates of these communities in one unit, the shortage is made good by drawing surplus qualified candidates of these communities from other units. The unfilled quota is carried forward for 2 years. On this basis 42 vacancies were reserved for Scheduled Castes/Tribes in the November, 1958 examination which included unfilled reserved vacancies carried forward from the previous years.

जोधपुर मेल और पैसेंजर गाड़ी की गड़ी हरसरू स्टेशन पर टक्कर

५७६. श्री प० ला० बारूपाल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) दिनांक ८ मई, १९६० को स्टेशन गड़ी हरसरू के पास जोधपुर मेल और पैसेंजर गाड़ी में जो टक्कर हुई थी वह किस की गलती से हुई थी ;

(ख) मृत व्यक्तियों के परिवार को और घायल व्यक्तियों को सरकार ने क्या मुआवजा दिया है; और

(ग) क्या यह सच है कि स्टेशन गड़ी हरसरू के हॉम सिगनल और आउटर सिगनल दोनों ही खराब थे ?

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज खां) : (क) इस दुर्घटना की जिम्मेदार ठहराने के बारे में एडिशनल कमिशनर, रेलवे सुरक्षा, रेलवे-शासन और रेलवे बोर्ड के बीच पत्र-व्यवहार हो रहा है ।

(ख) ४०,७५४.५४ रुपये दिये जा चुके हैं जिसमें से २,४०० रुपये अनुग्रहधन के रूप में दिये गये ।

(ग) बाहरी और निकट दोनों सिगनलों में कोई बड़ी यांत्रिक खराबी नहीं थी लेकिन सिगनलों को झुकाते समय 'बाहरी सिगनल' तो पूरा झुक गया और हरी रोशनी देने लगा, पर 'निकट सिगनल' केवल थोड़ा झुका और उसमें से कुछ लाल रोशनी दिखायी पड़ रही थी ।

खालघाट के समीप रेल पर चूंगी

५८०. श्री बड़े : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आगरा-बम्बई मार्ग पर नर्मदा नदी पर खालघाट के समीप एक पुल है ;

(ख) क्या सदर पुल की गारन्टी समाप्त हो चुकी है।

(ग) क्या सदर पुल पर आवागमन करने वाली मोटरों पर टोल टैक्स लिया जाता है ;

(घ) यदि हां, तो किस दर पर ;

(ङ) क्या सदर टैक्स वसूल करने के लिये ठेका दिया जाता है ;

(च) इस प्रकार का टोल टैक्स अन्यत्र किन-किन पुलों पर लिया जाता है ; और

(छ) क्या सदर टोल टैक्स बन्द करने की शासन की नीति है ?

परिवहन तथा संचार मंत्रालय में नौबहन मंत्री (श्री राज बहादुर) : (क) और (ग). जी, हां।

(ख), (घ) और (ङ) : प्रदेश सरकार से सूचना प्राप्त की जा रही है और प्राप्त होते ही सदन में प्रस्तुत कर दी जाएगी।

(च) राष्ट्रीय राजमार्ग संख्या ७ में तिलवाराघाट और राष्ट्रीय राजमार्ग संख्या २६ में बाहरेवा नदी पर के पुलों पर टोल टैक्स लिया जाता है। ये पुल इन रास्तों को राष्ट्रीय मार्ग घोषित किये जाने से पूर्व प्रदेश सरकारों द्वारा निर्मित किये गये थे।

(छ) केन्द्रीय सरकार का कोई भी टोल टैक्स नहीं है और ये टैक्स प्रदेश सरकारों द्वारा पुलों के निर्माण में व्यय पूरा करने के लिए एकत्र किये गये ऋण की अदायगी के लिये कभी-कभी लगाये जाते हैं।

राष्ट्रीय राजमार्गों पर टोल टैक्स के बारे में सरकार की सामान्य नीति अभी विचाराधीन है।

अन्तर्राज्य परिवहन आयोग

५८१. श्री बड़े: क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली विज्ञान इंटर स्टेट ट्रांसपोर्ट कमिशन के समक्ष कौन-कौन से (१)

अन्तर्राज्य मार्गों पर यात्री बसें चलाने और (२) अन्तर्राज्य मार्गों की गाड़ियों का एक्सटेंशन करने के बारे में मुझाव वर्ष १९५७ से १९६१ तक प्राप्त हुए ;

(ख) उपरोक्त (१) के मुझावों में से कौन-कौन से स्वीकार किये गये और कौन-कौन से अस्वीकार किये गये ; और

(ग) स्वीकृत मुझावों में कौन-कौन से अभी तक कार्यान्वित नहीं हो सके ?

परिवहन तथा संचार मंत्रालय में नौबहन मंत्री (श्री राज बहादुर) : (क) ८ मार्च, १९५८ (जिस दिन अन्तर्प्रदेशीय परिवहन आयोग की स्थापना हुई थी) से १९६१ के साल के अन्त तक आयोग को २२ प्रार्थना पत्र जिनमें नये अन्तर्प्रदेशीय मार्गों पर बस सर्विस शुरू करने का खास तौर से मांग की गई थी और ८ प्रार्थना पत्र जिनमें मौजूदा अन्तर्प्रदेशीय मार्गों पर बस सर्विस को आगे बढ़ाने व उसमें अदल-बदल करने के विषय के मुझाव दिये गये थे, प्राप्त हुए।

(ख) व (ग). नये रास्तों पर बस सर्विस शुरू करने के बारे में उक्त २२ प्रार्थना पत्रों में से ११ प्रार्थना पत्र मंजूर किये गये लेकिन बस सर्विस अभी सिर्फ दो रास्तों पर शुरू की गई है। आशा है कि यह बाकी ९ रास्तों पर जल्दी ही शुरू कर दी जायेगी बाकी ११ प्रार्थना पत्रों में से २ प्रार्थना पत्र सम्बन्धित रास्तों पर बस सर्विस के लिये पर्याप्त आवागमन न होने के कारण नामंजूर किये गये। शेष ९ प्रार्थना पत्रों पर प्रदेश परिवहन विभाग के अधिकारियों द्वारा जिन के पास ये प्रार्थना पत्र आयोग द्वारा भेजे गये थे, विचार किया जा रहा है।

Malaria Eradication Programme

582. **Shri Bagri:** Will the Minister of Health be pleased to state :

(a) the amount spent by Government on malaria eradication programme in Delhi, Himachal Pradesh,

Manipur and Tripura, Andaman and Nicobar Islands during the last three years; and

(b) the amount spent on malaria eradication in the State of Punjab?

The Minister of Health (Dr. Sushila Nayar): (a) A statement is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 70].

(b) The amount spent by the Government of India on Malaria Eradication Programme in Punjab during the last three years is as follows on materials and equipment:—

	Rs. (in lakhs)
1959-60	55.22
1960-61	39.56
1961-62	61.35

The above figures do not include the amount given to the State as cash subsidy as it is sanctioned for a group of schemes.

Besides the above, the Government of Punjab have spent the following amounts during the last three years on operational costs:—

	Rs.
1959-60	24,88,000
1960-61	41,68,000
1961-62	63,59,000

Delhi-Fazilka National Highway

583. Shri Bagri: Will the Minister of Transport and Communications be pleased to state:

(a) the width of Delhi-Fazilka National Highway;

(b) whether it is a fact that the Government have decided to widen the said National Highway; and

(c) if so, when the work of widening will be completed?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Width ranges between 9 and 22 ft.

(b) Yes, Sir. *

(c) By the end of the 3rd Five Year Plan.

River Dues in Calcutta Port

584. Shri M. K. Kumaran: Will the Minister of Transport and Communications be pleased to state:

(a) whether the Government of India have received any representation from the West Bengal Government for the abolition of river dues in Calcutta Port; and

(b) if so, what action the Government of India have taken on the same?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) The representation is being examined.

Cancellation of Air Services

585. Shri P. C. Borooah: Will the Minister of Transport and Communications be pleased to state:

(a) in how many cases services of the Indian Airlines Corporation were cancelled during each of the years 1953 onwards; and

(b) what generally were the reasons for the last minute cancellation of the air-services?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) and (b). A statement giving the requisite information is placed on the Table of the Sabha. [See Appendix I, annexure No. 71].

Indian Airlines Corporation

586. Shri P. C. Borooah: Will the Minister of Transport and Communications be pleased to state:

(a) what was vacant passenger capacity in terms of individuals/kilometers carried in the regular services

of the Indian Airlines Corporation during each of the years 1958 onwards;

(b) what was the total individual kilometers carrying capacity in these services, in each of these years; and

(c) what steps have been taken to minimise such cases as mentioned in part (a) above?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) and (b). The relevant figures are as follows:—

Year	No. of seats offered	No. of passengers carried	Vacant capacity (No. of seats)	Average results per flight		
				Seats Offered (No.)	Pax Carried (No.)	Unused seats (No.)
1958-59	991,978	624,946	367,032	30	19	11
1959-60	1,018,096	662,781	355,318	32	21	11
1960-61	1,094,290	758,343	335,947	32	22	10
1961-62	1,246,859	846,617	400,242	33	23	10

Year	Seat Kilo metres offered	Passenger, Kilometres flown	Vacant capacity (seat-Kms.)	
1958-59	768,278,655	484,009,088	284,269,567	(37.9%)
1959-60	814,438,457	530,102,031	284,336,426	(34.0%)
1960-61	863,848,835	598,609,448	265,239,387	(30.7%)
1961-62	945,893,246	642,704,404	303,188,842	(32.1%)

(c) The Corporation have reported that the following steps have been taken to avoid wastage of capacity:—

1. Constant review of the traffic flow on services requiring rationalisation of route pattern, revision of timings, etc.
2. Progressive study of the load allotment of passengers, freight and mails for various sectors on the services with a view to ensuring maximum utilisation of the capacity offered.
3. Introduction of bulk and commodity rates between points showing underloads with a

view to selling the spare capacity at reduced rates.

4. Speedy communications between stations on W.T. Channels, teleprinters and by introducing a system of fixed time telephone calls which enable stations to release/requisition seats to meet the varying demands of traffic.
5. Setting up of the Central Reservations Section at the Headquarters to facilitate group bookings and enable on-the-spot confirmation of bookings on multiple sectors for these groups.

Air India International

587. Shri P. C. Borooah: Will the Minister of Transport and Communications be pleased to state:

(a) whether a number of new services were started by the Air India International in April, 1962;

(b) what are the details of these services; and

(c) the extent of estimated increase in the annual income of Air India International on account of these additional services?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) and (b). Only one new scheduled service was started between Madras and Singapore with Comet aircraft to a once weekly frequency in the month of April, 1962.

(c) It is not possible at this stage to give any estimate of the increase in the annual income of Air India International as a result of the introduction of this service.

Imphal Water Supply Scheme

588. Shri Rishang Keishing: Will the Minister of Health be pleased to state:

(a) whether Government are aware that the Imphal water supply scheme which was provided in the First Five Year Plan still remains unimplemented;

(b) if so, the reasons therefor;

(c) whether a scheme started near Koikengei air-field was abandoned and the structures were dismantled;

(d) whether a large number of pipes brought for the scheme were damaged; and

(e) if the answer to parts (c) and (d) above be in the affirmative, the amount of money spent and the amount of loss suffered?

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The Minister of Health (Dr. Sushila Nayar): (a) to (c). The quantity of water proposed to be supplied under the Imphal Water Supply Scheme contemplated during the First Five Year Plan was not adequate. This, coupled with the shortage of electric power with which motors to pump water were to be run, made it necessary to prepare another scheme. The first scheme was, therefore, abandoned but no structures were dismantled. The other scheme was approved in 1960, and is under execution.

(d) and (e). At the time of the transfer of the materials from the C.P.W.D. to the Manipur P.W.D. in November, 1960, some pipes were found to be damaged. The cost of the unserviceable pipes is estimated to be about Rs. 58,000.

Electricity for Manipur

589. Shri Rishang Keishing: Will the Minister of Irrigation and Power be pleased to state:

(a) the total amount allocated for development of electricity in Manipur during the Second Five Year Plan;

(b) the target fixed and the achievement made during the Second Five Year Plan;

(c) how the achievement compares with the present requirement of electricity in Manipur; and

(d) how the short-fall on account of failure to achieve the target will be made up in the Third Five Year Plan?

The Minister of Irrigation and Power (Hafiz Mohammed Ibrahim): (a) Rs. 45 lakhs.

(b) (i) Target for additional generating capacity—1320 kW.

(ii) Achievements—650 kW.

(c) The requirement of power by end of 1961-62 was estimated at 666 kW as against the available firm capacity of 650 kW.

(d) It is proposed to augment the generating capacity by 3,270 kW by installation of:

- (i) 2 diesel sets of 500 kW each at Imphal;
- (ii) 2 diesel sets of 25 kW and 45 kW at Ukhrul;
- (iii) 2 Hydro sets of 300 kW each at Leimokhong;
- (iv) 3 hydro sets of a total capacity of 1,600 kW at Kharamlok.

Railway Line from Hyderabad to Gudur

590. { Shri Yallamanda Reddy:
Shri Laxmi Das:

the Minister of Railways be pleased to state:

(a) whether there is any proposal to construct a railway line from Hyderabad to Gudur via Nagarjunasagar Dam, Donakonda, Podili Kanligiri; and

(b) if so, when?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No.

(b) Does not arise.

Nagarjunasagar Project

591. **Shri Yallamanda Reddy:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether Government have approved the Second phase of Nagarjunasagar Project in Andhra Pradesh;

(b) if so, when; and

(c) if not, the reasons therefor?

The Minister of Irrigation and Power (Hafiz Mohammed Ibrahim): (a) No.

(b) Does not arise.

(c) No specific proposal for the second stage of the Nagarjunasagar Project has been received so far from the Andhra Pradesh Government.

Unconfirmed Clerks in Southern Railway

592. **Shri Nambiar:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a large number of clerks and other operating staff are left unconfirmed with five and more years of service in the Southern Railway;

(b) if so, the reasons therefor;

(c) whether it is a fact that despite the fact of existence of permanent vacancies, these confirmations did not take place in the Accounts, Traffic, Transportation and Engineering Departments; and

(d) what steps are being taken to hasten these confirmations?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

Central Family Planning Board

593. **Shri M. K. Kumaran:** Will the Minister of Health be pleased to state what action Government have taken on recommendations and suggestions made by the Central Family Planning Board at its meeting held in New Delhi in December, 1961?

The Minister of Health (Dr. Sushila Nayar): A statement containing the resolutions passed by the Central Family Planning Board at its 12th meeting held on the 12th December, 1961, in New Delhi and the action taken thereon is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 72].

उत्तर रेलवे के कर्मचारियों का नौकरी से निकाला जाना

५९४. श्री सरजू पाण्डेय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे में द्वारा १४६, रेलवे स्थापना संहिता (संशोधन संस्करण,

१९४५) के अन्तर्गत उक्त धारा के लागू होने के समय से अब तक कुल कितने आदमी निकाल दिये गये हैं

(ख) उक्त निकाले गये लोगों में किस श्रेणी के लोग हैं ; और

(ग) क्या यह सच है कि उत्तर रेलवे से उक्त धारा के अन्तर्गत निकाले गये अधिकतर लोगों के विरुद्ध किसी प्रकार की कोई शिकायत नहीं है ?

रेलवे मंत्रालय में उपमंत्री (श्री शाह नवाज खां) : (क) मे (ग) रेल-प्रशासन में सूचना मंगाई जा रही है और सभा-पटल पर रख दी जायगी ।

भटिंडा के निकट मालगाड़ी और बस की टक्कर

५६० { श्री सरजू पाण्डेय :
श्री जं० ब० सिंह :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या १४ अप्रैल, १९६२ को भटिंडा के पास एक मालगाड़ी एक यात्री बस से टकरा गई थी ; और

(ख) यदि हां, तो उससे कितने धन-जन की हानि हुई ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० बे० रामस्वामी) : (क) जी, हां ।

(ख) बस का एक यात्री अस्पताल में मर गया । रेल-सम्पत्ति को बहुत मामूली नुकसान पहुंचा ; जन-सम्पत्ति के नुकसान का अभी अन्दाजा नहीं लगाया गया है ।

Derailement between Kazipet and Balaour Shah

596. { Shri E. Madhusudan Rao:
Shrimati Malmoona Sultan:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there was a train derailment between Kazipet and Balaour Shah on the 14th April, 1962 as a result of which the Grant Trunk and other trains were detained; and

(b) the reasons therefore?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes. On 13-4-1962 and not 14-4-1962.

(b) A Senior Officers' Committee has enquired into the accident. The report of the Committee is under the scrutiny of the Railway Administration.

नजफगढ़-कंझावाला विकास खण्डों में टेलीफोन

५६७. श्री नवल प्रभाकर : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली के कंझावाला तथा नजफगढ़ विकास खंडों में टेलीफोन लगाने की स्वीकृति डेढ़ साल पूर्व दी गई थी और वह अभी तक भी नहीं लग पाये ; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

परिवहन तथा संचार मंत्री (श्री जगजीवन राम) : (क) इन विकास खंडों में टेलीफोन कनेक्शन लगाने की मांग प्राप्त हुई थी, किन्तु अभी तक विभाग द्वारा टेलीफोन कनेक्शन लगाने की मंजूरी नहीं दी गई है ।

(ख) टेलीफोन कनेक्शन देने के लिये नजफगढ़ और कंझावाला में टेलीफोन एक्सचेंज स्थापित करना आवश्यक होगा । इसमें कुछ समय लग जाने की सम्भावना है ।

दिल्ली में केंद्रीय दुग्ध वितरण योजना के केन्द्र

५६८. श्री नवल प्रभाकर : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में केन्द्रीय दुग्ध वितरण योजना के अन्तर्गत कितने दूध के केन्द्र अब चल रहे हैं ;

(ख) प्रति छः महीने में कितने केन्द्र बढ़ाये गये ; और

(ग) दिल्ली में दूध की मांग कितनी है ?

खाद्य तथा कृषि मंत्री (श्री स० का० पाटिल) : (क) २७-४-१९६२ को ४३८

(ख) इस योजना के आरम्भ होने के बाद प्रत्येक छः महीने में खोले गये दुग्ध केन्द्रों की संख्या निम्न प्रकार है :—

३१-१२-५६ को समाप्त होने वाले छः मास १५०

३०-६-६० को समाप्त होने वाले छः मास १३०

३१-१२-६० को समाप्त होने वाले छः मास ६२

३०-६-६१ को समाप्त होने वाले छः मास ३५

३१-१२-६१ को समाप्त होने वाले छः मास ३१

२७-४-६२ तक ३०

(ग) सन् १९५६ में दूध की प्रतिदिन की आवश्यकता ७००० मन की थी। उसके बाद कोई सर्वे नहीं किया गया है।

रानीखेड़ा के समीप हार्ल्ट स्टेशन

५६९. श्री नवल प्रभाकर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नांगलोई तथा घेवरा स्टेशनों के मध्य उत्तर रेलवे में रानीखेड़ा के पास एक हार्ल्ट स्टेशन बनाने की योजना है ; और

(ख) यदि हां, तो इसके कब तक बनने की आशा है ?

रेलवे मंत्रालय में उपमंत्री (श्री स० वें० रामस्वामी) : (क) जी, हां।

(ख) इसकी मंजूरी अभी-अभी दी गयी है, निर्माण कार्यक्रम अभी उत्तर रेलवे द्वारा तय किया जाना है।

संघ-राज्य क्षेत्रों में कृषि योग्य भूमि

६००. श्री बड़े : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) संघ-राज्य क्षेत्रों में वन तथा राजस्व विभागों के अन्तर्गत इस समय कितने एकड़ भूमि कृषि योग्य है ;

(ख) क्या आदिवासी क्षेत्र में संघ-राज्यों में आदिवासियों ने तथा हरिजनों ने वन क्षेत्रों में अतिक्रमण करके वन को कृषि योग्य बनाया है ;

(ग) संघ राज्यों में आदिवासियों पर तथा हरिजनों पर वन विभाग के अतिक्रमण के कितने मामले चलाये हैं ;

(घ) क्या केन्द्रीय शासन ने संघ-राज्यों को वन भूमि कृषि के लिये देने की सिफारिश की है ; और

(ङ) यदि हां, तो संघ-राज्यों ने कितने एकड़ भूमि आदिवासियों तथा हरिजनों को १९६१-६२ में दो है और विशेषतः मध्य प्रदेश शासन ने ?

खाद्य तथा कृषि मंत्री (श्री स० का० पाटिल) : (क) से (ङ). संघ राज्य

और सम्बन्धित राज्यों से सूचना इकट्ठी की जा रही है और मिलते ही सभा पटल पर रख दी जायेगी ।

Valapattanam Project in Kerala

601. { Shri A. K. Gopalan;
Shri Imbichibava;
Shri Vasudevan Nair:

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

(a) whether Government have taken any final decision on the Valapattanam Project in Kerala; and

(b) if not, the reasons for the delay?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): (a) and (b). The Valapattanam project was not included in the Third Plan as it could not be accommodated within the Third Plan allocation for the irrigation programme of Kerala. The Government of Kerala have now proposed this as an additional new scheme. The matter is under correspondence with the State Government.

Sea Erosion in Kerala

602. { Shri Warior;
Shri Vasudevan Nair;
Shri M. K. Kumaran:

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

(a) whether Government have received any report from the Kerala Government of the vast damage done by sea erosion at Vandakara, Kerala State; and

(b) if so, the nature of the report?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): (a). No.

(b) Does not arise.

Railway Line from Siliguri to Amingaon

605. Shri Liladhar Kotoki: Will the Minister of Railways be pleased to state:

(a) whether the proposal to extend the broad-gauge Railway line from Siliguri to Amingaon has been finalised; and

(b) when is the line expected to be completed?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No. such proposal is under consideration.

(b) Does not arise.

Underbridge at Dornakal Junction

606. { Shri E. Madhusudan Rao;
Shri A. K. Gopalan:

the Minister of Railways be pleased to state:

(a) the progress of work on the underbridge at Dornakal junction in Andhra Pradesh, recommended by Dornakal Municipality; and

(b) the total cost of the project?

The Deputy Minister in Ministry of Railways (Shri S. V. Ramaswamy): (a) No such proposal has been sponsored by the Dornakal Municipality or included by the Government of Andhra Pradesh in their proposals for the Third Five Year Plan.

(b) Does not arise.

Double Line between Dornakal and Kazipet

607. Shri E. Madhusudan Rao: Will Minister of Railways be pleased to state:

(a) whether any survey has been made for construction of a double line between Dornakal and Kazipet Junctions in Andhra Pradesh;

(b) if so, the details thereof; and

(c) the time by which the work will be started?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No.

(b) Does not arise.

(c) On the line between Dornakal and Kazipet, no doubling is likely to be carried out during the Third Plan period.

Double Railway Line between Vijayawada and Bhadrachellam

608. Shri E. Madhusudan Rao: Will the Minister of Railways be pleased to state:

(a) the progress of the work on having a double line between Vijayawada to Bhadrachellam via Dornakal in Andhra Pradesh; and

(b) the time by which the project will be completed?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). While the entire section between Vijayawada and Dornakal (77 miles) is being doubled during the Third Plan period, there is no proposal under consideration to double the line between Dornakal and Bhadrachellam. The latest progress on the Vijayawada-Dornakal doubling is as under:

- (i) Vijayawada — Yerupalayam: 25 Miles)—The line between Vijayawada and Rayanapad (6.25 miles) has been opened to goods traffic on 31-3-1962. The remaining double line between Rayanapad and Yerupalayam is expected to be opened to goods traffic in stages by Dec. 1962. The overall progress of the work to end of March 1962 is 49 per cent.

Dornakal-Khammameth: (14.5 miles)—The overall progress to end of March, 1962 is 19 per cent and the double line is expected to be opened to traffic by December, 1963.

Khammameth to Yerupalayam: (37.5 miles)—The work has been sanctioned only in January, 1962 and will take about three years to complete.

पश्चिम रेलवे के लखेरी स्टेशन पर ओवर-ब्रिज

६०९. श्री बेरवा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे के लखेरी स्टेशन पर ओवरब्रिज के अभाव में जो कठिनाई है क्या सरकार उससे अवगत है ;

(ख) क्या यह बात सच है कि उक्त पुल के अभाव में प्रति वर्ष कई दुर्घटनाएँ होती हैं; और

(ग) उक्त स्थान पर ओवर-ब्रिज कब तक बनने की आशा है ?

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज खाँ) : शायद माननीय सदस्य का मतलब लखेरी स्टेशन से है। यदि यह ठीक है, तो उत्तर इस प्रकार है :—

(क) जी हाँ।

(ख) केवल एक दुर्घटना की रिपोर्ट मिली जिसमें अनधिकृत रूप से लाइन पार करता हुआ एक व्यक्ति गाड़ी से दब गया।

(ग) घन उपलब्ध होने पर १९६३-६४ में लखेरी स्टेशन पर एक ऊपरी पैदल-पुल बनाने का विचार है।

कोटा-चित्तौड़गढ़ रेलवे लाइन

६१०. श्री बरेठा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) कोटा से चित्तौड़गढ़ तक रेलवे लाइन बनाने का कार्य कब प्रारम्भ होगा ;

(ख) अभी तक उसका कार्य प्रारम्भ नहीं होने के क्या कारण हैं ; और

(ग) क्या यह बात सच है कि उक्त मार्ग के लिये बूंदी और कोटा के बीच मिट्टी डालने का काम हो चुका है ?

रेलवे मंत्रालय में उपमंत्री (श्री सै० बें० रामस्वामी) : (क) कुछ समय पहले जांच

से मान्य हुआ कि वित्तीय दृष्टि से इस लाइन के निर्माण का कोई औचित्य नहीं है और परिचलन की दृष्टि से भी इसकी जरूरत नहीं है। इसके अलावा रेलवे की तीसरी पंच वर्षीय आयोजना में यह लाइन शामिल नहीं की गयी है, इसलिये निकट भविष्य में इसके बनने की कोई संभावना नहीं है।

(ग) जी नहीं।

कोटा-बीना रेलवे लाइन पर स्टेशन

६६१. श्री बेरवा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) कोटा-बीना रेलवे लाइन पर ऐसे किनारे स्टेशन हैं जो अधूरे हैं ;

(ख) इनकी मूरम्मत कब की जायगी ; और

(ग) अभी तक इनको मूरम्मत न करने के क्या कारण हैं ?

रेलवे मंत्रालय में उपमंत्री (श्री शाह-नवाज खां) : (क) कोई नहीं।

(ख) और (ग). सवाल नहीं उठता।

Ministry of Family Planning

612. Shri D. C. Shrama: Will the Minister of Health be pleased to state:

(a) whether the suggestion of an Experts Committee to set up a Ministry of Family Planning has been considered; and

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

The Minister of Health (Dr. Sushila Nayar): (a) and (b). It is presumed that the reference in part (a) of the question is to the Health Survey and Planning Committee under the Chairmanship of Dr. A. Lakshmanaswami

Mudaliar that Committee did not suggest the setting up of a Ministry of Family Planning. However, at its meeting of the 12th December, 1961, the Central Family Planning Board recommended the establishment of a Family Planning Department distinct from a Department of Health under the Ministry of Health. It is not proposed, for the present, to set up a separate Department of Family Planning but the Ministry has under consideration proposals to strengthen the family planning organisation at the Centre.

Catch of Sardines in Kerala Coast

613. Shri Koya: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware that a large number of sardines caught in the Kerala coast in certain season are used as manure as there are no facilities for preserving or tinning them; and

(b) the steps Governments propose to take for the preservation of the excess catch?

The Minister of Food and Agriculture (Shri S. K. Patil): (a) Large quantities of sardines occur along the Kerala coast during certain months of the year. Owing to the short duration of the season and the uncertainty of catches, large scale canning factories are uneconomical. In the circumstances, sardines, which are in excess of what could be used in fresh condition or for canning purposes, are utilised for oil-extraction and for the preparation of fish meal, manure, etc.

(b) The Government of India is assisting the State Government in distributing sardines in fresh condition by introduction of transport vans and provision of ice plants. The Government of India is also encouraging canning of sardines. Canning factories are eligible for subsidy on the cans used and if these are exported, they are also eligible for special benefits under the Special Ex-

port Promotion scheme. At present, three canning factories are functioning in Kerala for canning sardines.

Ban on Cow Slaughter in States

614. Shri Yajnik: Will the Minister of Food and Agriculture be pleased to state:

(a) the names of the States in which the cow slaughter has been entirely prohibited by the State Governments;

(b) whether Government has prohibited the slaughter of cows in any of the Union Territories; and

(c) whether Government has received representations and complaints in the matter and the decision taken thereon?

The Minister of Food and Agriculture (Shri S. K. Patil): (a) and (b). Uptodate information is being collected and will be laid on the Table of the Sabha in due course.

(c) The subject relating to the preservation and protection of cattle falls in List II (Entry 15) of the Seventh Schedule to the Constitution and it is for the State Governments to take necessary action, keeping in view the directive principles of State policy.

Shifting of Gandhi Gram Railway Station in Ahmedabad

615. Shri Yajnik: Will the Minister of Railways be pleased to the reply given to Starred Question No. 261 on the 28th March, 1962 and state:

(a) whether the Railway Board has received the opinion of the Gujarat Govt. in the matter of shifting Gandhi Gram Railway station in Ahmedabad to another site outside the city;

(b) whether the lands to be vacated by the transfer of the present line have been agreed to be transferred to the Govt. of Gujarat or to the Ahmedabad Municipal Corporation in lieu of the amount of Rs. 75 lakhs to be received from the Corporation; and

(c) when the final decision will be made in the matter?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) The lands to be vacated by the railway will be handed over to the Ahmedabad Municipal Corporation in exchange of the land to be acquired by the Corporation for the railway line in the new position.

(c) The work will commence only after the Corporation has deposited the necessary amount towards the cost of the work, with the railway.

P&T Offices Etc. in Jammu and Kashmir

**616. { Shri Abdul Ghani Goni:
Bakshi Abdul Rashid:**

Will the Minister of Transport and Communications be pleased to state:

(a) the number of Telegraph Offices, Post Offices and Branch Post Offices opened during 1961-62 in Jammu and Kashmir State and details thereof; and

(b) the number of telephone connections given in Jammu and Srinagar respectively during 1961-62 in Jammu and Kashmir State?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Telegraph Offices .. 6

Sub Post Offices .. 5

Branch Post Offices .. 91

Details are given in the Statement. [See Appendix I; annexure No. 73].

(b) Jammu .. 137

Srinagar .. 138

Vehicular Contract System (Northern Railway)

617. Shri Brij Raj Singh: Will the Minister of Railways be pleased to state:

(a) whether the vehicular contract system at B.E. and D.D.N. Railway

Stations (Northern Railway) has been departmentalized to the great inconvenience of taxi plyers;

(b) whether "Tonga Chalak Sangha" Dehra Dun submitted a petition to the Divisional Superintendent Northern Railway, Moradabad condemning this departmentalization and requesting for the continuance of the old contract system; and

(c) if so, the action taken thereon?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) to (c). To avoid complaints of excessive levy of licence fee and exploitation of vehicle owners by outside contractors, a system of individual licensing direct by the railways, which was in force on some zones, was extended to the other zonal railways. As there have been some representatives against this arrangement also, the matter is under further review.

A representation has also been made by the Tonga Chalak Sangha Dehra Dun, seeking the continuance of the old contract system.

कोटा-गुमानपुरा में टेलीफोन

६१८. श्री बोरवा : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) कोटा-गुमानपुरा में टेलीफोन के कनेक्शन के लिये कितने लोगों की कब से मांग है ;

(ख) अभी तक उनको टेलीफोन नहीं देने के क्या कारण हैं ; और

(ग) कब तक उन लोगों को टेलीफोन के कनेक्शन देने की संभावना है ?

परिवहन तथा संचार मंत्री (श्री जगजीवन राम) : (क) ५३। सब से पुराने आवेदन-पत्र की तारीख १५ दिसम्बर, १९५८ है।

(ख) कोटा गुमानपुर क्षेत्र में कोटा टेलीफोन एक्सचेंज से, जो कि वहां से चार

मील दूर है, टेलीफोन कनेक्शन दिये जाते हैं। भारी औद्योगिकरण के कारण टेलीफोन कनेक्शनों की मांग तेजी से बढ़ गई है और जमीन के नीचे बिछे मौजूदा केबल तार उनके लिये पर्याप्त नहीं हैं।

(ग) केबल तारों और ऊपरी लाइनों के लिये प्राक्कलनों की मंजूरी दे दी गई है और अपेक्षित सामान प्राप्त किया जा रहा है। सामान मिलने पर जैसे ही काम पूरा हो जाएगा टेलीफोन कनेक्शन दे दिये जाएंगे।

कोटा स्टेशन पर सार्वजनिक टेलीफोन घर

६१९. श्री बोरवा : क्या परिवहन-तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) कितने व्यक्तियों ने कोटा स्टेशन पर सार्वजनिक टेलीफोन घर की मांग की है और कब से ;

(ख) उसे अभी तक न लगाने के क्या कारण हैं ; और

(ग) इसके कब तक लगाने की संभावना है ?

परिवहन तथा संचार मंत्री (श्री जगजीवन राम) : (क) कोटा रेलवे स्टेशन पर सार्वजनिक टेलीफोन घर खोलने की मांग सोधे जनता से प्राप्त नहीं हुई है बल्कि डिवीजनल सुपरिन्टेण्डेंट, पश्चिमी रेलवे, कोटा से प्राप्त हुई है, जिन्होंने सार्वजनिक टेलीफोन घर की मांग १७ दिसम्बर, १९६१ को लिख कर की थी।

(ख) आवश्यक प्राक्कलन की मंजूरी दे दी गई है और कोटा स्टेशन के रेल शक-सेवा घर में सार्वजनिक टेलीफोन घर खोलने के लिये सामान प्राप्त किया जा रहा है।

(ग) ज्योंही सामान प्राप्त होगा इसे दिया जायेगा।

Over/Under Bridges proposed by Kerala Government

620. **Shri Kunhan:** Will the Minister of Railways be pleased to state:

(a) the total number of over/under bridges proposed by the Kerala Government to the Railway Ministry for inclusion in the Third Five Year Plan;

(b) how many have been accepted by the Central Government;

(c) whether the Parli. and Cannanore overbridges have also been included; and

(d) if not, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Seventeen.

(b) Seventeen.

(c) The State Government's proposals include scheme for an over/under-bridge in place of the existing level crossing at mile 337/22 at Parli station, but not near Cannanore Station. According to the State Government's programme, over/under-bridge at Parli is to be taken up during 1964-65.

(d) Does not arise.

Calcutta-Delhi Air Service

621. **Shri Mohammad Elias:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the Indian air flights between Calcutta and Delhi were being delayed between 22nd March, 1962 and 30th March, 1962; and

(b) if so, what is the reason therefor?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) Yes, Sir, in regard to flights emanating from Calcutta.

(b) Due to go-slow tactics adopted by the Indian Airlines Corporation staff working at Dum Dum airport

who refused to work over-time whenever called upon to do so.

Post Offices in Orissa

623. **Shri Maheswar Naik:** Will the Minister of Transport and Communications be pleased to state:

(a) the total number of post offices so far opened and proposed to be opened in course of the current year in the State of Orissa;

(b) how many of the offices already opened have been provided with telecommunication service facilities; and

(c) what is the future programme therefor?

The Minister of Transport and Communications (Shri Jagjivan Ram):

(a) 4490 post offices of various categories existed in the State of Orissa as on 31st March, 1962, and 250 post offices are proposed to be opened during the current year.

(b) 346 Telegraph offices and 176 Public Call Offices.

(c) 30 Telegraph offices and 20 Public Call Offices are proposed to be opened during the current year.

Recognition of Unions on North Eastern and Eastern Railways

624. **Shri Priya Gupta:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Government have accorded recognition to some unions of employees of North Eastern Railway and Eastern Railway; and

(b) if so, what are the names of unions that have been recognised by the North Eastern Railway and Eastern Railway and since when?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) Yes Sir.

(b) A statement giving the information is laid on the Table of the

Lok Sabha. [See Appendix I, annexure No. 74].

Enquiry Officers

625. Shri S. M. Banerjee: Will the Minister of Transport and Communications be pleased to state:

(a) whether any instruction prohibiting appointment of biased officers as Enquiry Officers in departmental disciplinary proceedings have been issued;

(b) if so, whether these orders have been implemented;

(c) whether Government have issued detailed instructions in this behalf; and

(d) whether there have been instances or instance of breach of these orders in Bombay Postal Circle?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) The Director General of Posts and Telegraphs had issued certain administrative instructions that an enquiry in a departmental proceeding should not be entrusted to an officer who held the preliminary investigations and expressed a definite opinion on the point at issue.

(b) Yes, Sir.

(c) The instruction issued by the Director General, P. & T. were based on government decision.

(d) No specific case has come to notice.

Electrification of Igatpuri-Bhusawal Section, Central Railway

626. Shri D. R. Chavan: Will the Minister of Railways be pleased to state:

(a) whether the electrification of the Igatpuri-Bhusawal section of the Central Railway is included in the finalised projects of the Third Five Year Plan; and

(b) if so, when it is likely to be completed?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) It is scheduled for completion during 1965-66.

Conversion of Poona-Miraj Section into Broad Gauge

627. Shri D. R. Chavan: Will the Minister of Railways be pleased to state:

(a) whether the conversion of Poona-Miraj section from metre gauge to broad gauge is included in the finalised projects of the Third Five Year Plan; and

(b) if so, the progress made up-to-date?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). Doubling of the Poona-Miraj M. G. section by an additional broad gauge line is included in the Railways' programme for the Third Five Year Plan. However, various alternative methods for increasing the transport capacity of the section, which also include its conversion into broad gauge, are at present under examination.

Retrenchment of Workers of Bhakra Project

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

(a) how many workers have been retrenched and how many served with notices by the Bhakra Administration;

(b) how many of them have been absorbed by the Central or State Governments; and

(c) what steps are being taken to find employment for others?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim):

(a) The number of workers retrenched up to the end of February, 1962, was 2,644. The number served with notices during March, 1962, was 703.

(b) Out of the 2,644 retrenched personnel—

- (i) 1,426 left the project area and expressed no desire for assistance for alternative employment;
- (ii) 145 refused to accept the alternative employment offered;
- (iii) 720 did not respond to the interview calls sent to them; and
- (iv) 310 have been provided with alternative employment.

Out of the 703 workmen served with notices in March, 1962, 698 have been given offers of employment in other Projects and Departments in Punjab.

(c) Efforts are being made to absorb the remaining workmen on the Beas Project in Punjab, in other river valley projects and undertakings elsewhere in India and in the various Departments of the Punjab Government.

Manash River Power Project in Assam

629. { Shri Basumatari:
Shrimati Renuka Barkataki:

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

(a) whether it is a fact that Government of Bhutan has revised their decision in regard to power project at Manash river in Assam;

(b) if so, terms and conditions laid down by the Government of Bhutan to this effect; and

(c) whether it is likely to be incorporated in the Third Five Year Plan?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim):

(a) to (c). The Government of Bhutan have agreed to the survey and investigations being carried out in the catchment areas of the river Manash. If, after investigations, the project is found to be feasible, the terms and

conditions in regard to its construction would be worked out jointly. The question of taking up the surveys and investigations of the Project during the Third Five Year Plan period has not yet been decided.

Kopily Project of Assam

630. { Shri Basumatari:
Shrimati Renuka Barkataki:

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

(a) whether Kopily project of Assam State has been incorporated in the Third Five Year Plan;

(b) if so, what would be the amount involved and when the work is likely to be started; and

(c) the power and irrigation potential of the project?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim):

(a) There is a provision in the Third Five Year Plan of Assam only for the investigation of Kopili project.

(b) The investigations have almost been completed by the Central Water and Power Commission and the draft project report and estimates are under preparation. The cost of the project is roughly estimated to be about Rs. 35 crores. It is too early to say when the construction work would be taken up.

(c) The power potential of the project is estimated to be about 215,000 kW at 100 per cent load factor. The precise power potential will be known only after the project report has been completed. The project does not envisage any irrigation benefits.

Railway Line connecting Tripura with Assam

631. Shri Biren Dutta: Will the Minister of Railways be pleased to state:

(a) whether the work for constructing a new Railway line connecting Tripura with Assam has started.

(b) if so, at what stage it stands now; and

(c) how long it will take to be completed?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes, a new line from Kalkalighat to Dharmanagar in Tripura is under construction.

(b) Overall progress is 4 per cent upto the end of March, 1962.

(c) The line is expected to be opened to traffic by March 1963.

P. & T. Offices in J. & K.

632. { Shri Inder J. Malhotra:
Bakshi Abdul Rashid:
Shri Gopal Dutt:

Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have any plans to open new post offices and telegraph offices in the rural areas of Jammu and Kashmir State during this year; and

(b) if so, details thereof?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) Yes.

(b) Postal.—76 rural post offices are proposed to be opened this year.

Telegraph.—Two Telegraph offices, at Mendhar and Gurez, have been sanctioned and these are likely to be opened during this year. Other proposals are under examination.

Promotion of S.C. and S.T. Employees in Railways

633. **Shri Balkrishna Wasnik:** Will the Minister of Railways be pleased to state the number of Scheduled Caste and Scheduled Tribe employees in Railway Board and different Railways, separately who have been promoted as a result of reservation in promotions in different categories of

employment separately since the said reservation was made?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): The orders regarding reservation in selection posts only apply to Railways. The Railway Board's office as such is governed by instructions issued from the Ministry of Home Affairs for Secretariat staff.

The information pertaining to the Railways is as under:—

	Sch. Castes	Sch. Tribes
Promotions from Class IV to Class III	2,749	376
Promotion from grade to grade within Class III	1,022	88
Promotion from Class III to Class II	27	5

Shifting of Asstt. Commercial Supdt.'s Office from Titilagarh

634. **Shri Mallick:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Office of the Assistant Commercial Superintendent of Titilagarh under South Eastern Railway is proposed to be shifted to Waltair; and

(b) if so, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) The Office of the Assistant Commercial Superintendent, Titilagarh was transferred to Waltair about 6 months ago when the post of Assistant Commercial Supdt., Titilagarh was upgraded to that of District Commercial Superintendent and transferred to Waltair.

(b) Before the upgrading of the post of A.C.S. Titilagarh to District Commercial Superintendent, the Transportation and Commercial organisations of Waltair District were under the control of a District Traffic Supdt., headquartered at Waltair.

Since this arrangement did not ensure adequate attention to commercial work, it became necessary to convert the post of District Traffic Supdt. into that of District Operating Superintendent and to upgrade the post of Assistant Commercial Superintendent (Titilagarh) to that of District Commercial Superintendent. With this strengthening of the Commercial Organisation, the need for an Asstt. Commercial Superintendent at Titilagarh disappeared.

Tungabhadra High Level Canal

635. Shri S. Swamy: Will the Minister of Irrigation and Power be pleased to state:

(a) how many distributaries have been completed on Tungabhadra High Level Canal;

(b) whether it is a fact that distributaries have been dug without constructing proper bridges on all the old village roads crossing the canal specially near Jalihal Basapur and Jamunathanhalli in Sidhanur Taluk, district Raichur;

(c) whether it is a fact that most of the villages have been cut off from their nearby fields on the other side of the canal;

(d) if so, what steps will be taken in the matter;

(e) whether it is a fact that Tungabhadra Board has refused to construct bridges on all crossing village roads except on pucca roads; and

(f) whether the Centre propose to advise the Board to construct such bridges shortly?

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): (a) to (f). The information is being collected and will be laid on the Table of the House.

Sugar Industries in Tungabhadra Area

636. Shri S. Swamy: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any programme has been planned to set up sugar industries in Tungabhadra area;

(b) if so, how many of them are on co-operative basis and how many are through joint stock companies; and

(c) how many licences have been issued so far and what kind of companies are they?

The Deputy Minister in the Ministry of Food (Shri A. M. Thomas): (a) to (c). A co-operative factory at Kampli (Distt. Bellary) was established in 1957-58 in the area served by the Tungabhadra Irrigation Project. A draft licence was issued in June, 1960 to a Joint Stock Co. for establishment of a sugar factory at Gangavati in Raichur District. This was cancelled on 4th October, 1961 as the licensee failed to take effective steps to establish the factory.

प्रथम श्रेणी के रेलवे अधिकारियों की नियुक्ति

६३७ { श्री राम सेवक :
श्रीमती गंगादेवी :

क्या रेलवे मंत्री यह बताने को कृपा करेंगे कि:

(क) गत पांच वर्ष में रेलवे विभाग में कुल कितने प्रथम श्रेणी के पदाधिकारियों की नियुक्तियां की गईं; और

(ख) उपरोक्त पदाधिकारियों में कुल कितने हरिजन लिये गये ?

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज खां): (क) पिछले पांच वर्षों में पहले दर्जे के ६८६ अफसर भर्ती किय गये।

(ख) ३३।

12.09 hrs.

CALLING ATTENTION TO MATTERS OF URGENT PUBLIC IMPORTANCE.

THREAT OF CLOSURE BY SMALL SCALE WOOLLEN MANUFACTURERS' ASSOCIATION AND SCREEN PRINTERS' ASSOCIATION.

Shri Bishanchander Seth (Etah): Under Rule 197, I beg to call the attention of the Minister of Commerce and Industry to the following matter of urgent public importance and I request that he may make a statement thereon:—

The reported threat by the Small Scale Woollen Manufacturers' Association and the Screen Printers' Association, Amritsar, to close down their concerns.

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): Some of the small scale woollen manufacturers' associations and screen printers' associations in various parts of the country have sent telegrams to Government, in this Ministry as well as in the Ministry of Finance, threatening closure of their factories from May 2, 1962, as a protest against the newly imposed excise duty on the processing of cloth. They have demanded withdrawal of the excise duty. It is seen from press reports that some of these units at Amritsar have closed down from 2nd May, 1962. As this pertains to the Budget proposals, the House will appreciate that it will have ample opportunity to discuss this during the Budget debate.

Incidentally, I may mention here that in the last few years such threats of closure have become a regular feature of this sector of the industry in that particular area on several pretexts. While it is open to the industry to represent its case to the Government in a proper manner, such closures of this type can hardly be expected to be encouraged.

श्री बिशनचन्द्र सेठ : मैं यह कहना चाहता हूँ कि जितनी छोट स्माल-स्केल इंडस्ट्री को

मिलनी चाहिए, वह नहीं मिल रही है। इस इंडस्ट्री में हँड लेबर का काम होता है। इसलिए उस की तरफ़ तवज्जह दिलाना हमारा काम है। गवर्नमेंट का उस तरफ़ ध्यान देना बहुत ज़रूरी है।

अध्यक्ष महोदय : मैं ने माननीय सदस्य को एक सवाल पूछने की इजाजत दी है, लेकिन वह अपने फ़र्ज़ की अदायगी करने लग गये हैं।

श्री बिशनचंद्र सेठ : जब तक मैं सारी स्थिति को एक्सप्लेन न कर दूँ, माननीय मंत्री इस समस्या की गम्भीरता को कैसे समझेंगे ?

माननीय मंत्री ने कहा है कि कुछ ऐसीसियेशन्ज़ हैं। मैं बताना चाहता हूँ कि इस इंडस्ट्री में बीस हजार आदमी इनवाल्व्ड हैं। वे सब हँड-वर्क करते हैं। ऐसी स्थिति में गवर्नमेंट को इम्प्लीडिएटली इस प्रश्न पर विचार करना चाहिए। इस हड़ताल की वजह से यह इंडस्ट्री बंद हो गई है।

अध्यक्ष महोदय : मैं समझता हूँ कि माननीय सदस्य ने जो कुछ कहना था, वह उन्होंने कह दिया है। उन्होंने कोई सवाल नहीं पूछा है।

Shri Indrajit Gupta (Calcutta South West): Under Rule 197, I beg to call the attention of the Minister of Transport and Communications to the following matter of urgent public importance and I request that he may make a statement thereon:

"The situation arising out of the renewed threat of resignation by the Hooghly Pilots."

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): Sir, I have a statement to make, but it is as long as four pages. May I lay it on the Table?

Mr. Speaker: Yes, he may lay it on the Table.

Shri Indrajit Gupta: Sir, this is a very urgent matter. The whole of

[Shri Indrajit Gupta].

Calcutta Port is threatened with stoppage if no solution is found.

Mr. Speaker: That is what he is doing. The four-page statement is to be laid on the Table of the House.

Shri Raj Bahadur: Sir, I lay the statement on the Table. [See Appendix I, annexure No. 75].

Shri Indrajit Gupta: Then we will not have an opportunity of asking questions.

Mr. Speaker: Only one question I will allow him. Afterwards he can get a discussion if he feels that there is some ground for it.

Shri Indrajit Gupta: Shri Hem Barua can put one question also.

Mr. Speaker: He is not putting it.

Shri Hem Barua (Gauhati): I am putting.

Mr. Speaker: But unless the statement is studied, how can he? Would the hon. Members like that the whole statement of four pages be read out under the circumstances?

Some Hon. Members: No, Sir.

Mr. Speaker: That is the question that has to be considered, because that would take much of the time of the House, and therefore that statement, after it is laid, may be studied by the Members.

Shrimati Renu Chakravartty (Barackpore): There is one submission I would like to make. As all the papers from West Bengal have flashed, and I think it has come in our papers too, it is a fact that if the pilots stop work, the whole of the port of Calcutta, which is the major port of India, will stop, and tomorrow morning you will have to face an adjournment motion in that case. So, it is better that we take time notice of it. This is a very important point.

Mr. Speaker: May I know whether the hon. Minister can give the gist in two or three minutes?

Shri Raj Bahadur: I can give a gist from memory.

Mr. Speaker: Yes, not by reading it, but from memory.

Shri Raj Bahadur: We have got two services, the Assistant Harbour Masters Service and the Hooghly Pilot Service. Both of them are vitally important for the Port of Calcutta. The Assistant Harbour Masters take the ships from the Garden Reach jetties to berths in the port; and from the Garden Reach jetties to Sandheads to and fro. It is the task of the Hooghly pilot to pilot ships.

As far back as 1951, the Harbour Masters said that their emoluments were not up to the mark, and a committee was appointed known as the Lokkur Committee. It went into the whole question of demands of marine services, regarding their emoluments etc, both in Bombay and Calcutta. They gave a report and it was implemented. As a result of that, the Hooghly Pilot Service, which formerly was under the Central Government, was transferred to the Calcutta Port under a statute of the then Central Assembly. They said that the higher status enjoyed by them, that was their contention, had been disturbed, and ever since then they have been claiming that the differential in emoluments should be maintained. So, as a result of that, in 1959 or round about that, was appointed a committee known as the Guha Roy Committee, consisting of justice Guha Roy, who went into this question. He submitted a report after giving a patient hearing to all the parties concerned. Now that report had to be implemented, but the pilots as also the other marine services—there are six marine services, I have not named them all—they all raised some objections. So, we thought that those objections should be considered when the Port Commissioners took into consideration the whole report. So, a special committee of the Port Commissioners was constituted who examined all the

objections raised in the representations submitted by the various marine services and their representatives, and also the recommendation of the Guha Roy Committee. After the sub-committee went into the whole question, they submitted their recommendations. Meanwhile even before this, special sub-committee of the Port Commissioners had submitted its report. The pilots came forward saying that they have got serious doubts and apprehensions that full justice will not be done to them and therefore they are going to resign; one month's notice was given for their resignation to take effect. In fact I also met them and the new Chairman of the Port Commissioners also met them. We said that we will try to take into account all their feelings. But at the same time we were confronted with another request from the assistant harbour masters who said that their position should be safeguarded vis-a-vis the pilots. We were on the horns of a dilemma. If the pilots are given some sort of a differential, the assistant harbour masters get agitated. If they are not given that differential the pilots try to renew the threat of their resignations. It was in this context that the Port Commissioners met on the 30th of April to consider the report of the Guha Roy Committee and also the recommendations of the sub-committee. They have taken certain decisions. I cannot anticipate any final decision of the Government at this stage but I think they will take into account the standpoint of the pilots and I do hope that instead of precipitating any action the pilots will see to it that this important port of Calcutta which carries about 45 per cent of our trade operates and is not disrupted or threatened in any way. We hope hope that better sense will prevail. That is the appeal that I can make on this occasion.

Shri Indrajit Gupta: I would like to know whether it is not a fact that this special committee of the Port Commissioners submitted its report as

long ago as 23rd March, that is, two weeks before the Hoogly pilots were assured by the new Chairman that their grievances would be gone into? They had it already in their hands for two weeks but it was not revealed to

them. But when this new crisis came they were suddenly confronted with that report at this late hour. Why is this kind of tactics adopted precipitating a crisis like this?

Shri Raj Bahadur: I would like to recall to the hon. Member when the new Chairman took over.

श्री बागड़ी (हिमालय) : अध्यक्ष महोदय, मैं ने भी इस विषय में कालिंग अट्टेन्शन नोटिस दिया है। माननीय मंत्री हिन्दी में भी बता दें, तो अच्छा हो। वह जो कुछ कह रहे हैं, वह मेरी समझ में नहीं आता है।

Mr. Speaker: When the business of the House is being carried on he gets up and puts a question. That is not the procedure here.

श्री बागड़ी : मैं ने भी कालिंग अट्टेन्शन नोटिस दिया है।

अध्यक्ष महोदय : यह नहीं हो सकता कि माननीय पसदस्य कार्यवाही के दरमियान खड़े हो जायें और दखल देने लग जायें और स्कावट डालें।

श्री बागड़ी : मैं ने तो यह अज्ञ किया है कि

अध्यक्ष महोदय : यह तो नहीं हो सकता कि किसी को बजह से काम रोक दिया जाये।

श्री बागड़ी : मेरे पहले तो कुछ पड़ नहीं रहा है।

Shri Raj Bahadur: The new Chairman took over as late as April 1st. The pilots met me a week before that. At that time the special sub-committee had not submitted its recommendations. The former port Chairman was meeting them and there was no occasion for the pilots to precipitate action like this when they knew that all the recommendations of the port Commissioners will finally be communicated to the Government and the Government will also have to take some decision thereon. They have not waited even for this stage. I do not say that Government is going to improve upon their recommendations or conclusions. We will take into account everything but the fact remains that the pilots have not even cared to wait for the Government to consider the whole matter.

श्री बागड़ी : अध्यक्ष महोदय, मैं यह कहना चाहता हूँ कि

अध्यक्ष महोदय : मैं ने माननीय सदस्य को दो दफा कहा है। अगर उन्होंने भी कार्लिग प्रटेन्शन नॉटिस दिया है, तो मैं उनको भी मौका दूंगा। वह जरा इन्तजार करें। इतना इम्पेन्शेंट होने की क्या जरूरत है ?

Shri Hem Barua: In view of the fact that this is a continuous trouble and the Minister has not given the background of the entire trouble there cannot be a question of package deal. Therefore a few points about this have to be said and then a question put.

Mr. Speaker: If he wants, he can only put a question.

Shri Raj Bahadur: I have given the whole background and also the respective grades.

Mr. Speaker: That is exactly the difficulty. The hon. Members do not know what is contained in the state-

ment and they are experiencing some difficulties.

Shri Hem Barua: May I know whether it is a fact that Mr. N. M. Aiyar who was the Chairman of the Commission gave an assurance in 1948 that the interests of the Hooghly pilots—their terms and conditions of service—would be safeguarded, and also whether it is not a fact that now the Commission pleads that that document is missing from the file? So, if that document is missing from the file, who is to blame? May I also know whether it is not a fact that...

Mr. Speaker: Order, order. I will have to stop him there. Though the notice is belated, I will allow the other hon. Member a question if he wants to put one.

Shri Hem Barua: The hon. Minister has not replied to my question.

Mr. Speaker: His question is not understandable by me. That is the difficulty.

Shri Hem Barua: I will repeat my question. May I know whether it is not a fact that Mr. N. M. Aiyar, the Chairman of the Commission, gave an assurance to the Hooghly pilots in 1948 that their terms of service would be safeguarded and.....

Shri Tyagi (Dehra Dun): Stop there.

Shri Hem Barua:..... the paper is missing?

Shri Raj Bahadur: That particular contention of the pilots is within our notice. They have referred to a particular assurance alleged to have been given by Mr. Aiyar. We have not disputed that. We have not stated that they have produced before us anything that is forged. We have not doubted their bona fides about it. But we have said that that assurance apart, we are prepared to consider all the pros and cons of their claims on their merits, whatever the assurance.

Even the assurance may be taken into account, but we have to take into account the repercussions that would arise or would be cast on the sister marine services. That is the whole point.

Shri Hem Barua: One more question.

Mr. Speaker: Not more than one question. Shri Bagri has stood up twice or thrice and tried to interrupt the proceedings also. He gave notice on the same subject today. This was fixed earlier and it was on the agenda for today. If he had waited, he must have got the reply. Shri Ram Sewak Yadav and Shri Bagri have also given notice. I will allow them one question each, if they want to put the question.

श्री राम सेवक यादव (बाराबंकी) :
माननीय मंत्री जी ने अपनी स्थिति पर जोर दिया है। मैं जानना चाहता हूँ कि सरकार तत्काल क्या कार्रवाई करने जा रही है ताकि ऐसी स्थिति पैदा न हो जिस की आशंका है ?

श्री राज बहादुर : जहाँ तक कार्रवाई का सम्बन्ध है, जो कानूनी कार्रवाई है वह तो है ही। एंसेशियल सर्विस आर्डनेन्स जो है वह एप्लाइ किया गया है और उसके तहत काम होगा। मगर हम उम्मीद करते हैं कि उसकी जरूरत नहीं पड़ेगी और जो पायलाट्स हैं वे काम करना जारी रखेंगे।

श्री बागड़ी : सवाल मैं क्या करूँ। जो जवाब दिया गया है मैं उसको समझा ही नहीं।

Mr. Speaker: Order, order. Let us proceed to the next item. Papers to be laid on the Table.

श्री राम सेवक यादव : अध्यक्ष महोदय,

मैं निवेदन करता हूँ कि ऐसे माननीय सदस्य जो हिन्दी या किसी अन्य भाषा में कॉलिंग एटेंशन नोटिस इत्यादि दिया करें, उन को तो कम से कम माननीय मंत्री महोदय अपने जवाब ऐसी भाषा में दें, जिसको वे समझ सकें ताकि वे अपनी बात को उनके सामने रख सकें। यदि ऐसा नहीं होता है तो उनका इस प्रकार के प्रश्न को उठाना ही बेकार हो जाता है।

अध्यक्ष महोदय : यह बात ठीक है। मगर कुछ दिन पहले मैंने इसका जवाब दिया था। माननीय राम सेवक यादव तो दोनों जवानों अच्छी तरह से समझते हैं। अगर वह अपने मित्र को साथ साथ समझाते जाते
• • • •

श्री बागड़ी : समझता तो मैं भी दोनों हूँ।

अध्यक्ष महोदय : तो यह तकलीफ न होती और उसी वक्त सवाल वह उठ कर कर लेते।

श्री बागड़ी : मैं तो चलता हूँ। मेरी तो यह समझ में नहीं आता है।

12.23 hrs.

[Shri Bagri then left the House]

RE. MOTION FOR ADJOURNMENT
AND CALLING ATTENTION
NOTICE

Shri Hari Vishnu Kamath (Hosangabad): Sir, before you proceed to the next item of business, may I remind you of the notice of the Adjournment Motion in respect of which the hon. Minister wanted to make a statement? You promised to refer to it in the House.

Mr. Speaker: Probably the hon. Member has been told that the statement would be made at 4 O'clock in the evening.

Shri Hari Vishnu Kamath: The House has not been told about it. I should like to remind you of it.

श्री राम सेवक यादव (वाराणसी)

अध्यक्ष महोदय, मैंने एक कालिंग एटेंशन नोटिस दिया था

अध्यक्ष महोदय : इस तरह में नहीं आपको पूछना चाहिये । अगर आपने कालिंग एटेंशन नोटिस दिया है तो उसकी इतिला आपको मिल जायेगी कि उसका क्या हुआ है, क्या वह मंजूर हुआ है या नहीं और अगर हुआ है तो किस दिन लिया जायेगा ।

श्री राम सेवक यादव : हम को इतला मिली कि वह नामंजूर कर दिया गया है । वह दिल्ली का वाक्या है । एक मिल में मजदूरों और मिल के प्रबन्धकों में झगड़ा हुआ .

अध्यक्ष महोदय : आर्डर आर्डर, श्री राम सेवक यादव तो बहुत पुराने मेम्बर हैं और वह जानते हैं कि जब उनको जवाब दे दिया गया है तो उसी वक्त उनको उठ कर उसे

रेज नहीं कर देना चाहिये । अगर उनको कोई शिकायत है तो वह उसे मेरे पास आ कर सकते हैं ।

12.24 hrs.

PAPERS LAID ON THE TABLE

AUDIT REPORT AND APPROPRIATION ACCOUNTS OF DEFENCE SERVICES

The Deputy Minister in the Ministry of Finance (Shri B. R. Bhagat): On behalf of Shri Morarji Desai, I beg to lay on the Table a copy of the each of the following papers:

- (i) Audit Report, Defence Services, 1962 under Article 151 (1) of the Constitution. [Placed in Library, See No. LT-68/62].
- (ii) Appropriation Accounts of the Defence Services for the year 1960-61 and Commercial Appendix there to. [Placed in Library, See No. LT-67/62].

AMENDMENTS TO INDIAN TELEGRAPH RULES, 1951

The Minister of Transport and Communications (Shri Jagjivan Ram): I beg to lay on the Table a copy each of the following notifications making certain further amendments to the Indian Telegraph Rules, 1951, under sub-section (5) of section 7 of the Indian Telegraph Act, 1885:—

- (i) G.S.R. No. 37 dated the 6th January, 1962.
- (ii) G.S.R. No. 117 dated the 27th January, 1962.
- (iii) G.S.R. No. 212 dated the 17th February, 1962.
Placed in Library See No. LT-69/62.

ANNUAL REPORT OF NATIONAL CO-OPERATIVE DEVELOPMENT AND WAREHOUSING BOARD AND ANNUAL CONSOLIDATED STATEMENT OF ACCOUNTS OF THE BOARD

The Minister of Community Development, Panchayati Raj and Co-operation (Shri S. K. Dey): I beg to lay on the Table a copy of Annual Report of the National Cooperative Development and Warehousing Board for the year 1960-61 and the Annual Consolidated Statement of Accounts of the Board for the year 1959-60 along with the audit report thereon, under sub-section (3) of section 15 and sub-section (4) of section 41 of the Agricultural Produce (Development and Warehousing) Corporations Act, 1956, respectively. [Placed in Library, See No. LT-70/62].

Shri Morarka (Jhunjhunu): On a point of order, Sir. The Minister has laid two documents on the Table of the House, one relating to the year 1960-61 and the other to the year 1959-60. The audited accounts, particularly, relate to 1959-60 and are more than two years old. All the Government corporations are now required by law to place these documents on the Table within six months. Within six months, they have to hold their meetings and submit these accounts to the House. Merely because it is a statutory corporation, why should they take more than two years to place these accounts before the House? The utility of these accounts will be very much minimised if we get old accounts.

The second point is, the Annual Report is also 13 months old. More over, the Act does not contemplate that the Annual Report and the audited accounts should relate to two different periods. I would like the Minister to throw some light on this.

Shri S. K. Dey: I would require notice to give the answers to the questions.

RULES UNDER DELHI DEVELOPMENT ACT

The Minister of Health (Dr. Sushila Nayar): I beg to lay on the Table a copy each of the following Notifications under section 58 of the Delhi Development Act, 1957:—

- (i) The Delhi Development (Betterment Charge Arbitration) Rules, 1961 published in Notification No. G.S.R. 1111 dated the 9th September, 1961. [Placed in Library, See No. LT-71/62].
- (ii) The Delhi Development Authority (Salaries, Allowances and Conditions of Service) Regulations, 1961 published in Notification No. S.O. 2226 dated the 16th September, 1961. [Placed in Library, See No. LT-72/62].

NOTIFICATIONS UNDER SUGAR (REGULATION OF PRODUCTION) ACT AND AGRICULTURAL PRODUCE (DEVELOPMENT AND WAREHOUSING) CORPORATIONS (AMENDMENT) RULES

The Deputy Minister in the Ministry of Food (Shri A. M. Thomas): I beg to lay on the Table—

- (i) a copy each of the following Rules under sub-section (4) of section 7 of the Sugar (Regulation of Production) Act, 1961:—

(a) The Sugar (Regulation of Production) Rules, 1962 published in Notification No. G.S.R. 72 dated the 15th January, 1962.

(b) The Sugar (Regulation of Production) Amendment Rules, 1962 published in Notification No. G.S.R. 218 dated the 14th February, 1962.

(c) The Sugar (Regulation of Production) Second Amendment Rules, 1962 published in Notification No. G.S.R. 422 dated the 29th March, 1962.

[Shri A. M. Thomas]

(ii) a copy of the Agricultural Produce (Development and Warehousing) Corporations (Amendment) Rules, 1962 published in Notification No. G.S.R. 499 dated the 20th April, 1962, under sub-section (3) of section 52 of the Agricultural Produce (Development and Warehousing) Corporations Act, 1956.

[Placed in Library, See No. LT-73/62].

12.27 hrs.

ELECTIONS TO COMMITTEES

ANIMAL WELFARE BOARD

The Minister of Food and Agriculture (Shri S. K. Patil): I beg to move:

"That in pursuance of sub-section (1)(i) of Section 5 of the Prevention of Cruelty to Animals Act, 1960, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, four members from among themselves to serve as members of the Animal Welfare Board, subject to the other provisions of the said Act."

Mr. Speaker: The question is:

"That in pursuance of sub-section (1)(i) of Section 5 of the Prevention of Cruelty to Animals Act, 1960, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, four members from among themselves to serve as members of the Animal Welfare Board, subject to the other provisions of the said Act."

The motion was adopted.

INDIAN LAC CESS COMMITTEE

Shri S. K. Patil: I beg to move:

"That in pursuance of sub-section (4)(iii) of Section 4 of the

Indian Lac Cess Act, 1930, as amended from time to time, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as member of the Indian Lac Cess Committee."

Mr. Speaker: The question is:

"That in pursuance of sub-section (4)(iii) of Section 4 of the Indian Lac Cess Act, 1930, as amended from time to time, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Indian Lac Cess Committee."

The motion was adopted.

GOVERNING BODY OF INDIAN COUNCIL OF MEDICAL RESEARCH

The Minister of Health (Dr. Sushila Nayar): I beg to move:

"That in pursuance of items (xiii) and (xiv) of rule 20 of the Rules and Regulations of the Indian Council of Medical Research the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Governing Body of the Indian Council of Medical Research."

Mr. Speaker: The question is:

"That in pursuance of items (xiii) and (xiv) of rule 20 of the Rules and Regulations of the Indian Council of Medical Research, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Governing Body of the Indian Council of Medical Research."

The motion was adopted.

12.29 hrs.

DEMANDS FOR GRANTS (RAILWAYS)—*contd.*

Mr. Speaker: The House will now take up further discussion and voting on Demand for Grant No. 1 in respect of the Budget (Railways) for 1962-63 and also further discussion on the cut motions.

Shri R. Barua (Jorhat): Mr. Speaker, Sir, my cut motion relates to two aspects, namely, the loss incurred by the railways and the compensation that the railways have to pay and, secondly, the shortage of wagons particularly in the metre gauge lines. These are the two aspects that I will mainly deal with.

Sir, we have completed two Five Year Plans and we are in the Third Plan period. In the eastern zone it is known that the entire area is served by metre gauge and there is no broad gauge line. There are metre gauge lines in the southern railways also. But in the eastern region, what I find is that the incidence of loss due to theft and pilferage is exceedingly high. From the report of the Ministry it is apparent that the total loss by way of claims to be paid by the Railways is to the tune of Rs. 3.75 crores, which is very much alarming. It is also to be seen that the Eastern Railway and the N.E.F. Railway, these two railways put together paid the heaviest claim. As far as I remember, the amount of claims paid by the N.E.F. Railway works out to 3.7 per cent of the gross profit earned by the Railways. Compared to other railways, it will be seen that the N.E.F. Railway and the Eastern Railway pay the highest claim. Of course, with regard to the Southern Railways, the statistics disclose a better position. There the percentage runs between 0.81 per cent and 0.76 per cent compared to the gross profit earned by them. Not only that, in this eastern region, in the case of the Eastern Railways and the North-Eastern Frontier Railway the proportion of loss increased from Rs. 9 crores to about

Rs. 19 crores within about three or four years time. That is also an aspect serious enough to be considered.

With regard to this region, it is apparent that there are no other transport systems except the Railways. After the partition, the north-eastern region suffered a setback with regard to transport facilities. On the top of it, the only river, namely, the Bhramaputra river, which helps in carrying a large amount of transport is drying up gradually after the last great earthquake. There must have been topographical change. The streams plying over the river used to go up to Dibrugarh. Now they cannot go beyond Jorhat, and it is feared that, in the near future, streams plying in this river may not be able to go beyond Gauhati. If that happens, there will be further strain on the railways.

Besides that, recently the strategic importance of this area has grown because of various factors like, firstly, the Chinese aggression; secondly, the situation developing in Pakistan and, thirdly, also the Naga troubles. All these things put an additional strain on the railway transport and probably this aspect of the question was never looked into, or could not have been anticipated, while framing the Third Five Year Plan. Therefore, the existing shortage of transport facilities, has now been accentuated because of the development of these factors. So, it is all the more necessary to improve the supply and condition of wagons there. I find that the incidence of theft and damage in this area is the worst because the wagons supplied to that area are mostly worn out and they have such large door crevices that people can pilfer things from out of the wagons. In many cases the perishable goods are moved at owner's risk and, in consequence, people who are consignors or traders do not get adequate compensation for the damage in transit. Another curious thing is that unless the trader or consignor is vigilant enough or resourceful enough to follow up his own wagon from the point of origin till he gets delivery,

[Shri R. Barua]

there is sufficient delay in transporting the goods and in consequence serious damage to the tune of 50, 80 or 90 per cent is caused to the goods. All these losses are not recoverable from the railways because of the various rules and regulations made from time to time in favour of the railways. It is no doubt true that the primary responsibility is that of the railways as common carrier but, unfortunately, the rules and regulations are so framed as to absolve the railways from the liability even in very many genuine cases. Even though the railways get rid of proper and genuine claims by means of the rules and regulations framed by them, the claims are increasing and the losses are mounting up in that area.

I find from the statistics that the losses in this are mainly due to theft or pilferage. I can tell you that in this line, particularly in the North East Frontier Railway, bales of cloth and packages of goods are surreptitiously taken away from the station yards with the result that the losses are mounting up. I know of cases in which packages of goods and bales disappear from station yards and goods yards so that ultimately either the consignor suffers the loss or after about two or three years the railways have to pay compensation. This being the position, ultimately, the consumers suffer the loss because the traders, if they had to suffer a loss, will not pay it out of their pocket; they will pass it on to the consumer. That is the reason why we find that the prices obtaining in this region are higher than that prevailing in any other area. So, apart from the rise in freights which the people have ultimately to pay, there is the additional burden put on the consumers because of the huge thefts taking place in the railways in this area.

One of the reasons for this is that the wagon supply to this area is not satisfactory either in quality or in quantity. Only worn out wagons are supplied to that area, and that too much less than the actual require-

ments. Of course, I am very much conscious of the commitments of the railways and so I do not press them to convert our line into broad-gauge immediately; nor do I say that there should be double line, though it is an immediate necessity of this area. But, then, to relieve the immediate needs, I beseech the Railway Minister to see that the wagon supply position to that area is improved immediately, because the transport difficulties and bottleneck facing this part of the country is gradually becoming very much acute.

With regard to perishable goods, particularly, potatoes, mangoes and onions, which are mostly taken from Bihar and Bengal side to Assam and farther down, no care whatsoever is taken to see that these things are moved expeditiously. I know that there are cases when these things are put in very bad wagons, exposed to the Sun and rain. Also, the Railway administration is not alert enough to see that these perishable goods are transported in the quickest possible manner. The result is that these valuable foodstuffs while on the railway get damaged. I do not know how it is that a consignor is expected to follow up his wagon from the point of origin throughout the entire route so that it comes in time. If one is not a resourceful person, very often the goods get damaged because of delayed transit. That is an aspect through which this part of the region is suffering a lot.

One thing that I should like to point out is that because of the shortage of wagons and transport facilities the tea industry is also suffering very much as the industry cannot afford to send its consignments in due time for want of wagons and transport facilities.

With regard to river transport, as I have already stated, it is drying up gradually. I do not know whether the Government can take up the project of dredging the entire Brahmaputra which will be a very costly

affair. Therefore the entire transport must be diverted at the instant moment to the railway system.

Another thing that I would also like to point out is that in all Railways there is a parallel transport system in roads. But so far the North-East Frontier Railway is concerned which runs for 1,800 miles or so, its parallel road route is only 725 miles which compares very unfavourably with that of the other States.

Taking all these factors into consideration I would like to suggest that the North-East Frontier Railway and the North Eastern Railway need immediate increase of better wagons, both waterproof and pilfer-proof because the facility of transporting goods is gradually becoming impossible in this area. Of late both in the Government projects and in the private sector many constructions are being held up because sufficient quantities of building and other materials though available beyond the State of Assam cannot be taken over to Assam.

It can also be visualised that most of the things going to the North-East Frontier Province, to the Garo, Lushai and Khasi-Jaintia Hills are to be taken from the important centres of Assam. Those areas are not served with any railway. The road system there is also very meagre. Therefore we must pay very special attention to the Hill areas and see that they do not suffer from not getting sufficient goods because of the transport disadvantages.

Taking all these aspects into consideration I would submit that there should be proper and immediate increase of wagon facilities to this area. Also, measures should be taken to see that pilferage and theft which occur on this railway and are the highest in entire India are immediately stopped, or else the ultimate burden carried by the consumers cannot otherwise be relieved.

Mr. Speaker: Shri Basappa. I may be permitted to say one thing. During this discussion there will mostly be individual or local grievances or demands that the hon. Members would be making. So, if they try to condense their remarks within ten minutes, we might accommodate a larger number of hon. Members. Normally, the grievance is that a very small number is accommodated and some are left out. So, if hon. Members agree, we might put a limit of ten minutes on speeches. Then most of the hon. Members who desire to speak can have a chance to express the grievance of their locality or constituency.

Shri U. M. Trivedi (Mandsaur): For cut motions ten minutes will do.

Shri Umanath (Pudukkottai): We will try but if it is not possible in some cases I hope we will be given some more time.

Mr. Speaker: So far as parties are concerned, they have a limited and specific time allotted to them according to the total time that we have got. Therefore, if in the party only one Member out of them takes the whole time, I will not have any objection. On the other hand, if they want to accommodate more, they might be brief. But if one takes the whole time allotted to the party I shall not grudge it. So far as the Congress Members are concerned I think they will agree that they might have ten minutes each.

Some Hon. Members: Yes.

Shri Basappa (Tiptur): Sir, I wish to refer to a few points relating to my State, so far as railways are concerned.

There is a great apprehension in the minds of our people about the Sagar-Talaguppa line, which is only nine miles and odd and which is very important. It is very near the Sher-

[Shri Basappa]

rawady project and is very essential for the transport of forest produce and other things. This line is not dismantled. I understand that there is some correspondence going on between the Government of Mysore and the Railway Ministry. But I would earnestly request the hon. the Railway Minister to give an assurance, as his predecessor Shri Lal Bahadur Shastri had done before, that this line will not be dismantled. Because, to take away a facility which has been enjoyed by the people for the last thirty or forty years in a place which is full of potentialities like the Malnad region, is not at all correct. Instead of dismantling it, I would urge upon the Government to extend it up to Bhatkal which is going to be one of the important harbours on the west coast. On the other hand, I understand that the Railway Ministry is trying to tell the Government of Mysore that road transport, that is buses, may not ply on this road. I would not agree to that. Because, after all, the buses are not running only from Sagar to Talaguppa. The buses run from Shimoga to Sagar, to Talaguppa and other places also. So, to make it a condition like this, not to allow a healthy competition, is not correct.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Unhealthy competition.

Shri Basappa: Anyhow, the hon. Minister will see the wisdom of what I am saying, that it should not be dismantled at any cost.

The second point that I would like to make is about the Hassan-Mangalore railway line. I am glad that this has been included in the Third Five Year Plan and efforts will be made to carry on work on this line. But I feel, from the answers given on the floor of this House regarding the development of the Mangalore port, that it is going to be linked up with Mangalore port. I am therefore apprehensive about delay. To put up

this line so much work has to be done, land acquisition has to go on for a considerable time. I would therefore urge upon the Government to immediately ask the Government of Mysore to proceed with the land acquisition and other things so that there may not be delay.

In this connection I would also submit to the Railway Ministry that even from the economic point of view or from the profitable point of view a broad-gauge line here would be a very good proposition, because the Government will have to come to a definite conclusion in the future as regards the gauge. Member after Member has emphasised that the Railway Ministry must come to some conclusion on this. I am told that metre gauge will not be a very profitable one in the long run. Broad gauge would yield a net profit of about 10 to 15 per cent, whereas metre gauge would involve a loss of 20 to 25 per cent. Therefore, if we lay this as a broad-gauge line, later on when we want to connect this Hassan-Mangalore railway line with Bangalore and Madras, it could be easily done and it would be a very fine line connecting the west coast with the east coast. I would therefore request the hon. Minister to consider this aspect of the case also.

So far as the ore roads are concerned, they earn a lot of foreign exchange—iron ore and other things. From that point of view, special attention should be paid to the regions which help us in earning foreign exchange. Therefore, from that point of view Mysore and other areas in that region should be given greater attention. So far as one or two important railway lines are concerned—you have told me, Sir, to put forward only a few smaller things—within the short time allotted to me, I would request that further consideration may be given to them. Because, even when Shri Sanjiva Reddy, Congress President was in Kalyandurg, representations were made to him

that there should be a line Tumkur-Kalyandurg-Bellary. This must be thought of.

There are certain lines—Halnawar-Dandeli has been mentioned already—which are not working very well. Also the Bellary-Raidurg lines moves very slowly as also the Chickballapur-Bangalore line. These are things to be improved. Particularly these two lines, Poona-Bangalore line and the Guntakkal-Bangalore line must be broad-gauge. They move very slowly. These are main trunk lines also. We should not allow them to remain for ever in the metre-gauge section.

Coming to smaller mercies, I have been asking the Ministry for an under-bridge in Tiptur, in my constituency. The Government of Mysore will be forthcoming to do their part of the work. The Railway Ministry may not find it difficult to go through the work. Another small mercy: through coach from Delhi to Bangalore. Formerly it was available. For the last so many years, we are not having it. In the Mysore and Hubli divisions, the amenities provided are very very small compared with the other divisions in the Southern Railway. I do not want to make a big complaint of it. If things are verified correctly, the Railway Board will notice that the amenities provided in the Hubli Division and the Bangalore and Mysore Divisions fall far short of what they intend to do.

After a long time and after a little agitation on my part; the trains stop at the Gubbi station. A fruit stall is very necessary. Also an out-agency at Chickanaikanhalli. I have been asking for this for the last 4 or 5 years. It has not been done.

Shri Nambiar (Tiruchirapalli): Five years for a fruit stall?

Shri Basappa: The time allotted to me is very short; I have to cover a few more points.

A first class waiting hall is very necessary at Banasandra. That is a very big taluk headquarters. In fact, there are four taluk headquarters. It is also an ore carrying station. Therefore, I would request that this may be considered.

So far as planning is concerned, in broad way, I may say this. In the past, they have done so much and laid 30 or 40,000 miles of lines. In the last 12 years, we have not been able to complete even 1200 miles. There must be some other way of thinking, to do something, to have more railway lines. In the Second Plan, emphasis was laid on railway lines which connect steel plants and other things. I would bring to the notice of the hon. Minister this fact. Badravati is an iron producing centre. More expansion of the railway line and improvement of that line has not been thought of. After all, it is also a public sector undertaking. A little more has to be done. I would rather hesitate to say that stepmotherly treatment has been given. But, still, the hon. Minister may consider this aspect of the case also.

I do not want to say anything about the justification or otherwise of the raising of the fares at this stage. But, there is one thing. Bifurcation of the Southern Railway is indispensable. This is nearly 6,000 miles long it is very very unwieldy. There are eight divisions. Some divisions are very much neglected. The hon. Lady Member there pointed out that the railway lines in the Andhra region have one headquarters at Bombay, another in Calcutta and another in Madras. Instead of carving out in this way with 6,000 miles, three divisions would be suitable from so many points of view. I hope the Railway Ministry and the Railway Board will take all these things into consideration and see that something is done.

In the Deccan plateau, the metre gauge engines go very slowly. We

[Shri Basappa]

have done so much of research work in Chittaranjan. Why not think of improving the metre gauge engines so that they may run faster? There are the same old type of metre gauge engines and they go very slowly. Can we not do something to see the metre gauge engines are improved and they may do well particularly in that part of the line where they have to go in a zig-zag way and there are so many difficulties. I hope the hon. Minister will take note of some of these things.

श्री श्रीनारायण दास (दरभंगा) :

अध्यक्ष महोदय, उत्तर बिहार के रहने वाले रेलवे विभाग के बहुत कृतज्ञ हैं कि उन्होंने बहुत दिनों के आन्दोलन के बाद गंगा नदी पर मुकामा में पुल बना दिया जिसका कि नाम राजेन्द्र पुल रक्खा गया है। यह समझा जाता था कि इस राजेन्द्र पुल के बन जाने से उत्तर बिहार में यातायात की सुविधा हो जायेगी, माल ढोने में सुविधा होगी और यात्रियों को कम से कम समय में दक्षिण बिहार से उत्तर बिहार जाने की सुविधा होगी लेकिन अफसोस के साथ कहना पड़ता है कि अभी तक जो प्रबन्ध हुआ है वह ठीक उस के विपरीत है। पटना से दरभंगा की तरफ जाने वाले जो लोग हैं उन को अभी कोई खास सुविधा नहीं हुई है। लेकिन उत्तर बिहार से पटना जाने के लिए जो दो रास्ते थे, एक गंगा नदी में महेन्द्रघाट होकर और दूसरा मुकामा घाट होकर, दोनों रास्तों से लोग जाते थे लेकिन जब से इस पुल का निर्माण हुआ है तब से महेन्द्रघाट होकर जाने की सुविधा बहुत ही कम कर दी गई है। बहुत ही कम ट्रेन्स हैं और बहुत ही कम स्टीमर्स चलते हैं क्योंकि यह आशा की जाती है कि बहुत से लोग दरभंगा की तरफ मुकामा घाट होकर जायेंगे लेकिन दोनों तरफ के रेलवे महसूल में, रेल भाड़े में, बहुत ज्यादा घात कर दिया गया है। इसलिए मैं सबसे पहली बात यह निवेदन करना चाहूंगा और मैंने पहले भी कई बार कहा है कि जो लोग उत्तर

बिहार से पटना जाना चाहते हैं चाहे किसी भी रास्ते से जायें दोनों रास्तों का रेलवे भाड़ा एक होना चाहिये। अभी दोनों तरफ के रेलवे भाड़े में १३ आने का फर्क है जोकि एक साधारण थर्ड क्लास के मुसाफिर के लिए बहुत ही ज्यादा है। इसलिए समस्तीपुर से उत्तर जितने स्टेशन हैं नरकटियागंज सैक्शन में और निर्मली सैक्शन में, उन सभी स्टेशनों से जो यात्रा करने वाले हैं अगर वह मुकामाघाट होकर जायें तो उन से उतना ही भाड़ा वसूल किया जाना चाहिए जितना कि अभी उन को महेन्द्रघाट होकर जानें में देना पड़ता है। मैं निवेदन करूंगा कि इस बात की छानबीन करायें और जल्द से जल्द यह सुविधा मुसाफिरों को दें ताकि लोग अच्छे तरीके से उस पुल का उपयोग कर सकें। और इस तरफ से पटना जाने की उन को सुविधा प्राप्त हो सके।

दूसरी बात मैं ट्रेन्स के सम्बन्ध में कहना चाहूंगा। पटना से दरभंगा में समझता हूं कि लगभग १०० मील होगा लेकिन अभी हम लोगों को पटना से दरभंगा की तरफ जाने में ७ घंटे लगते हैं जब कि दिल्ली से पटना जाने में केवल २२ घंटे लगते हैं। बावजूद इस बात के कि अब समस्तीपुर तक बड़ी लाइन हो चुकी है पटना से दरभंगा तक ७ घंटे का समय लगता है। इसलिए मैं निवेदन करूंगा कि अभी पटना से समस्तीपुर एक ही ट्रेन गई है जोकि एक्सप्रेस ट्रेन है उस एक ट्रेन के बजाय कम से कम दो एक्सप्रेस ट्रेन पटना से समस्तीपुर तक होनी चाहिए।

तीसरी बात इस सम्बन्ध में मैं यह कहना चाहूंगा कि हम लोग जो दिल्ली आते हैं समस्तीपुर की तरफ से उन को उम्मीद थी कि इस सफर में हमें कम से कम समय लगेगा लेकिन जबसे यह समस्तीपुर तक बड़ी लाइन बनी है तो समस्तीपुर से जब हम चढ़ते हैं तो बरीनी बदली कीजिये और बरीनी से चढ़ते हैं तो मुकामा में बदली कीजिये। इसलिए मैं निवेदन करना चाहूंगा कि कम से

कूम तूफान गाड़ी में समस्तीपुर से एक डाइरेक्ट कोच की व्यवस्था कर दी जाये। ऐसा होने से हम लोगों को सुविधा हो जायेगी।

अब मैं एक और समस्या की ओर रेलवे मंत्रालय और सदन का ध्यान खींचना चाहता हूँ। शायद हमारे माननीय रेल मंत्री को यह मालूम नहीं होगा कि समस्तीपुर नरकटिया गंगा एक जंक्शन है एक शाखा है जोकि समस्तीपुर से नरकटियागंज की तरफ जाती है। समस्तीपुर में नरकटियागंज जाने में बीच में दरभंगा स्टेशन पड़ता है जोकि एक जंक्शन स्टेशन है। यहां पर तीन लाइनें आकर मिलती हैं। समस्तीपुर भी एक जंक्शन है और यहां पर भी तीन लाइनें आकर मिलती हैं इन तीन लाइनों के मुसाफिर और तीन लाइनों का जो माल है वह एक लाइन पर डोया जाता है। इसके लिए रेलवे ने यह विचार किया कि समस्तीपुर से दरभंगा तक जो रेलवे लाइन है उसको डबल कर दिया जाय ताकि यात्रियों को भी सुविधा हो और माल की दुलाई में भी सहुलियत हो। उस के लिए सर्वे और जांच पड़ताल आदि भी कराई गई। यह पता भी चला कि समस्तीपुर से दरभंगा तक यह लाइन डबल होगी लेकिन इसी बीच में एक दूसरा प्रस्ताव रेलवे बोर्ड में उठाया गया और वह यह था कि इससे बहतर तो यह होगा कि मुजफ्फरपुर से ही सामान और यात्रियों को दरभंगा डाइवर्ट कर दिया जाये ताकि उस लाइन पर ज्यादा बोझ न रहे। समस्तीपुर से दरभंगा तक के लिए सर्वे कराया गया और मैं समझता हूँ कि जितनी तरह के भी सर्वे जरूरी होते हैं वह सब सर्वे किये गये और ऐसी उम्मीद की गई थी कि मुजफ्फरपुर से दरभंगा तक एक लाइन हो जायगी ताकि मुजफ्फरपुर से ही सारे यात्रियों को दरभंगा की तरफ डाइवर्ट कर दिया जाये लेकिन मालूम क्या कारण हुआ कि वह मुजफ्फरपुर से दरभंगा तक की लाइन बनाने का विचार स्थगित कर

दिया गया। यही वजह है कि समस्तीपुर और दरभंगा के बीच में यात्रियों को तो असुविधा है ही माल ढोने में भी असुविधा महसूस होती है। पैसेजर्स को उस के कारण काफी असुविधा का सामना करना होता है। कोई गाड़ी ऐसी उधर नहीं है जो कि ओवर क्राउडेड नहीं चलती है। इस के अलावा और भी कई तरह की असुविधाएं होती हैं। मैं माननीय मंत्री से निवेदन करूंगा कि या तो दरभंगा समस्तीपुर लाइन को डबल किया जाय अथवा दरभंगा से मुजफ्फरपुर तक एक लाइन बनाई जाय। उस का सर्वे हो चुका है और उस सर्वे के तमाम कागजात मौजूद हैं मैं नहीं समझता हूँ कि इस लाइन के डाल ने में कोई दिक्कत होने वाली है। उस के बनने से रेलवेज को फायदा होगा और साथ ही लोगों को भी सहुलियत मिलेगी। इसलिये मुजफ्फरपुर से दरभंगा तक एक लाइन होनी चाहिए।

अब मैं एक नई लाइन का जिक्र करना चाहता हूँ, जिस के सम्बन्ध में जांच-पड़ताल अंग्रेजों के राज्य में हुई थी। आप जानते हैं कि हमारे जिले में ऐसी जगहें भी हैं, जहां लोगों को ट्रेन पकड़ने के लिए बीस बीस पच्चीस पच्चीस मील तक जाना पड़ता है। बीस पच्चीस मील तक कोई स्टेशन नहीं होता है। इसीलिए दरभंगा-सकरी सैक्शन के सकरी स्टेशन और समस्तीपुर-मानसी सैक्शन के हसनपुर स्टेशन को मिलाने के लिए एक सरवे किया गया था। ऐसी उम्मीद की जाती थी कि उस समय वहां पर रेलवे लाइन बन जायेगी। लेकिन मालूम नहीं क्या हुआ कि वह मामला अब तक खटाई में पड़ा हुआ है। मैं माननीय मंत्री जी से निवेदन करूंगा कि सकरी को हसनपुर से रेलवे लाइन के द्वारा मिलाने के प्रश्न पर विचार किया जाये और जल्द से जल्द उस को बनाने का इन्तजाम किया जाये।

[श्री श्री नारायण दास]

मैं अपनी कांस्टीट्यून्सी से सम्बन्धित एक छोटी सी बात की तरफ़ इशारा करना चाहता हूँ। इस वक्त दरभंगा-सकरी सैक्शन पर तारसराय स्टेशन से रयाम की शूगर फ़ैक्टरी तक शूगरकेन बग़ैरह डोने के लिए एक ट्राली-लाइन है। ऐसा सुना जाता है—पता नहीं, वह कहां तक ठीक है—कि फ़ैक्टरी वाले चाहते हैं कि उस ट्राली लाइन को बाज़ान्ता तौर पर एक रेलवे लाइन बना दिया जाये। हमें इस में कोई आपत्ति नहीं है, लेकिन वह ट्राली-लाइन बहुत से गांवों के बीच में से गुज़रती है और बहुत से आदमी बच्चे बग़ैरह ट्राली के नीचे कुचल कर मारे जाते हैं। अगर उस ट्राली-लाइन को रेलवे लाइन बना दिया जायगा, तो उन लोगों के लिए और भी ख़तरे का कारण पैदा हो जायेगा। इसलिए यह आवश्यक है कि वर्तमान ट्राली-लाइन पर रेलवे लाइन न बनाई जाये। अब्बल तो वर्तमान ट्राली-लाइन को भी हटाने की कोशिश की जानी चाहिए और अगर तारसराय से रयाम तक रेलवे लाइन बनाई जानी है, तो उस का एलाइनमेंट इस तरह किया जाये कि वह गांवों में से न गुज़रे, ताकि वहां के लोगों की जानें ख़तरे में न पड़ें, और उस को गांवों के बिल्कुल बाहर से ले जाया जाये।

श्री मुहम्मद ताहिर (किशनगंज) : कोई प्रोटेशन दे दिया जाये।

श्री श्रीनारायण दास : वहां पर प्रोटेशन नहीं हो सकता है। ट्राली-लाइन गांवों में से गुज़रती है और कई बार बच्चे ट्राली के नीचे कुचले गये हैं। अगर कारख़ाने को फ़ायदा है तो उस ट्राली-लाइन को चाहे रेलवे लाइन में परिवर्तित कर दिया जाये, लेकिन उस का एलाइनमेंट बदल दिया जाये और उस को गांवों से बाहर रखा जाये।

मैं अपने इलाके की एक शिकायत का भी ज़िक्र करना चाहता हूँ। हमारे लोग भावुक हैं और वे साल में कई बार गंगा-

स्नान के लिए जाया करते हैं, लेकिन अक्सर यह देखा जाता है कि मेले के समय रेलवे विभाग कोई स्पेशल ट्रेन नहीं चलाता है, अगर कोई स्पेशल ट्रेन चलाई भी जाती है तो वह अपर्याप्त सिद्ध होती है, जिस का नतीजा यह होता है कि बहुत से लोग छतों पर चढ़ कर यात्रा करते हैं, जिस से जान को ख़तरा रहता है। इसलिए रेलवे विभाग को इस बात का खयाल रखना चाहिये कि मेले के समय स्पेशल ट्रेन्ज चलाने की व्यवस्था की जाये। खासकर समरियाघाट में गंगा स्नान के लिए मेला लगता है। अगर उस वक्त स्पेशल ट्रेन्ज चलाई जायें, तो सरकार को उस से आमदनी हो सकती है, क्योंकि बहुत से लोग वहां जाते हैं। जहां तक मेरा खयाल है, बहुत कम लोग बिना टिकट के वहां जाते हैं। अगर उन के लिए इन्तज़ाम किया जायगा, तो जानो-माल का ख़तरा कम हो सकेगा।

रेलवे बोर्ड ने यह ठीक किया है कि राजेन्द्र पुल के पास हॉल्ट बना दिया है। पहले गंगा-स्नान के लिये जाने वाले मुसाफ़िर, को समरिया स्टेशन पर उतरना पड़ता था जहां से उन को दो तीन मील के फ़ासले पर गंगा-स्नान के लिए जाना पड़ता था। अब हम लोगों के कहने और पब्लिक के आन्दोलन पर वहां पर एक छोटा सा हॉल्ट स्टेशन बना दिया गया है। लेकिन जहां तक मेरी जानकारी है, वहां पर पीने के पानी और धूप में ठहरने के लिए स्थान आदि की कोई सुविधा उपलब्ध नहीं है। इसलिए मेरा निवेदन है कि राजेन्द्र पुल के पास बने हॉल्ट स्टेशन पर पानी और शेड इत्यादि का इन्तज़ाम हो जाये, ताकि वहां पर जो मुसाफ़िर ट्रेन पकड़ने के लिए जायें, या जो ट्रेन से उतरें, उन के लिए कोई सुविधा शीघ्र मेरी शीघ्र हो जाये।

मेरी कांस्टीट्यून्सी में दो मुख्य स्टेशन हैं—लहरियासराय और दरभंगा। दरभंगा स्टेशन का विकास हो रहा है, लेकिन जिस

रफ्तार से वहां का काम जारी है, वह बहुत असंतोषजनक है। न मालूम क्या कारण है कि उस काम में तेजी नहीं आ रही है। डिस्ट्रिक्ट वे: हैडक्वार्टर में वे दोनों स्टेशन पड़ते हैं और दोनों पर बहुत से मुसाफिर चढ़ते हैं, लेकिन वहां पर मुसाफिराने भी नहीं हैं और स्टेशनों पर जो नए ढंग वे: सफाई वे: साधन होते हैं, वे भी अभी तक वहां पर नहीं हैं। लहरियासराय स्टेशन वे: बारे में पूछे गए एक प्रश्न वे: उत्तर से मालूम हुआ कि उस वे: रीमाडलिंग का काम होने वाला है। लेकिन वह काम ठप्प पड़ा हुआ है और उस में कोई प्रगति नहीं हो रही है। मैं निवेदन करूंगा कि लहरियासराय स्टेशन पर, जोकि जिले वे: हैडक्वार्टर में पड़ता है, मुसाफिरों की सुविधा वे: लिए, चाहें वे फ्रस्ट क्लास वे: हों, चाहें थर्ड क्लास वे:, पूरी व्यवस्था की जाये। इस समय वहां पर न कोई शंड है और न किसी और तरह की सुविधा है। कहा जाता है कि शायद कोई हिच पड़ी हुई है, कोई जमीन है, जोकि हासिल नहीं हो रही है। मैं निवेदन करना चाहता हूं कि उस वे: बारे में बिहार सरकार से जल्द से जल्द बातचीत कर वे: वह जमीन हासिल की जाये, ताकि वह काम आसानी से हो सके।

मैं सरकार का ध्यान इस तरफ भी खींचना चाहता हूं कि मेरी कांस्टीट्यून्सी में जनता की तरफ से आवेदन-पत्र दिये जाने पर दरभंगा नरकटियागंज सैक्शन पर कमतौल और मुहम्मदपुर स्टेशनों वे: बीच में एक हाल्ट स्टेशन देने की मंजूरी दी गई, लेकिन अभी तक वह काम जारी नहीं हुआ है। पता नहीं, इस का क्या कारण है। सरकार की तरफ से जो कागज़ हम लोगों में बांटे गये हैं, मैं ने देखा है कि उन में इस बारे में कोई जिक्र नहीं है। मुझे मालूम है कि उस की मंजूरी हो गई है। मैं माननीय मंत्री जी से निवेदन करूंगा कि वह देखें कि क्यों नहीं

वह हास्ट स्टेशन चालू किया गया और वहां पर ट्रेज क्यों नहीं ठहरती है।

Shri Umanath: While dealing with my cut motions, I would like to refer, first of all, to the one relating to the question of increase in freights and fares. I have been attentively hearing the explanations given by the Deputy Minister and the Minister of Railways, and the philosophy and the explanation given by our Finance Minister while dealing with his taxation proposals. Yet, I am not convinced of the necessity for the increase in the fares and freights. If we are to be guided by what the hon. Members of this House have spoken about this matter cutting across all party affiliations, I am convinced that the consensus of opinion is against this increase. From the newspapers also, we see that the entire public of our country, from all the States, is agitated on this question. Therefore, I would request the hon. Minister who is responsible for this, as well as the entire Cabinet, to seriously re-think over this question of increase in fares and freights.

Only the other day, an hon. lady Member from the other side dealt with this question by remarking as though it was the Members of the Opposition parties alone that were demanding the dropping of this increase, and she said that it was just like asking for music all right but not being prepared to pay for it. No, the boot is on the other leg. My grievance is, that we have paid more than sufficiently in anticipation of the music. But, unfortunately, the lady musician, without serving the music expected, has got away with the money, leaving us high and dry, and again has got the boldness to come and ask for money under the same pretext. That is how things are going on.

The implication given thereby is that the Opposition Members, just for

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the sake of opposition are demanding the dropping of the increase in fares. No, it is not so. Have we not noticed the hon. Member Shri Subodh Hansda and many others of the ruling party demanding the dropping of this proposal for increase? Since when did they join the opposite party leaving the ruling party. So, it is not a question of the Opposition Members being alone in this demand.

The hon. Minister of Railways said the other day that as far as he was concerned, he was responsible for finding out the resources, whereas the others were not as much responsible as he was; so, he said that he has somehow got to find the resources. I would like to know whether the large number of Members of his own party who have demanded dropping this increase in fares and freights are not responsible for running the entire show as much as he is. They are; that is how I consider it. They are as much responsible as he is, to run the entire show of the railways, as part of the ruling party, and still they demand that the increase must be dropped. I am pointing this out only to emphasise that this is not a small matter to be brushed aside by Government. That is why I am seriously canvassing on this question again and trying to appeal to the hon. Minister of Railways that the question must be reconsidered.

The other day the hon. Minister of Railways said, 'After all, it is an insignificant rise—just 4 nP'. I intervened the other day and it turned out to be an argument for him. It does not matter. I raise it now. Insignificant? Yes. A straw is a straw, more insignificant than 4 nP or even one nP. But we know what the last straw on the camel's back means. So I would again request the hon. Minister not to brush aside this point by saying that it is insignificant.

13.11 hrs.

[Mr. DEPUTY-SPEAKER in the Chair].

Crores and crores of our people have been bearing the brunt of taxes and fares and freight increases more than their share. It is in the form of taxes that they have been bearing the brunt of the burden, especially the poorer classes. To brush it aside under the pretext of it being insignificant is wrong.

Generally the Communist Party is said to be suppressing the conscience of its rank and file members. That is a general charge against the Communist Party. Now we are going to witness a scene in this very House whether it is going to be the Communist Party or the ruling Party that is going to suppress the conscience of its members. We have seen the conscience of its members on the question of freight and fare increase and we are going to witness the scene where those very Members are going to be compelled to vote against their own conscience when it comes to a question of voting. We are going to witness that in this very House.

My only appeal to the ruling Party, to the hon. Minister through you, Sir, is this: let them not use the whip of compulsion against their conscience at least on this question of freight and fare increase; let liberty be given to the Members of the ruling Party to vote according to their conscience. Let there be no compulsion on this question.

Now I come to the question of certain developmental requirements. I have moved cut motions for the doubling of track between Madras and Vijayawada, Madras and Tuticorin and Madras and Cochin. This is very important for the industrial growth of the various States through which these tracks pass. Also the doubling of these tracks will definitely relieve wagon shortage that is facing our country and is becoming a subject of discussion due to the serious dislocation that is caused to various industries throughout the country. Then the coal crisis we are facing will also

be relieved to some extent. Coal has got to come to these States from Jharia coal fields. If the tracks are doubled, from the industrial point of view, from the point of view of solving the coal crisis and relieving wagon shortage, it will definitely help ease the position.

I know the hon. Minister of Railways in reply to my question the other day has been kind enough to accept and sanction doubling of track between Madras and Vijayawada. This has been accepted on the very same considerations I have urged. Once this principle is accepted and the necessity for this doubling recognised, to extend it to all the three tracks will be the most justifiable thing to do, so as to make the thing complete.

As far as new lines are concerned, one is a line from Tirunelveli to Kanyakumari to be connected with Trivandrum as well. Now the Kanyakumari district is without railway. That district is a granary. Further, rubber production also is very good there. It is a foreign exchange earner. So if this line is constructed, i.e. a distance of 55 miles, and further connected with Trivandrum as well, it will complete one round of entire railway network and is so many ways it will be helpful to the States which are covered by it.

Another suggestion is for connecting Neyveli and Salem with a broad gauge line. In Salem, we are going to have a steel plant. Once that is commissioned and steel production starts, steps will have to be taken to link up this area with the various States through a common gauge. So between Salem and Neyveli the line will have to be broad gauge.

Further, in Kerala, there was the proposal for Tellicherry-Coorg-Mysore line, which was to connect Kerala with Poona as well as Secunderabad. There was a survey in 1937 and again

in 1952. I understand that the project has been dropped now. If that is so, what was the purpose of these surveys? A huge amount of money was spent on these surveys. What was this money meant for? I do not understand. So that must also be taken up.

Another thing is the necessity to extend the Needamangalam-Mannargudi line through the erstwhile Pudukottai State to Madurai, an important commercial centre. There is a memorandum submitted by the Kerala Kendra Sanghatan, Bombay, containing very important demands. I would request the Minister to give his attention and do the needful.

All stations from Shoranur to Mangalore are neglected very much with regard to goods sheds, welfare measures for passengers and so on. This also requires to be looked into.

Now I come to an important point regarding the workers. Under rule 149 of the Railway Code, a large number of employees have been sent out without assigning any reason whatsoever by the General Managers. This section in the Code says that their services can be terminated as per the service contract. In that contract, there is a clause saying that an employee can be sent away with one month's notice or one month's pay in lieu thereof without assigning any reason. Now, this provision was made by the private British Company which laid the railways. Now these railway employees have become government servants. Once they become government servants, this clause can never operate, because as far as civil servants and government servants are concerned, the provisions of the Constitution apply. Article 311(2) of the Constitution definitely lays down that no civil servant's service can be terminated without giving a proper show-cause notice. The railway employees must be covered by this article and not by rule 149 which was

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brought in by British capitalists when they built the railways.

What are the reasons for which these railway employees have been removed? A large number of those employees is involved. Is it for security reasons? Not at all, because the Constitution says that the President is empowered to remove an employee without assigning any reason if he is considered to be not safe from the security angle. They have not been removed by the President. That is clear proof that the Government recognise that these employees can be relied upon from the security point of view. So that is not the ground. Similarly, there are other provisions in the Constitution which deal with this matter. If reason cannot be assigned, it can be stated in writing why they cannot assign any reason. These employees have not been sent away under that because that provision—article 311—has not been invoked by the railways.

Then why are they removed? Not for security reasons, nor for any other reason except that they are active members of the trade unions. Some officers are afraid of certain employees exposing their corrupt practices. So from that angle, people are removed. For this purpose, a worn-out clause brought in by the British capitalists has been resorted to. A similar clause has been quashed by the Madras High Court. There are similar provisions in the standing orders of private managements in Madras. These had come before the Full Bench of the Madras High Court where it was decided that notwithstanding the provision where an employer can send away an employee without assigning any reason with just one month's notice, today the laws and conception of social justice demands that he must be given a showcause notice. I would urge the hon. Minister to seriously consider this matter and remove this clause from the service contract, or remove rule 149 from the Railway Code.

Finally a word about corruption. I feel strongly that our fight against cor-

ruption has been made a bit difficult by the performance of our Prime Minister yesterday. I have got to painfully say that, because yesterday our dear Prime Minister said that corruption was just there in the lower ranks. This is a clear certificate and a green light to top brackets in our social ladder that they are safe, that they are quite all right, only in the lower ranks there is corruption. And the important reason given was that because the standard of living in our country was low, naturally there would be corruption. But our Prime Minister mentions America in the same breath and says that America is a country where there is a high standard of living, and there corruption is worse than in India. So, if because of the low standard there is corruption here, then it should be less in America, why is it more? Both the things are said by the Prime Minister in the same breath. It is not the standard of living, it is a question of our own people at the top. The difference between our country and Ghana is this, that if a Minister's wife gets a golden bed there, he is sacked, but here he will be covered by a golden blanket. Unless that attitude of the Government is changed, corruption cannot be put down, and I think our difficult task has been made more difficult by the Prime Minister. I would request the Government to consider it.

श्री म० भू० वैद्य (साबरमती) :

उपाध्यक्ष महोदय, हमारा देश सैकड़ों वर्षों से गुलामी में सह रहा था। गत पन्द्रह वर्षों से उसे स्वतंत्रता प्राप्त हुई है। स्वतंत्रता प्राप्त होने के साथ ही हमारी सरकार ने पंच-वर्षीय योजनाओं के द्वारा देश के विकास में बहुत कुछ बढ़ोतरी की है। वैसे ही हमारी रेलवे में भी बहुत तरक्की हुई है। हमारे चित्तोजन के कारखाने में एंजिन बनने हैं, अनेक प्रकार का रेलवे का और सामान भी बनता है। हमें तसल्ली थी कि जहां

यह दूसरा सामान बन रहा है वहां रेलों की ग्रीर चीजों के बनाने के बारे में भी ध्यान दिया जायेगा। विशेषकर रेलों के डब्बों के बारे में।

चारों ओर से लोगों ने कहा कि बहुत भीड़ भाड़ आज कल गाड़ियों में रहती है। मैं जिस प्रदेश से आता हूँ वह गुजरात का उत्तरी भाग है जिस का उत्तर गुजरात कहते हैं। वहां की स्थिति इस सम्बन्ध में बहुत खराब है। हमारी सरकार ने तीन प्रकार के डब्बे रखे हैं : फर्स्ट क्लास, सेकेंड क्लास और थर्ड क्लास। लेकिन चूंकि वहां पर भीड़ अधिक हो जाती है इसलिये लोगों ने फोर्थ क्लास भी बना लिया है। गिड-क्रियों के पास जो पटरी होती है वे उस पर ही चढ़ बैठते हैं। कभी कभी तो ऐसा होता है कि वे रेलों की छत पर बैठ कर फिफ्थ क्लास भी बना लेते हैं। इस भीड़ भाड़ को दूर करने के लिये हमारे मिनिस्टर साहब को कुछ न कुछ करना होगा। हमारे देश में जो थर्ड क्लास के डब्बे हैं और जो बैगन हैं उन के अतिरिक्त और भी डब्बे और बैगन तैयार कर के इस भीड़ भाड़ का दूर करना चाहिये।

मेरी कांस्टीट्यून्सी सावरमनी है। वहां की एक बात मैं आप के सामने रखना चाहता हूँ। अहमदाबाद शहर हमारे देश का मानचेस्टर माना जाता है। अहमदाबाद में इतनी मिलें हैं कि कभी कभी वहां पर ऐसी दशा हो जाती है कि कोयले की कमी से उन का काम रुकने लगता है जब वहाँ के मिल ओनर्स एसोसिएशन और मजदूर महाजन संघ दोनों मिल कर प्रयत्न करने हैं तब जा कर मिलें बन्द होने से रुक पाती हैं। लेकिन कई बार मुसलमानों का सामना करना पड़ता है। इस लिये कोयले का प्रबन्ध भी हमारी सरकार को जल्दी से जल्दी करना चाहिए।

एक और बात धानरेबल मिनिस्टर साहब के कान में डालना चाहता हूँ। अहमदाबाद शहर पश्चिम दिशा में गांधी ग्राम स्टेशन है। यह एक छोटा सा स्टेशन है लेकिन इस का उपयोग कई तरफ से होता है। उस को एलिसब्रिज स्टेशन भी कहते हैं। उस एलिसब्रिज स्टेशन के पास पहले कोई ज्यादा बस्ती नहीं थी। लेकिन अब वहां पर बस्ती हो गई। बस्ती बढ़ जाने के कारण रेलवे ऐसा प्रबन्ध कर रही है कि वह स्टेशन वहां से उठा दिया जाय। कारण यह बतलाया जाता है कि वहां पर ट्रैफिक को बहुत मुसीबत है। ट्रैफिक कौन सा है? कार वालों का, मोटर वालों का। चूंकि उन को तकलीफ होती है इस लिये यह स्टेशन जो कि ग्रामीणों के लिये आशीर्वाद स्वरूप था, उसको वहां से उठा कर थोड़ी तीन चार मील दूर ले जाने का प्रबन्ध हो रहा है। मेरी विनती है कि भावनगर, घन्धूका, धोलका और वावला जैसे स्थानों के लिये ती-वह बड़ा ही सुविधाजनक था। जिस तरह से आज थर्ड क्लास के लोग मुसीबत में हैं उसी तरह से ग्रामीण लोग जिन के लिये यह स्टेशन नजदीक पड़ता है उस के हटने में वे मुसीबत में पड़ जायेंगे। अहमदाबाद के नजदीक धद्रका शहर है। वहां से सब्जी आदि बेचने वाले आसानी से एलिसब्रिज से रेल में चढ़ कर अहमदाबाद पहुंच सकते हैं। इस लिये आन रेलवे मिनिस्टर साहब से मेरी प्रार्थना है कि वे ग्रामीण यात्रियों के लिये आशीर्वाद स्वरूप स्टेशन को न हटायें।

एक बात मैं उन लोगों से सम्बन्धित कहना चाहता हूँ जो कि गरीब हैं और थर्ड क्लास में सफर करते हैं। उनके डब्बे का नाम तो थर्ड क्लास रखा गया है लेकिन जो वे उसको फोर्थ या फिफ्थ क्लास बना देते हैं उसकी बात मैं ने कही। एक तो उनके लिये वैसे ही मुसीबत थी, लेकिन अब उनकी किराया भी बढ़ा दिया गया

[श्री म० भू० वंश्व]

है। आखिर उनको तसल्ली किस तरह से होगी ? उनके लिये कोई तो सुभीता होना चाहिये। हमारी रेलवे मिनिसट्री को इस बात की कोशिश करनी चाहिये और रेलवे बोर्ड को भी इस तरफ ध्यान देना चाहिये कि ऐसा प्रबन्ध किया जाय जिस में उन की तसल्ली हो जाय और वे समझें कि चलो किराया बढ़ गया तो कोई बात नहीं, लेकिन उन को फोर्थ या फिफ्थ क्लास में नहीं जाना होगा। कम से कम उनके बैठने के लिये तो वहां जगह हो जाय, इतने डब्बे वहां पर चलाये जायें।

हमारी रेलवे मिनिसट्री जो है उस में ११ लाख से अधिक आदमी काम करते हैं मेरी प्रार्थना है कि हमारे देश के अन्दर जो गरीब लोग हैं और रेलवे में काम करते हैं उनकी ओर खास तौर पर ध्यान दिया जाय। हमारे देश में जो गरीब लोग हैं, जिन को हमारी गवर्नमेंट ने शेड्यूल्ड ट्राइब्स और शेड्यूल्ड कास्ट्स का नाम दिया है, हर्षात् गिरिजन और हरिजन, उन लोगों की दशा अंग्रेजों के राज्य में बड़ी अधम थी। हमारे राज्य में उनकी कुछ तरक्की हो रही है, पढ़ाई भी उनकी थोड़ी-थोड़ी हो रही है। उन के लड़कों को रेलवे सर्विसों में भी हिस्सा मिलना चाहिये हमारे संविधान में यह बतलाया गया था और निश्चय किया गया कि अमूल परसेन्ट स्थानों के लिये उन लोगों के लोग लिये जायेंगे लेकिन हमारे किसी भी खाते में उनका परसेन्टेज पूरा नहीं हुआ। मेरी विनती है कि रेलवे मिनिसट्री इस की ओर ध्यान दे और जहां ११ लाख से अधिक कर्मचारी काम करते वहां हरिजनों और गिरिजनों को, जो कि पढ़े लिखे हैं और जो अच्छा काम कर सकते हैं, जब तक उनका परसेन्टेज पूरा न हो पहले पसन्दगी दी जाय। अगर देश को आगे बढ़ाना है तो जिन गरीब लोगों को अब तक सुभीता नहीं मिला था उन को सुभीता दिया जाय। अगर उनको

सुभीता मिले तो वे अच्छा काम कर सकते हैं और देश के उन्धान के काम में बहुत ज्यादा साथ दे सकते हैं। अभी तक हम हमेशा देखते आये हैं कि हमारा हिन्दुस्तान गरीबों का देश है, गांवों में रहने वालों का देश है। ग्रामीण प्रजा की, जो कि पिछड़े हुए लोग हैं, रेलवे में भर्ती होनी चाहिये। यह मेरी आनरेबल मिनिसटर साहब से विनती है।

इसके बाद मैं यह कहना चाहता हूं कि रेलवे के कल कारखाने जहां हैं उन में ज्यादा तर वैगन्स और थर्ड क्लास के डब्बे बनाये जायें। मैं कहना चाहता हूं कि रेलवे गरीबों के ज्यादा से ज्यादा काम आती है। रेलवे एक ऐसी संस्था है जिस का सारे देश के लोग उपयोग करते हैं। और भी मिनिसट्रियां यहां हैं, लेकिन अधिक से अधिक लोगों का काम रेलवे से पड़ता है। इस लिये हमारे रेलवे बोर्ड के जो सदस्यगण हैं और हमारे मिनिसटर साहब जो हैं, उन्होंने जितना ध्यान अब तक दिया है, उससे अधिक ध्यान दें। हमारे पास रेल के थर्ड क्लास के डब्बे भी काफी हो जायें। इस तरह से लोग यह समझेंगे कि जहां उन का किराया बढ़ाया गया है वहां यह भी हुआ है कि उनको ज्यादा सुविधा मिली। इन सब बातों पर ध्यान देने की प्रार्थना मैं मंत्री महीदय से करता हूं। मैं आशा करता हूं कि चूंकि यह हमारे देश की रेलवे है इस लिये गरीबों को तकलीफों का तो जरूर ही अन्त करेगी।

श्री क० ना० तिवारी (बगहा) : मिस्टर डिप्टी स्पीकर, मैं रेलवे मिनिसटर साहब को जिन्होंने रेलवे बजट पेश किया है धन्यवाद देता हूं और आम तौर से उसकी तारीफ करता हूं।

मुझे दो एक बातें कहनी हैं जिनकी ओर मैं वक्ता ध्यान आकर्षित करना चाहता हूं। जहां तक किराया बढ़ाने का और दूसरी चीजों पर फ्रैट बढ़ाने का सवाल है वह जितनी मांगें

हैं उनको देखते हुए आवश्यक है क्योंकि आमदनी होने से ही खर्च भी हो सकेगा। लेकिन दो चार चीजें ऐसी हैं जिनसे गरीब तबकों का बहुत बड़ा सम्बन्ध है जिन पर फ्रेट लगाने के बारे में मैं कुछ निवेदन करना चाहता हूँ। जैसे दवा है, सब्जी है, मछली है या ऐसी चीजें जो कि रोज मर्रा की इस्तेमाल की चीजें हैं और जिनसे गरीब तबकों का भी सम्बन्ध है, उन पर फ्रेट न बढ़ाया जाए यह मैं निवेदन करना चाहता हूँ।

दूसरी बात मैं यह कहना चाहता हूँ कि थर्ड क्लास का किराया बढ़ाया गया है और दूसरे क्लासों का भी किराया बढ़ाया गया है। कई एक रेलवे में दूर का सफर करने वाले यात्रियों के लिए सीटें रिजर्व रहती हैं, जैसे यह से कोई पटना जाना चाहें, कानपुर जाना चाहें, कलकत्ता जाना चाहें तो उनको लिए सीटें रिजर्व होती हैं। लेकिन एन० ई० रेलवे में और कुछ दूसरी रेलवेज में दूर के पैसिजर्स के लिए सीटों का रिजर्वेशन नहीं रहता है। जैसे यहां से स्लीपिंग कोचेज लगाए जाते हैं उस तरह उन रेलवेज में स्लीपिंग कोचेज का भी प्रबन्ध नहीं है। इसलिए मेरा निवेदन है कि सभी रेलवेज में थर्ड क्लास से दूर जाने वाले यात्रियों के लिए सीटों का रिजर्वेशन होना चाहिए जैसा कि यहां से होता है।

मैं नार्थ बिहार का रहने वाला हूँ। वहां की कुछ समस्याएं हैं जिनकी ओर मैं आपका ध्यान दिलाना चाहता हूँ।

गंडक प्रोजेक्ट भैंसा लोटन में ६० करोड़ रुपए की लागत से बन रही है। उससे चालीस लाख एकड़ जमीन की सिंचाई होगी। उसका सम्बन्ध है नेपाल से, उत्तर प्रदेश से और बिहार से। हमारे यहां समस्तीपुर तक ब्राडगेज लाइन गयी है। बगहा से भैंसा लोटन करीब ३० मील है। अगर इस एरिया में भी ब्राडगेज लाइन बगहा तक बना दी जाए तो हैवी मेशिनरी

आदि लाने में सुविधा होगी। इस लाइन के लिए भूतपूर्व रेलवे मिनिस्टर साहब से भी बातें हुई थीं। गंडक प्रोजेक्ट वाले ग्रंथ वर्क और पुल बगैरह का सारा काम अपने खर्च पर कर देने के लिए तैयार हैं अगर यह लाइन बना दी जाए। इसमें रेलवे विभाग को काफी बचत हो जाएगी अगर एक लाइन बगहा से वहां तक दे दी जाए जिससे सामान को ले जाने में और काम को जल्दी करने में सुविधा होगी।

दूसरी बात यह है कि भैंसा लोटन में बिल्कुल नेपाल का बारडर है। यहां रेलवे लाइन होने से दो काम होंगे, एक तो प्रोजेक्ट का काम आसानी से हो जाएगा, दूसरे बारडर के डिफेंस में भी इससे मदद मिलेगी।

तीसरा फायदा यह होगा कि नरैनापुर में जो पहले पुल था रेलवे का वह आज ४० बरस हुआ बाढ़ आने की वजह से ढह गया और उसके बाद में नहीं बन सका। इस पुल द्वारा बिहार उत्तर प्रदेश से कनेक्ट होता था। यह कनेक्शन इस पुल के टूट जाने से खत्म हो गया। यह जो भैंसा लोटन में गंडक प्रोजेक्ट बन रहा है और इसका जो डैम बनेगा उस डैम को गंडक प्रोजेक्ट वाले इस तरह से बनावें कि उसकी बगल में रेलवे लाइन पार कर जाए और बिहार को उत्तर प्रदेश से कनेक्ट कर दे। तो इतने फायदे होंगे इस लाइन के बनाने से और साथ ही खर्च भी कम पड़ेगा क्योंकि ग्रंथ वर्क और ब्रिज बगैरह जितना होगा वह गंडक प्रोजेक्ट वाल कर देंगे।

पडरौना के कुछ दूरी पर एक हमारे यहां थाना है धनहा, कहने के लिए तो यह बिहार में है लेकिन इसका सबसे ज्यादा सम्बन्ध उत्तर प्रदेश के साथ है। इस थाने को गंडक नदी बिहार में अलग कर देती है। वहां के लिए न तो कोई सड़क है, न रेलवे लाइन है। पडरौना तक रेलवे लाइन है और वहां से इसका सम्बन्ध कर दिया जाए। इसका मेट्रल प्लेस मधुबनी चार मील पड़ता है। अगर यह चार मील

[श्री क० ना० तिवारी]

की लाइन दे दी जाए तो बहुत लाभ होगा। इस थाने तक कोई कम्युनिवेशन नहीं है इसलिए यह बहुत बैकवर्ड है। उससे कनेक्ट हो जाने से इस थाने की जनता का बहुत ज्यादा फायदा होगा।

शिकारपुर नरकटिया एक जंक्शन है एन० ई० रेलवे पर। यह एक विजनैस प्लेस है। यहां की जनता ने मांग की थी कि यहां एक ओवर ब्रिज दिया जाए। रेलवे विभाग ने वह दिया भी लेकिन ऐसी जगह पर वह ओवर ब्रिज बना रहे हैं जिससे कोई फायदा लोगों को नहीं है और इसकी वजह से वहां के लोगों में रिजेंटमेंट है। पहले एक ओवर ब्रिज छोटा सा था। जनता चाहती थी कि उसे बड़ा कर बाजार से मिला दिया जाए। अगर उसको मिला दिया जाता है तो वहां की जनता की जो मांग है वह पूरी होगी और उनको काफी संतोष होगा। इसलिए मैं कहना चाहता हूं कि मिनिस्टर साहब इस ओर ध्यान देने की कृपा करें।

बिहार दो हिस्सों में बंटा हुआ है, नार्थ बिहार और साउथ बिहार। गंगा पर अभी जो राजेन्द्र पल बना है उससे माल नार्थ बिहार को तो आ जाता है। यह माल समस्तीपुर तक आ जाता है। साउथ बिहार का जो माल है कोयला वगैरह उसे जाने में कठिनाई होती है। पटना साउथ बिहार में है और सोनीपुर और दूसरा हिस्सा नार्थ बिहार में पड़ता है। इस बात की मांग है कि इन दोनों हिस्सों को मिलाने के लिए पटना के पास एक पुल होना चाहिये। इससे बारे में काफी अनुसन्धान हो रहा है पहले वहां पुल की बात थी लेकिन विश्वेश्वरया साहब ने उसको दूसरी जगह पर कर दिया। इस पुल की बहुत मांग है। नार्थ बिहार का डबेलपमेंट तब तक नहीं हो सकता जब तक वहां साउथ बिहार से कोयला आदि न जाए। इसकी अत्यन्त आवश्यकता है और नार्थ बिहार की जनता की यह मांग है और मैं इस ओर भी माननीय मंत्री जी का ध्यान आकर्षित

करना चाहता हूं। इस में लाखों रुपया अनुसन्धान में खर्च हो चुका है। अब इसमें जल्दी कीजिए।

मैं ने जो समस्तीपुर से बगहा तक ब्राडगेज बनाने की बात कही उससे एक और फायदा होगा नार्थ बिहार में। नार्थ बिहार में जूट की पैदावार काफी होती है। ट्रांसपोर्ट की सुविधा न होने के कारण जो भाव केन्द्रीय सरकार निश्चित करती है उससे दस रुपए कम पर किसानों को अपना जूट बेचना पड़ता है। केन्द्रीय सरकार तीस और ३२ रुपए कम का भाव मुकर्रर करती है जो किसान को बीस रुपए, १८ रुपए, १६ रुपए और कभी कभी तो १५ और १६ रुपए तक में बेचना पड़ता है। वहां ब्राडगेज लाइन होने से सुविधा होगी।

नार्थ बिहार में काफी चीनी की मिलें हैं। वहां से चीनी, तीसी और भी बहुत से खाने पीने की चीजें पटना की तरफ जाती हैं और उधर से कोयला लोहा, कपड़ा सारा सामान आता है। ब्राड गेज के बड़ा देने से लोगों को काफी सुविधा होगी।

इतनी सारी बातें ही मुझे निवेदन करनी थी। मुझे आशा है कि माननीय रेलवे मंत्री का ध्यान इस ओर जाएगा।

Shri Yajnik (Ahmedabad): Mr. Deputy-Speaker, Sir, I make no apology in repeating again my emphatic protest against the increase in fares and freights. I want to go more closely into the figures which have been placed by the Railway Board or the Ministry of Railways in order to make out a plausible case for increasing these fares and freights.

According to the original budget speech of the ex-Railway Minister, we were to have a balance of Rs. 13 crores which has been wiped out by the increase in the dearness allowance that would be payable to the railway employees. So, the amount that would have to be secured for the development fund would go up to Rs. 21

crores or Rs. 22 crores and that deficit has to be covered by this extra taxation.

Now, if you scan the figures of the receipts derived from fares and freights by the railways from 1956 onwards, you will find that there was an increase in 1957-58 of about Rs. 32 crores, a normal increase with the same fares and freight. In 1958-59 there was an increase of Rs. 11 crores only. The income jumped from Rs. 379 crores to Rs. 390 crores. But that was the only one year in which there was an increase of only Rs. 11 crores. But then see the figures for 1959-60 onwards. You registered an increase of Rs. 32 crores in 1959-60. You have had an increase of Rs. 34 crores in 1960-61, and then in 1961-62 you budgeted for an increase of Rs. 43 crores, the gross income going up from Rs. 456 crores to Rs. 499 crores. The revised estimates show that the increase went beyond Rs. 43 crores to Rs. 45 crores.

After these annual increases of Rs. 32 crores, Rs. 34 crores, Rs. 43 crores and Rs. 45 crores in successive years, the Railway Board has the audacity to estimate our income for 1962-63 at only Rs. 524 crores, giving an increase of only Rs. 23 crores. I charge the Railway Board with manipulating the figures and with under-estimating the income that is bound to accrue to the railway exchequer. Why should there be an increase of only Rs. 23 crores when for successively four years you have had an increase of Rs. 32 crores, Rs. 34 crores, Rs. 43 crores and Rs. 45 crores? I grant that you may not budget for an increase of Rs. 45 crores or Rs. 35 crores. But it would be perfectly reasonable on the part of the Railway Board or the Railway Ministry to budget for an increase of Rs. 30 crores to Rs. 35 crores, and that would leave only a balance of Rs. 10 crores or Rs. 11 crores that would be required for the development fund. I do not understand why the Railway Board takes such a miserly and poor view

of the future. You have the Five Year Plan. It is going into stride. There is more food production which necessitates more transport. The steel plants and the coal-mines have gone through their teething troubles. According to all the statements of Government spokesmen, the sun is rising on the horizon. The future is resplendent.

The Minister of Railways (Shri Swaran Singh): I hope you agree with that!

Shri Yajnik: I agree that there will be an increase in production: for whose benefit? I do not know. I certainly agree that there is going to be more production and there is going to be more transport necessary to move the products to all ends of the country. But that being so, why does the Railway Board bat its eyes like an owl when the sun is on the horizon? I charge the Railway Board and the Ministry for deliberately under-estimating the income that would be accruing to the exchequer and putting it down as low as Rs. 23 crores, when they have every probability of getting at least Rs. 35 crores to Rs. 40 crores in the year 1962-63.

If the income of the last four years gives any reasonable basis for an estimate for the future, then I submit that with Rs. 35 crores increase in the year 1962-63, only Rs. 11 crores or Rs. 12 crores would be required for the development fund. Now, the very fact that there is a development fund proves that it is not necessarily to be secured from the ordinary revenues of the railway administration. Development funds in the past have been secured through loans.

If you go through the figures, you will find that a loan of about Rs. 12 crores was received in the development fund from the Central revenues in 1958-59. Rs. 14.85 crores were taken in 1959-60, and Rs. 5.58 crores were received in 1960-61. At the same time, we find that in the revised estimates of 1961-62, Rs. 29.59 crores of these

[Shri Yajnik]

loans were repaid by the development fund. This was repaid from the normal accretion in the railway income. So, this supports my plea; what is wrong in taking a small loan of Rs. 10 crores to Rs. 15 crores from the Central Government.

Then there is also the railway reserve fund which amounts to about.

Shri Swaran Singh: The difficulty is that the hon. Member chose to be absent when I ventured to place my observations with regard to all these matters. I hope he has gone through what I said.

Shri Yajnik: If you properly estimate income for the next year and if you find that a comparatively small amount is required for the development fund, I say there is no reason whatever for increasing taxation by levying more fares and freight charges. Since the railway budget was published, we have also got the general budget. This is not the occasion for discussing the general budget, but it is known that it entails a very serious burden on the millions of this country. So, when we consider the railway budget, we are not unmindful of the great burdens that will be imposed by the general budget on the middle-classes and the poorer sections of the community.

This railway budget, therefore, must be taken in the context of the general budget and I state in no uncertain terms that the income for 1962-63 has been deliberately put at a lower level in order to make out a case for increase in railway fares and freights. Therefore, I would join not only with the opposition Members here, but also many Congress Members here and the representatives of many public organisations throughout the land in voicing my emphatic protest against any increase in taxes and in railway fares and freights.

Mr. Deputy-Speaker: Shri Oza. Shri Balmiki. Shri Bakliwal. All are

absent. Hon. Members who give their names to speak must be present in the House. **Shri K. D. Tripathi.**

श्री कृष्ण देव त्रिपाठी (उन्नाव) :
उपाध्यक्ष महोदय, सरकार ने रेलवेज के सिलसिले में जो अनुदान की मांग की है, मैं उसका समर्थन करने के लिए खड़ा हुआ हूँ।

इस में कोई संदेह नहीं कि भारतवर्ष की आर्थिक व्यवस्था में, यहां की योजनाओं में और यहां की परिवहन-व्यवस्था में रेलवेज का बड़ा प्रमुख स्थान है। जैसा कि अभी आप ने देखा, उसका महत्व क्या है, देश में रेलवेज के द्वारा क्या हो सकता है, कितनी प्रगति हो सकती है, इस का अनुमान यह सदन इस बात से लगा सकता है कि भारतवर्ष के विभिन्न क्षेत्रों से आए हुए माननीय सदस्य अपने अपने क्षेत्रों की आवश्यकता को पूरा करने के लिए तरह-तरह की मांगें करते हैं और यह चाहते हैं कि उन के यहां लोगों को एक जगह से दूसरी जगह जाने में जो तकलीफें हैं, उनको दूर करने के लिए श्री इस देश में हो रहे विकास के कामों को आगे बढ़ाने के लिए वह आवश्यक है कि ज्यादा से ज्यादा रेलें इस देश में बनाई जायें।

मैं आप के सम्मुख उस तरह की स्थानीय मांगें उपस्थित नहीं करना चाहता। कारण यह है कि इस गरीब देश के लिए यह सम्भव नहीं है कि हर जगह, हर क्षेत्र में, हर निर्वाचन-क्षेत्र में दो दो, चार चार रेलवे लाइनें बनाई जायें। ऐसी बात कहना बिल्कुल व्यर्थ होगा। लेकिन मैं यह जरूर चाहूंगा कि अगर नई रेलवे लाइनें बिछाते समय कुछ मूल सिद्धान्तों को पूरी तरह से दृष्टि में रखा जायेगा, तो उस से देश का भला होगा और यह देश एक संतुलित प्रगति कर सकेगा। यह आवश्यक है कि उन स्थानों को, जो कि आर्थिक दृष्टि से पिछड़े हुए हैं, या जहां ऐसे लोग रहते हैं, जो वर्तमान समय से अभी बहुत पीछे हैं, जैसे आदिवासी क्षेत्र है, या जहां बड़ी बड़ी योजनायें कार्यान्वित हो रही हैं, या जहां देश की सुरक्षा के लिए रेजों को

ले जाना आवश्यक है, प्राथमिकता मिलनी चाहिए। मेरा अनुमान है कि यही इस प्रकार की राय और नीति है और मैं समझता हूँ कि सारा सदन इस नीति का समर्थन करेगा।

यह तो सब को मालूम है कि किस तरह से पिछले कई वर्षों में रेलवे बोर्ड के सदस्यों की संख्या बढ़ गई है। सम्भवतः उनकी संख्या इस समय पांच है और उनके अतिरिक्त पांच एडीशनल मेम्बर और हैं। लेकिन इस वृद्धि के अनुपात में रेलवे की कार्य-कुशलता नहीं बढ़ पाई है। शायद इस का एक कारण यह भी हो—जैसा कि कोई माननीय सदस्यों ने कहा है—कि रेलवे बोर्ड में ऐसे सदस्य रखे गए हैं, जिन को निश्चित समय पर अवकाश नहीं दिया जाता है।

श्री बाल्मीकी (खुर्जा) : ' : यदि कार्य-कुशलता नहीं कार्य-क्षमता तो बढ़ी है।

श्री कृष्ण देव त्रिपाठी : मैं समझता हूँ कि इस बारे में दो रायें हो सकती हैं। लेकिन मैं देखता हूँ कि वह बढ़ी नहीं है। सोचने की बात यह है कि वह कितनी घटी है।

हमारे जैसे देश में यह आवश्यक है कि जो नये नये और अच्छे लोग सामने आ रहे हैं उनको अवसर दिया जाये और जो लोग अवकाश प्राप्त करने की आयु में पहुँच जाते हैं, उन्हें और विभागों न रखा जाये। हमें सही दृष्टिकोण के सरकारी कर्मचारी अपने प्रशासन में लाने चाहिए और पुराने लोगों से जितनी जल्दी मुक्ति मिल सके, वह पा ली जाये। इसका कारण यह है कि वह ऐसी नौकरशाही के भ्रम हैं, जो कि स्वतन्त्र भारत में शिक्षित नहीं हुई है, जिसको नई विचार-धारा की ट्रेनिंग नहीं मिली है। वे लोग इस देश की वर्तमान आवश्यकताओं, इच्छाओं और आकांक्षाओं के अनुसार अपने आप को नहीं ढाल पाए हैं। इसलिए मैं बहुत अदब के साथ यह निवेदन करूँगा कि सरकार यह नीति स्पष्ट रूप से अपना ले कि जिन लोगों का कार्य-काल समाप्त हो जाता है, उनके कार्य-

काल को किसी प्रकार बढ़ाया न जाये।

हमें यह देखना है कि इस समय रेलवे विभाग में जो कमियाँ आई हैं, या उसमें जो ढीलापन है, या जिस तरह से उसका काम चलना चाहिए, उस तरह से वह नहीं चल रहा है, तो इस सब का कारण क्या है। उदाहरण के तौर पर आप देखिए कि गाड़ियाँ लेट चलने की बात है। जब मैं ब्रांच लाइनों को देखता हूँ, तो मालूम होता है कि उनके लिए कोई निर्धारित समय ही नहीं है। घंटे, दो घंटे लेट हो जाना उनके लिए बहुत मामूली बात है। इसका कारण यह है कि जो लोग इन ब्रांच लाइनों को इस्तेमाल करते हैं, उनकी ओर से चिल्लाने वाला इस देश में कोई नहीं है वह दुर्भाग्य की बात है कि जो ज्यादा चिल्लाता है, शोर मचाता है, जिसकी न्युसेंस वैल्यू होती है, वह अपना काम करा लेता है। जो बड़ी बड़ी रेलवे लाइनें हैं, जो बड़ी बड़ी जगहों से गुजरती हैं, उनकी तरफ तो बराबर ध्यान दिया जाता है। लेकिन छोटी ब्रांच-लाइनों पर ठीक काम नहीं चल रहा है।

इसके बाद आप यह देखिए कि रेलवे की सम्पत्ति को कितना नुकसान हो रहा है। वह जगह जगह पर तोड़ी जाती है, खराब की जाती है और लोग उसको उठा ले जाते हैं। इस सम्बन्ध में यह कहने से काम नहीं चलेगा कि चूंकि जनता सहयोग नहीं देती, इसलिए हमारी सम्पत्ति खराब हो जाती है। उसके लिए आवश्यक और मजबूत कदम उठाने होंगे। सार्वजनिक सम्पत्ति की रक्षा करना सरकार का उत्तरदायित्व है। उससे वह अपना मुँह नहीं मोड़ सकती।

इसी प्रकार बगैर टिकट चलने और जंजीर का दुरुपयोग करने के प्रश्न भी जटिल होते जा रहे हैं। मुझे यह देख कर बहुत दुःख होता है कि इस बारे में रेलवे कर्मचारियों का रवैया बहुत खराब होता जा रहा है। मैं जानता हूँ—मैंने स्वयं देखा है—कि रेलवे

[श्री बाह्मीकी]

कर्मचारी स्वयं लोगों को बगैर टिकट ले जाते हैं, उनको इसके लिए प्रोत्साहित करते हैं, पैसा लेते हैं और टिकट चैकर या टिकट कलेक्टर के साथ पूरी बारात को बारात जाती है। यह दुर्भाग्य की बात है। अगर हम को बगैर टिकट चलने को रोकना है, तो सबसे आसान और अच्छा तरीका यह है कि रेलवे का रनिंग स्टाफ, चसने वाला स्टाफ, ठीक काम करे, वर्ना इसमें कोई सफलता नहीं मिल सकती।

इसके बाद मैं रेलवे मन्त्रालय का ध्यान सुरक्षा के सवाल की तरफ दिलाना चाहता हूँ। बहुत सी ब्रांच लाइनें ऐसी हैं, जहां पर अगर कोई टिकट न खरीदे, या जंजीर खींच कर उतर जाये, तो रेलवे का रनिंग स्टाफ उसको रोकने और दण्ड देने में अपने को असमर्थ पाता है। मैं छोटी छोटी ब्रांच लाइनों पर चलता हूँ। रेलवे कर्मचारी कहते हैं, "हम क्या करें और किस तरह से इन प्रवृत्तियों को रोकें? जब तक हमारी सुरक्षा का इन्तजाम न हो, यह सम्भव नहीं है। अगर हम किसी को पकड़ते हैं, तो वह दो लाठी मार कर भाग जायेगा।" इस लिए रनिंग स्टाफ को सुरक्षा का प्रबन्ध करना सरकार के लिए आवश्यक है।

14 hrs.

"ए रोब्यू आफ एक्सिडेंट्स आन इण्डियन गवर्नमेंट रेलवेज" नाम की पुस्तिका में कुछ आंकड़े दिए गए हैं। स्टैटिस्टिक्स तो बड़ी खराब विद्या है। उससे कुछ भी साबित कर देना आसान है। कुछ ऐसा कहा गया है कि एक्सिडेंट्स कम हुए हैं। लेकिन ऐसी बात नहीं है। इनसे जो हानि होती है, दुर्घटनाओं से जो नुकसान पहुंचता है, वास्तव में वह बढ़ा है और इनकी तादाद भी बढ़ी है। मिसाल के तौर पर १९५८-५९ में १३४ कोलिशज हुए थे जिनकी तादाद १९६०-६१ में बढ़ कर १४६ हो गई। डिरेलमेंट्स १९५८-५९ में १,४७३ हुए और १९६०-६१ में इनकी तादाद बढ़ कर १,४९१ हो गई। इसी तरह से फैल्योर्ज आफ परमानेंट वे १८८, १९५८-५९ में हुए

और १९६०-६१ में इनकी तादाद २८२ हो गई। फायर्ज इन ट्रेज इत्यादि ४०९ से बढ़ कर ४३४ हो गए। ट्रेन ब्रेकिंग ११ से बढ़ कर २० हो गए और एटम्पटेड ट्रेन ब्रेकिंग १३४ से १४० हो गए। इस तरह से यह साफ है कि जो गम्भीर प्रकार की दुर्घटनायें हैं, वे बढ़ी हैं। कम क्या हुआ है, यह मैं आपको बतलाना चाहता हूँ। ट्रेज रनिंग ओवर कैटल १४२१ से १३३२ हो गए। मिसलेनियस २८८ से १४३ हो गए। इनके आधार पर कहा जाए कि दुर्घटनायें कम हुई हैं तो यह मुनासिब बात नहीं होगी। इस रिपोर्ट में यह भी मंजूर किया गया है कि रेलवे स्टाफ की फेलिग्न की वजह से सीरियस एक्सिडेंट्स जो कि १९५९-६० में ५० प्रतिशत थे वे बढ़ कर १९६०-६१ में ६० प्रतिशत हो गए। इससे यह स्पष्ट है कि रेलवे कर्मचारियों की कार्यक्षमता बढ़ने के बजाय, उसमें कुछ गिरावट हो आई है। मैं चाहता हूँ कि इन चीजों की तरफ विशेष रूप से ध्यान दिया जाए।

रेलवे बहुत सी चीजों पर विशाल धन-राशि खर्च करती है। मिसाल के तौर पर बड़े बड़े स्टेशन जब बनाये जाते हैं तो उन पर इतना रुपया खर्च कर दिया जाता है कि कोई हिसाब ही नहीं। यह सब पैसा खर्च करने की कोई जरूरत नहीं है। स्टेशनों की तो जरूरत है लेकिन जैसी आलीशान इमारतें वहां बनाई जाती हैं या जैसा आलीशान उसको बनाया जाता है उसकी जरूरत नहीं है। जरूरत इस बात की है कि इस धन का प्रयोग जो सफर करने वाली जनता है उसको आराम पहुंचाने में किया जाए उसको सुविधायें पहुंचाने में किया जाए। अगर सरकार इस दिशा में कोई प्रभावशाली कदम उठाये तथा बगैर टिकट के सफर करने वालों के खिलाफ सख्त कार्रवाई करे तो उस रुपये का काफी अच्छा दूसरे कामों में उपयोग हो सकता है। रेल के जो कर्मचारी हैं वे तो कभी टिकट खरीदते ही नहीं और बिना टिकट लिए हुए

सफर करना अपना जन्मसिद्ध अधिकार समझते हैं। उनको भी इससे रोका जाना चाहिए। इस तरह के अगर प्रयास किए जाए तो आपको अतिरिक्त आय हो सकती है और शायद आपको कभी भी तीसरे दर्जे का किराया न बढ़ाना पड़े या माल पर भाड़ा न बढ़ाना पड़े।

अब मैं थोड़ी सी बातें अपने निर्वाचन क्षेत्र के बारे में कहना चाहता हूँ। जैसा मैंने पहले निवेदन किया है मेरा मंशा अपने निर्वाचन क्षेत्र में रेल गाड़ियां पहुंचवाने का नहीं है। है। मैं सरकार की दिक्कतों को समझता हूँ इसलिए ऐसी कोई प्रार्थना मैं सदन के द्वारा सरकार से नहीं करूंगा। लेकिन कुछ आवश्यक चीजें हैं जिनकी ओर मैं आपका ध्यान खींचना चाहता हूँ। लखनऊ और कानपुर इतने नजदीक हैं और उनके बीच इतना ट्रैफिक है कि शायद हिन्दुस्तान में और कहीं दो शहरों के बीच नहीं होगा। इस ट्रैफिक को मोट नहीं किया जा रहा है। इसके लिए यह जरूरी है कि इन दोनों शहरों के बीच इलेक्ट्रिक ट्रेज चलाई जायें। जब तक आप इलेक्ट्रिक ट्रेज चलाने की व्यवस्था नहीं कर पाते हैं तब तक के लिए डीजल काज ही अगर चला दी जायें वहां तो ट्रैफिक की समस्या बहुत हद तक हल हो सकती है।

इसी तरह से यह भी आवश्यक है कि उन्नाव में एक जलपान गृह हो। २६ सवारी गाड़ियां वहां से गुजरती हैं। वह एक जंकशन है। चार छः जगहों के लिए वहां से गाड़ियां जाती हैं। लेकिन आश्चर्य की बात है कि वहां पर कोई जलपान गृह नहीं है। इसी तरह से...

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Krishna Dev Tripathi: Let me have one minute more.

Mr. Deputy-Speaker: Please resume your seat.

Shri Krishna Dev Tripathi: I will take only one more minute.

Mr. Deputy-Speaker: You have already exceeded your time limit—Shri Balmiki.

श्री बाल्मीकी : उपाध्यक्ष महोदय मैं आपका हृदय से आभारी हूँ कि आपने मुझे बोलने का समय दिया है। दो दिन से रेलवे बोर्ड की नीति और उसके कामों पर यहां सदन में बहस चल रही है। यह ठीक है कि देश के विकास के साथ साथ और देश की पंचवर्षीय योजनाओं की उन्नति के साथ साथ रेलों का भी विस्तार हुआ है और रेलगाड़ियों की तादाद बढ़ी है। लेकिन मैं कुछ तो अपने प्रदेश की समस्या की ओर और कुछ दूसरी ओर बातों की ओर आपका ध्यान खींचना चाहता हूँ।

माननीय सदस्यों ने अपने अपने प्रदेश की दिक्कतें आपको बतलाई हैं। मैं भी अपने प्रदेश के बारे में कहना चाहता हूँ कि पिछले पन्द्रह सालों के अन्दर हमारे उत्तर प्रदेश में रेलों का प्रसार बहुत कम हुआ है। यही नहीं बल्कि यदि आप देखें तो आपको पता चलेगा कि वहां पर कोयले की बहुत कमी अनुभव की जा रही है। इतनी वहां पर कोयले की कमी है जितनी और किसी प्रदेश में नहीं है। इस कोयले की कमी के कारण वहां उद्योगों को नुकसान हो रहा है भट्टा उद्योग को हानि पहुंच रही है ईट उद्योग को जिसकी मांग आज बहुत ज्यादा हो रही है उसको हानि पहुंच रही है। कोयले का लदान तभी अधिक हो सकता है यदि आप ज्यादा से ज्यादा डिब्बे इसके लिए दें। मैं माननीय मन्त्री जी से प्रार्थना करता हूँ कि वह इस ओर तत्काल ध्यान दें और ज्यादा से ज्यादा डिब्बे उत्तर प्रदेश को देने का प्रबन्ध करें ताकि कोयले के वहन में उन्नति हो सके।

अब मैं भ्रष्टाचार के बारे में कुछ कहना चाहता हूँ। इस ओर भी माननीय सदस्यों ने आपका ध्यान खींचा है और चाहा है कि

[श्री बाहमीकी]

भ्रष्टाचार को समाप्त करने के लिए उचित और जोरदार कदम उठाये जायें। आज देश में बहुत अधिक मात्रा में भ्रष्टाचार फैला हुआ है और हमारे नैतिक जीवन में उठाव बहुत कम नजर आता है। रेलों में भ्रष्टाचार बहुत फैला हुआ है और उसके अपने ही तरीके हैं और वहां पर भ्रष्टाचार बहुत भयंकरता के साथ व्याप्त है। यह नहीं कहा जा सकता है कि वह केवल मामूली लोगों तक ही सीमित है बल्कि मैं तो कहूंगा कि वह बड़े बड़े लोगों में भी व्याप्त है। इस तरह के उदाहरण भी सामने आए हैं जिनमें जो कसूरवार नहीं होता है उसको फंसा दिया जाता है। मैं एक आघ उदाहरण आपके सामने रखना चाहता हूं। मैं किसी का न तो नाम लेना चाहता हूं और न ही स्टेशन का नाम मैं लूंगा। एक बहुत बड़े अधिकारी ने एक आदमी को कहा कि ताम्बे के बोरों को जिनको वह चोरी से बाहर भिजवाना चाहता था फलां फलां जगह पहुंचा दो। उस निम्न कर्मचारी ने ऐसा करने से इनकार कर दिया तो साठे का सारा जो नज़्जला था वह उसके ऊपर आ पड़ा और वह अधिकारी बच गया। मैं रेलवे बोर्ड का ध्यान इस तरह के केशों की ओर आकर्षित करना चाहता हूं कि ऐसे निम्न कर्मचारी हैं, जिनको बिना किसी कसूर के फंसा लिया जाता है, लांछित किया जाता है, इस प्रकार के चक्करों में फंसा दिया जाता है, उनकी रक्षा की जाए।

रेलवे में अनेक प्रकार का भ्रष्टाचार व्याप्त है। किराये की चोरी वहां होती है और इसको रोकने का आपकी तरफ से समुचित प्रबन्ध होना चाहिये। रेल कर्मचारियों में जिन रेल कर्मचारियों का इसमें हाथ होता है, उनको खिलाफ सख्त कार्रवाही होनी चाहिये। रेल कर्मचारियों में यह जो दोष है यह किस प्रकार कम हो सकता है इस ओर माननीय मंत्री जी का ध्यान जाना चाहिये। रेलों को इस मामले में एक मिसाल कायम करनी चाहिए। लेकिन ताज्जुब की

बात तो यह है कि जो लोग रक्षा करने के लिए मुकर्रर किये जाते हैं वे ही भक्षक बन जाते हैं। कई प्रकार की पुलिस वहां पर है। भ्रष्टाचार को रोकने के लिए प्रोटेक्शन पुलिस है, इंटीलिजेंस पुलिस है, विजिलेंस पुलिस है, एंटी-कॉरप्शन पुलिस है। लेकिन यह सब होने के बावजूद भी रेलों पर यात्रियों की सुरक्षा नहीं हो पाती है। इस सब प्रकार की पुलिस के होने के बावजूद भी माल की चोरी होती है, कोयले की चोरी होती है और इनको रोका नहीं जाता है। रोकने की बात तो दूर रिश्वत के रूप में भ्रष्टाचार बढ़ता जा रहा है। भ्रष्टाचार को रोकने का और विशेष रूप से ध्यान दिये जाने की जरूरत है। इन समस्याओं पर गम्भीरता से विचार करना चाहिये। इसके लिए आपको कोई प्रभावकारी तरीके काम में लाने होंगे। आपको अपनी नीति में सुधार करना होगा और जो कर्मचारी भ्रष्टाचार करते हैं उनको कोर्ट के सामने आपको लाना होगा।

रेलवे की अपनी कोर्ट्स हैं। वे भी ऐसा प्रतीत होता है कि इन बातों से ऊपर नहीं है। मैं किसी पर कोई लांछन नहीं लगाना चाहता हूं। लेकिन इस तरह का भ्रष्टाचार वहां है जरूर और उनके द्वारा भी यह सामाजिक दोष रहता नजर नहीं आता है।

बड़े बड़े और सुन्दर स्टेशन बनाये जा रहे हैं। अधिक से अधिक रोशनी का वहां प्रबन्ध किया जा रहा है। बड़े बड़े प्लेटफार्म बनाय जा रहे हैं। बड़ा फैलाव वहां नजर आता है। अभी मेरे साथी श्री कृष्ण देव जी ने कहा है कि बड़े सुन्दर सुन्दर स्टेशनों की आवश्यकता आज हमें नहीं है बल्कि आवश्यकता इस बात की है कि यात्रियों को अधिक से अधिक सुविधायें पहुंचाई जायें उनके प्रति हमारा जो प्राथमिक कर्तव्य है, उसको निभाया जाए। मैं यह भी समझता

हूँ कि जो ब्रांच लाइज वे: स्टेशन हैं उनके प्रति एक प्रकार की उदासीनता बरती जा रही और वहां पर किसी भी प्रकार की मुख मुविधाओं का प्रबन्ध नहीं किया जाता है। यही नहीं ब्रांच लाइनों पर जो क्वार्टरज हैं कर्मचारियों वे: चतुर्थ श्रेणी वे: या तृतीय श्रेणी वे: वे भी आज से ५०-५० या ६०-६० साल पहले वे: बने हुए हैं। उनमें कोई सुधार नहीं किया गया है, बिजली नहीं है, पंखा नहीं है, दूसरी सहूलियतें नहीं हैं। ब्रांच लाइनों वे: जो प्लेटफार्म हैं उन पर पीने वे: पानी तक का प्रबन्ध नहीं किया जाता है। अगर कहीं पर पीने वे: पानी पिलाने वाला आदमी रखा भी जाता है तो वह दूसरे काम करता रहता है, पानी पिलाने का काम नहीं करता है। ये सब बातें हैं जिनकी ओर आपका ध्यान जाना चाहिये। कम से कम वहां पर हाथ का पम्प लगाने का प्रबन्ध तो आप कर ही सकते हैं। मैं एक स्टेशन का नाम बतलाना हूँ जो कि मेरे निर्वाचन क्षेत्र में तो नहीं लेकिन माननीय कुंवर सुरेन्द्र पाल सिंह जी वे: निर्वाचन क्षेत्र में है और जिसका नाम गुलाबटी है और वहां पर पीने वे: पानी वे: लिए न हाथ का पम्प है, न कोई नल है। आप वहां पर हाथ वे: पम्प को तो लगा सकते हैं ताकि लोगों का मुविधा हो। मैं आशा करता हूँ इन सब बातों की ओर आप ध्यान देंगे। इस प्रकार अन्य छोटे छोटे स्टेशनों पर भी मुविधायें दी जायेंगी।

तीसरे दर्जे वे: किराये में वृद्धि का प्रश्न भी हमारे सामने है। जिस तरह से आज रेलवे की आमदनी बढ़ रही है, उसको देखते हुए किराया बढ़ाने की कोई विशेष आवश्यकता नहीं थी। आम आदमी की शोचनीय आर्थिक स्थिति को यदि देखा जाए तो भी किराया बढ़ाना उचित प्रतीत नहीं होता है। मैं माननीय मंत्री जी का ध्यान आकर्षित करना चाहता हूँ कि तीसरे दर्जे वे: किराये में

वृद्धि नहीं होनी चाहिये। विचारकर जो तीसरे दर्जे वे: यात्री हैं उनकी मुख मुविधा वे: लिए खास प्रबन्ध करना चाहिए। आज भी रेलों में भीड़ कम नहीं हो रही है।

पन्द्रह वर्षों वे: प्रयत्न वे: बावजूद भी तीसरे दर्जे वे: अन्दर बहुत भीड़ होती है। उसके लिये जहां यह आवश्यक है कि लम्बे सफर वे: लिये जनता ट्रेन्स जारी की जायें, वहां जरूरत इस बात की भी है कि जो बीच की लाइनें हैं उनमें ज्यादा गाड़ियां चलाई जायें और गाड़ियों में तीसरे दर्जे वे: डिब्बे बढ़ाय जायें।

मैं एक विशेष बात कहना चाहता हूँ। हमारे देश के अन्दर एक प्रथा है सिर पर पाखाना ढोने की लानत की। इसकी जांच कमेटी के सिलसिले में मैं सारे देश में गया था इस सम्बन्ध में एक रिपोर्ट सरकार के सामने है यही नहीं कि देश में दूसरी जगहों पर ऐसी कुप्रथा है, बल्कि रेलवे में भी है, जो कि सारे देश में फैली हुई है। रेलवे कालोनीज में भी यह प्रथा फैली हुई है। रेलवे प्लेटफार्म तथा स्टेशनों की दशा सफाई के निहाज से बहुत खराब है। वहां पर स्वच्छता का कोई प्रबन्ध नहीं है। जहां तक सिर पर पाखाना ढोने का ताल्लुक है, मैं समझता हूँ कि रेलवे कालोनीज में भी ड्राई लैट्रिन्स की हालत बहुत खराब है, बहुत बदतर है। वहां पर यही बात नहीं, बल्कि सिर पर पाखाना ढोना भी विद्यमान है। मैंने स्वयं भी देखा है कि लोग टिन के डब्बों में पाखाना उठा कर और सिर पर ढोकर ले जाते हैं। इस सम्बन्ध में तीसरी पंच वर्षीय योजना में समाविष्ट भी है, कि इस लानत को जल्दी से खत्म किया जाय।

वैसे कहा जाता है कि देश में समाजवादी व्यवस्था है, समाजवादी निजाम है, डिमा-

[श्री बाल्मीकी]

क्रांटिक सेट अप है। लेकिन यह बात कहां तक न्याय संगत है कि जो समाज में नीचे की तह में पड़े हुए इन्सान हैं, जिन पर आज भी सामाजिक बाधाओं का बहुत बोझ है, भंगी आदि, उनकी ओर कोई विशेष ध्यान नहीं दिया जाता है। मैं कहना चाहता हूँ कि कम से कम रेलवे में भंगियों को शिक्षा दिलाने के मामले में, उन्हें साफ और सुन्दर बनाने के मामले में, उनके रहन सहन को इम्प्रूव करने के मामले में, खास तौर से ड्राई लैट्रिन्स को बेट लैट्रिन्स बनाने के सम्बन्ध में, रेलवे विभाग को जरूर ध्यान देना चाहिए ताकि उन लोगों को अपने हाथों से यह गन्दा काम न करना पड़े।

सबसे उचित और दयानतदारी की बात यह है कि इधर ध्यान जाना चाहिये डिमाक्रेटिक प्रशासन की सफलता और गरीबों को ऊपर उठाने की बात कभी पूर्ण नहीं हो सकती जब तक गरीबी हमारे समाजवादी देश में विद्यमान है और उसका हल नहीं है। खास तौर से रेलवे कालोनीज में इस तरह के लैट्रिन्स में सुधार होना चाहिये। रेलवे प्रशासन के पास अपना सारा प्रबन्ध है, अपना शासन है तो जो बातें आम लोगों की जिन्दगी के लिये बहुत आवश्यक हैं उन पर गौर होना चाहिये। इस सुधार में तीव्रता आनी चाहिये।

इसके बाद मैं इस ओर आपका ध्यान आकर्षित करना चाहता हूँ कि मेरा जो क्षेत्र है वह यहां से बहुत करीब है। अगर आप ओखला पर खड़े हों तो मेरा क्षेत्र जिला बुलन्दशहर तथा सामनं खुर्जा दिखलाई देता है। उसकी ओर आपको ध्यान देना चाहिये कि वहां रेलवे लाइन बिछ सके। यमुना का जो खादर है, खास तौर से उसके पिछड़ेपन को दूर करने की ओर आपको ध्यान देना चाहिये। दिल्ली, हापुड़ तथा खुर्जा की जो लाइन है उसको कम से कम डबल करने का प्रयत्न किया जाये। यही नहीं इस जिले में और भी रेलवे का विस्तार हो सकता है।

मेरा जिला दिल्ली से लगा हुआ है, वहां रेल का विस्तार हो सकता है। एक बात मैं अनूपशहर की कहता हूँ। सन् १९१४ और १९१७ के बीच में अनूपशहर बुलन्दशहर लाइन का सर्वे भी हुआ था। इस पर फिर ध्यान देने की जरूरत है। ओखला के नजदीक यमुना पर रेल का पुल बन रहा है। इस पुल के बनने से हमारे जिले में आशा का संचार हुआ है उससे भी मेरे जिले के लोगों की तकलीफ समाप्त हो जायेगी और आने जाने की सुविधा उन लोगों के लिये हो जायेगी। इस पुल से सिकन्दराबाद तक एक सड़क बन सकती है जिससे ४५ मील का रास्ता केवल ३३ मील रह जाता है। ओखला रेलवे पुल से सड़क के द्वारा सिकन्दराबाद और बुलन्दशहर को मिलाया जा सकता है। इससे रेलवे का भी कोई नुकसान नहीं होता है, बल्कि कुछ फायदा ही है और मेरे निर्वाचन क्षेत्र को और मेरे जिले को भी कुछ सुविधा मिलेगी।

श्री बेरवा (कोटा) : उपाध्यक्ष महोदय, मैं आपके द्वारा रेलवे मंत्री जी से एक निवेदन करना चाहता हूँ कि किराया जो बढ़ाया जा रहा है वह तो बढ़ ही जायेगा लेकिन हमारी गरीब जनता के पैसे का सदुपयोग होना चाहिये। हर साल रेलवे वार्षिकोत्सव मनाया जाता है जिसके अन्दर लाखों रुपये खर्च किये जाते हैं। अभी १४, १५ तारीख को कोटा में रेलवे का वार्षिकोत्सव मनाया गया जिसके ऊपर कम से कम ४० या ५० हजार रुपये खर्च किये गये। मैं कहना चाहता हूँ कि हमारे इस पैसे का सदुपयोग होना चाहिये था। मैं आपसे यह कहना चाहूंगा कि हमारे कोटा बंदी क्षेत्र में लाखरी एक स्टेशन है। लाखरी शहर में यात्रियों की बड़ी भीड़ रहती है। लाखरी शहर रेलवे लाइन के इस ओर है और लाखरी स्टेशन लाइन के दूसरी ओर है। लाखरी से हर रोज कम से कम हजारों रुपये के सीमेन्ट के बैगन्स जाते हैं। हजारों क्या लाखों रुपये कहना चाहिये और उससे लाखों रुपये की इनकम रेलवे

डिपार्टमेंट को होती है। वहां यात्रियों को अपने सिर पर सामान रख कर डब्बों के नीचे से निकलने में बड़ी मुश्किल होती है। अगर छाखरी स्टेशन की तीन महीने की कमाई लगा कर वहां एक ओवर ब्रिज बनाया जाये तो इससे सारे शहर वालों को बड़ी आसानी हो सकती है। हमारे श्री लाल बहादुर शास्त्री जी ने वहां पर पब्लिक को आश्वासन दिया था कि वे वहां पर ओवरब्रिज बहुत जल्दी बनवा देंगे लेकिन मेरी समझ में नहीं आता कि वह ओवरब्रिज किन कागजों के अन्दर छिपा पड़ा हुआ है। हर साल लाइन एक्सटेंड होती है। हर एक प्राविश के शहरों के कोई न कोई अफसर वहां रहने के लिये मजबूर हो जाते हैं। चूंकि जनता वहां पर नहीं ठहरती है इसलिये वहां पर एक रात और आधा दिन खराब हो जाता है। इस लिये वहां पर जनता के ठहरने का कोई न कोई प्रबन्ध होना चाहिये।

इसी तरह से हमारे कोटा स्टेशन पर आफिसर्स के बड़े बंगले बने हुए हैं। वहां तक नाला बना हुआ है। उसमें कोटा स्टेशन के बंगलों के सेपटी टैंक्स के नाले मिला दिये गये हैं। जब सारी गन्दगी उसमें सड़ती है तो सारे शहर में बदबू फैलती है। हमारे रेलवे मंत्री महोदय को इस ओर ध्यान देना चाहिये।

हमारे कोटा के अन्दर बड़ी बड़ी फैक्ट्रियां हैं, बड़े बड़े कारखाने हैं जहां रेल के डब्बे बनाये जाते हैं। न वहां पर कोई बड़ा पोस्ट आफिस है और न कोई तार आफिस ही है। कुछ भी नहीं है। इसलिये वहां पर पोस्ट आफिस बनाने की बहुत जरूरत है।

कोटा इतना बड़ा एरिया है जहां पर २० या २५ हजार आदमी रहते हैं। उन के लड़कों के पढ़ने के लिये पास में कोई हाई स्कूल नहीं है। वे लोग पटरियां लांच कर आते हैं और शहर में जाते हैं। वहां अक्सर लड़कों के साथ ऐक्सिडेंट्स भी हो जाते हैं। इसलिये

वहां कोटा रंगपुर रोड पर ओवरब्रिज बनाने की बहुत जरूरत है।

कोटा भोपाल रेलवे का सर्वे हुए आज कई साल हो गये, वहां पर मिट्टी भी पड़ी हुई है, लेकिन कोटा भोपाल लाइन बनाने का कोई विचार अब तक नहीं है और न उस के कागज निकाले जाते हैं। उधर के लोगों को चित्तीड़गढ़ जाने के लिये साढ़े तीन सौ मील जाना पड़ता है। अगर इस रेलवे के जरिये से जायें तो सिर्फ डेढ़ सौ मील जाना पड़ता है। इस लिये उन को बड़ी असुविधा रहती है। इस की ओर ध्यान देने की आवश्यकता है।

हमारे यहां कोटा से आगरे तक के खाली ड्रम्स और एम्प्टी सीमेंट की बोरियां बम्बई में आक्शन होने के लिये जाती हैं। और वहां पर चार चार और छः छः आने में नीलाम हो जाती हैं। वयों न उन को डिवीजन-वाइज नीलाम किया जाय ताकि गवर्नमेंट को भी फायदा हो और जनता को भी हो।

आज बम्बई से हर एक आफिसर्स की यूनिफार्म बन कर आती हैं। यहां पर आने के बाद किसी की आस्तीन छः इंच लम्बी हो जाती है और किसी की तीन इंच छोटी हो जाती है। किसी का कोट छः इंच लम्बा हो जाता है और किसी का ६ इंच छोटा हो जाता है। उन को ही पहन कर सब को दूसरे लोगों के सामने जाना पड़ता है। वे लोग मजाक उड़ाते हैं कि हमारा गवर्नमेंट की दी हुई यूनिफार्म है, हम क्या करें। उन को ४ या ६ रु० दे कर उन को फिर से ठीक करवाना होता है।

इसी तरह से जो लोग कोटा से दिल्ली तक आते हैं और दिल्ली से कोटा तक जाते हैं रेल से, हर एक स्टेशन पर पानी का आदमी होता है। लेकिन थर्ड क्लास के डब्बे प्लेटफार्म से बाहर जा कर खड़े किये जाते हैं। वहां से अगर कोई यात्री पानी पीने के लिये स्टेशन पर आये उसी बीच में सीटी हो जाती है और उस बेचारे को प्यासा ही वापस जाना पड़ना है।

[श्री बेरवा]

इत नरक रेनवे विभाग का ध्यान नहीं जाता है। यदि वह एक जगह पर स्थिर न रह कर प्लेटफार्म पर घूमें और दो एक और जगहों पर उन का इन्तजाम कर दिया जाये तो यात्रियों को ज्यादा भागना नहीं पड़ेगा। यदि इस सम्बन्ध में कुछ इन्तजाम रेलवे की तरफ से हो जाय तो इत से यात्रियों को बड़ी मुविबा हो जायेगी। बहुत जगहों पर पानी की व्यवस्था भी होती है, कोटा प्लेटफार्म इतना बड़ा है कि वहाँ पर तीन नल हैं। लेकिन उन में से एक भी ठीक काम नहीं करता है। न मालूम वह क्यों बन्द पड़ा रहता है। उसको भी दुरुस्त कराना बहुत जरूरी है।

बड़े बड़े जोन बना दिये गये हैं जैसे कोटा-श्रीवा, कोटा-नामगढ़, कोटा-माधोपुर। इन में लाखों रुपये का काम होता है जिसको बड़े बड़े ठेकेदार ले लेते हैं और छोटे ठेकेदार मुंह ताकते रह जाते हैं। जो लाखों के काम होते हैं वह ६०-६५ परसेंट एबव पर होते हैं और जो छोटे काम हैं वह ३० परसेंट और बीस परसेंट विलो पर होते हैं। इसलिए हमारी गवर्नमेंट का अगर दस लाख का काम हो तो उसमें उनको दुगने का नुकसान होता है।

श्री बाकतो बान (दुर्ग) : उपाध्यक्ष महोदय, थोड़ी देर पहले आपने मेरा नाम पुकारा था, और मैं गैर हाजिर था। फिर भी मेरी प्रार्थना पर आपने मुझे पुनः समय दिया इसके लिए मैं आपको धन्यवाद देता हूँ।

मैं आपका और सदन का ज्यादा समय न लेकर भ्रष्टाचार के बारे में कुछ कहना चाहता हूँ। अपने देश में अब भ्रष्टाचार भ्रष्टाचार नहीं रह गया है, वह तो एक प्रथा सी हो गयी है और इस भ्रष्टाचार को रोकना किसी एक विभाग के हाथ की बात नहीं है। अगर रेलवे विभाग उसको दूर करने की कोशिश करेगा तो मामला पुलिस के हाथ में जायगा। अगर पुलिस कुछ नहीं करेगी तो मामला ठपट हो जायेगा। मुझे मालूम है कि भिलाई नगर में एक सज्जन बोगस टिकट बेचते थे। वहाँ के एक कार्यकर्ता ने इसकी रिपोर्ट की

और उनको रंगे हाथों पकड़ा दिया लेकिन उसके बाद पुलिस ने उल्टा उस कार्यकर्ता पर ही मुकदमा चलाने की कोशिश की। मेरा भी उस में हाथ था। मैं ने कलेक्टर को कहा और निशानी लगाकर नोट दिये गये। पुलिस वाले ने बाहर फेंक दिये और उस पर कुछ नहीं हुआ और उस कार्यकर्ता को आज भी तंग किया जा रहा है। तो भ्रष्टाचार की ऐसी कथाएँ हैं। जब तक हमारे पास काफ़ी वैगन्स नहीं होंगे तब तक व्यापारियों को पैसा देना ही पड़ेगा।

कहाँ तक कहा जाये। बहुत सी चीजें हैं। भ्रष्टाचार कहाँ नहीं होता। आजकल रेलवे डिपार्टमेंट ने डाइनिंग कार लगाये हैं। इसमें पहले कांटेक्टर थे अब इसको रेलवे मैनेज करता है लेकिन अब पहले से मैटीरियल खराब मिलता है और पैसा उतना ही लगता है। और ठीक से काम नहीं होता। वहाँ भी भ्रष्टाचार है। यह भ्रष्टाचार की बात तो हमारे देश में बहुत ज्यादा बढ़ गयी है और इसके बारे में चाहे जितना कहा जाये किसी प्रकार कम नहीं होता। कहना अरुण्य रोदन ही रहता है।

अब मैं अपने क्षेत्र की कुछ बातें आपके मारफ़त रेलवे डिपार्टमेंट के सामने रखना चाहता हूँ।

मैं जिस क्षेत्र से आता हूँ वहाँ भिलाई कारखाना लगने से पहले बहुत धान पैदा होता था और आज भी होता है। उस एरिया में साउथ ईस्टर्न रेलवे की मेन लाइन को छोड़ कर कहीं भी कोई रेलवे लाइन नहीं है। उसका नतीजा यह होता है कि सरकार ने जो रेट बाँधे हैं धान के वह किसानों को नहीं मिलते और कम दाम पर बेचना पड़ता है। तो मेरी एक प्रार्थना है कि एक लाइन रायपुर से जबलपुर सिमगा बिमेतरा होते हुए कर दी जाय उस का सर्वे भी हो चुका है। अगर यह लाइन बना दी जाय तो उस एरिया के अनाज पैदा करने वालों को सहूलियत हो सकती है और किसानों को अपनी पैदावार का उचित दाम मिल सकता है।

इस के सिवा जब से उस क्षेत्र में भिलाई का कारखाना बना है तो उसकी वजह से बहुत सी आवश्यकताएं बढ़ गयी हैं। दुर्ग, भिलाई और रायपुर ये तीनों भिलाई के कारखाने की वजह से महत्वपूर्ण हो गये हैं। मेरी समझ में नहीं आता कि रेलवे विभाग पूरे देश में जगह जगह उन्नति कर रहा है। स्टेशनों की वृद्धि कर रहा है। दुर्ग में भी प्लेटफार्म बना है, भिलाई नगर बना है, और रायपुर में भी सब कुछ हुआ है। प्लेटफार्म तो बन गये हैं लेकिन उनके ऊपर शौड नहीं हैं और ओवर ब्रिज भी नहीं है जिससे कि पैसिंजर एक प्लेटफार्म से दूसरे प्लेटफार्म को जा सकें। जाने कितने स्थानों में जहां आवश्यकता नहीं वहां चोजें बनती हैं। तो किसको देना चाहिए और किमको नहीं देना चाहिए यह देखने की जरूरत है।

दुर्ग में प्लेटफार्म पर शौड न होने से नतीजा यह होता है कि जो माल आता है वह भीगना रहता है और लाखों रुपये का नुकसान व्यापारियों को होता है। इसके सिवा पैसिंजर पानी में भोगते खड़े रहते हैं। यही हाल रायपुर और भिलाई का है। कभी मुनते हैं कि भिलाई पहले डेवेलप होगा, कभी मुनते हैं दुर्ग पहले डेवेलप होगा। कोई पहले डेवेलप हो लेकिन दोनों के प्लेटफार्म के ऊपर छत लगाना बहुत आवश्यक है नहीं तो स्थिति गम्भीरतर होती चली जायेगी।

इसके सिवा कोरवा में डालटनगंज और करंजी तक रेलवे बढ़ा दी जाय तो जो सेंट्रल इंडिया के कोल फील्ड हैं उनको कनेक्ट किया जा सकता है।

सतपुड़ा रेंज और धमतरी इन दोनों के बीच नौ गेज लाइन है। ये घाटे में चलती हैं। इसके मेनटिनेंस पर बहुत खर्चा होता है और जो आमदनी होती है उसके बावजूद उसमें घाटा रहता है। उसको बड़ी लाइन कर दिया जाय तो घाटा भी बच सकता है और उससे धान के एरिया को भी फायदा हो सकता है।

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मालूम नहीं क्यों घाटा सहा जा रहा है। मुझे मालूम हुआ है कि सन् १९४५-४६ से इसकी हालत खराब है और सन् १९५२ में तो धमतरी रायपुर लाइन से ३,६०,३९५ रुपये का घाटा हुआ था। इसी तरह से सतपुड़ा रेंज लाइन को सन् १९५२ में ७०,८७,८४९ रुपये का घाटा हुआ। यह गवर्नमेंट का फिगर है। इतना घाटा सहते हुए भी उस छोटी लाइन को बड़ी लाइन में बदलने में कौन सी दिक्कत है यह मेरी समझ में नहीं आता।

इसी तरह से इसके अलावा अगर छोटी लाइन को बड़ी लाइन में बदल कर जगदलपुर तक ले जाया जाय तो इसका उपयोग बलाडीला में हो सकता है जहां लोहे की खदान चालू की जा रही है और जहां से जापान को हम आयरन और स्प्लाई कर रहे हैं।

एक लाइन है कोरवा से चांपा तक। अगर उसको बिलासपुर से कोरवा कर दिया जाय तो कटनी लाइन से जाने वाले लोगों को सहूलियत होगी।

दूसरी बात यह है कि हमारे यहां अभी साउथ ईस्टर्न रेलवे की जितनी ट्रेनें चल रही हैं उन में लोकल ट्रेन एक भी नहीं है। और जो ट्रेनें हैं वे उतनी ही हैं बड़ी नहीं हैं। एक एक्सप्रेस ट्रेन बड़ी है। उसमें अगर डोंगरगढ़ से रायग तक और बिलासपुर से भोपाल जो सीधी इस तरफ से जाती है उसको रायपुर से कर दी जाय तो ज्यादा सुभीता होगा राजधानी को जाने के लिए। ये बहुत सी बातें हैं आपके सामने रखना चाहता था।

इसके अलावा मेरी एक प्रार्थना है। साउथ ईस्टर्न रेलवे में जहां तक सरविसेज का सवाल है अभी तक यह देखने में आया है कि उसमें ज्यादातर बंगाली और दक्षिण भारत के लोग प्रिडामिनेट करते हैं। जिस रीजन में यह गाड़ी चलती है उस रीजन के लोगों को सरविस में मुश्किल से स्थान मिल पाता है। मेरी प्रार्थना

[श्री बाकली वाल]

है कि जो सिलेक्शन किया जाय वह इन स्थानों में भी किया जाय ताकि लोगों के मन में जो यह खयाल उठता है कि प्रान्तीयता बरती जा रही है वह खयाल दूर हो जाये। ऐसा करने से सहूलियत होगी।

मेरी मंत्री महोदय से प्रार्थना है कि मैं ने जो मांगें रखी हैं वह बहुत छोटी छोटी मांगें हैं और उन पर सहानुभूतिपूर्वक विचार किया जाय।

विशेष रूप से मैं कहना चाहूंगा कि भिलाई का कारखाना स्थापित हो जाने से उस स्थान का महत्व बहुत अधिक बढ़ गया है और काफी लोगों की आमद रपत रहती है इसलिए मेरी अपील है कि दुर्ग, भिलाई, रायपुर और राजनंदगांव के रेलवे स्टेशनों को ठीक से सुधारा जाय। ऐसा होने से वहां के लोगों को सहूलियत होगी। मैं अब सदन का और अधिक समय नहीं लेना चाहता। मेरी इतनी ही मांगें हैं और अगर वे पूरी हो जायें तो मंत्री महोदय की बड़ी कृपा होगी।

श्री ब्रज बिहारी मेहरोत्रा (बिल्हौर) : उपाध्यक्ष महोदय, मैं आपका बहुत आभारी हूँ कि आप ने मुझे बोलने का अवसर दिया। रेलवे के जनरल बजट पर जिस समय विचार हो रहा था तब मुझे बोलने का अवसर नहीं मिल पाया था। इस मौके पर यदि मैं कुछ जनरल बातें कहूँ तो आप मुझे इस के लिए क्षमा करें।

मैं रेल मंत्रालय का ध्यान खास तौर से आज रेलों में जो भीड़भाड़ होती है उसकी तरफ दिलाना चाहता हूँ। मैं इस बात को मानता हूँ कि थर्ड क्लास के पैसेजर्स को कुछ सुविधाएं मिली हैं। उनकी सीटें चौड़ी की गई हैं और पंखे आदि भी उन में लगाये गये हैं। लेकिन रेलों में भीड़ भाड़ की समस्या अभी तक हल नहीं हो पायी है। इसके कारण काफी लोग बगैर टिकट भी यात्रा करते हैं। मैं समझता हूँ कि यदि बिना टिकट के सफर को

रोकने की ओर रेलवे मंत्रालय ध्यान दे तो करोड़ों रुपये का जो घाटे का बजट है वह घाटा पूरा हो सकता है।

कानपुर की बात मैं जानता हूँ। कानपुर में जितनी भी गाड़ियां आती हैं शायद ही उन में से कोई गाड़ी ऐसी हो जो कि कानपुर शहर में आने के पहले शहर से २, २ या ३, ३ मील पहले जंजीर खींच कर रोक न ली जाती हो। वहां पर एक दो नहीं बल्कि सैकड़ों की तादाद में रोजाना बगैर टिकट यात्रा करने वाले मुसafir उतर जाते हैं। इस के कारण रेलवेज को काफी घाटा होता है और घाटे के कारण ही रेलवेज को टिकट भाड़ा बढ़ाने की जरूरत पड़ी है, और माल के भाड़े में वृद्धि करनी पड़ी है। थर्ड क्लास का किराया दम प्रतिशत बढ़ाने की बात कहीं गई है। जैसा कि हमारे पूर्व वक्ताओं ने भी कहा यह जंजीर जो आज कल खींची जाती है यह बहुत जगहों पर रेलवे अधिकारियों के इशारे पर ही खींची जाती है। जंजीर खींचने की विद्यार्थियों में तो एक प्रथा सी हो गई है और होता यह है कि एक विद्यार्थी पास के स्टेशन से गाड़ी में चलता है और अपने गांव के सामने आकर जंजीर खींच लेता है और गाड़ी रोक लेता है और उस गांव के सारे के सारे विद्यार्थी गाड़ी पर चढ़ जाते हैं और शाम को लौटन वाली गाड़ी पर से इसी तरह उतर आते हैं। बगैर टिकट चलने की एक प्रथा सी लोगों में हो गई है और वह टिकट लेना बेकार समझते हैं। लोग ऐसा समझने लगे हैं कि अब तो जनता की सरकार है, यह तो राष्ट्रीय रेल है इसलिए शायद सफर करने के लिए उन पर पैसा लगाना ही नहीं चाहिए।

मैं कानपुर शहर की अब दूसरी कठिनाइयों की ओर मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ। जिस समय श्री लाल बहादुर शास्त्री रेल मंत्री थे तो उन्होंने कानपुर में जाकर स्वयं इसको देखा था कि कानपुर शहर में जो रेलवे लाइनें गुजरती हैं उन में कितनी देर तक रेल का फाटक बंद

रहता है और दोनों तरफ से तमाम ट्रैफिक जाम हो जाता है। माल रोड पर इलेक्ट्रिसिटी हाउस के सामने एक रेलवे क्रीसिंग है। वहां पर बाज बाज दफा तो हालत यह हो जाती है कि २०, २० मिनिट और आध, आध घंटे तक सवारियां रुकी रहती हैं और दोनों तरफ की ट्रैफिक जाम हो जाती है। फाटक खुल जाने के बावजूद भी ट्रैफिक क्लियर नहीं होती है और कभी कभी वहां पर स्पेशल पुलिस आकर उनको कंट्रोल नहीं करती है तब तक गाड़ियां और सवारियां निकल पाती हैं। वहां पर ओवरब्रिज बनाना बहुत आवश्यक है।

इसी तरह से माल रोड पर मरे कम्पनी के सामने एक दूसरा रेलवे क्रीसिंग है और वहां भी यही हालत होती है। वहां पर ओवरब्रिज बनाने का आश्वासन श्री लाल बहादुर शास्त्री ने दिया था लेकिन अभी तक वह नहीं बना है। मैं चाहता हूं कि वहां पर भी एक ओवरब्रिज बनाया जाय। इसी तरह से पनकी रेलवे स्टेशन के पास भी ओवरब्रिज बनाने की बात थी। उसके लिए भी दोनों भूतपूर्व मंत्रियों अर्थात् श्री जगजीवन राम और श्री लाल बहादुर शास्त्री ने आश्वासन दिया हुआ है लेकिन वह भी अभी तक नहीं बना है।

मैं मंत्री महोदय का ध्यान कानपुर के जुही यार्ड पर ओवरब्रिज बनाने की तरफ दिलाना चाहता हूं जो कि कानपुर के गोविंद नगर के इलाके को कानपुर शहर से मिलाता है। यहां पर ओवरब्रिज न होने से आये दिन ऐक्सीडेंट्स होते रहते हैं और लोग कटते रहते हैं। इसकी मांग बहुत दिनों से चली आ रही है यहां पर ऐसा ब्रिज बने जिसमें कि सवारियां आसानी से आ जा सकें। गोविंदनगर में इंडस्ट्रियल स्टेट है और लोगों को मजबूर होकर अपनी आजीविका कमाने के लिए गोविंदनगर की तरफ जाना पड़ता है। गोविंदनगर के अलावा इस पार भी इंडस्ट्रियल स्टेट है इस

कारण दोनों तरफ से बहुत आमदरफ्त रहती है। इसलिए यह बहुत जरूरी है कि जुही यार्ड पर गोविंदनगर तक एक पुल बनाया जाय ताकि लोगों को आने जाने में आसानी हो सके और आये दिन जो दुर्घटनायें होती हैं वह भी न हों।

मैं मंत्री महोदय का ध्यान सेंट्रल रेलवे के उन स्टेशनों की तरफ दिलाना चाहता हूं जिनके कि पास से बिजली की लाइन गुजरी है। यदि उन स्टेशनों को इलेक्ट्रिफाई कर दिया जाय तो यात्रियों को बड़ी सुविधा होगी। इसी तरह से रेलवे स्टेशन के कर्मचारियों के क्वार्टर्स को अगर इलेक्ट्रिफाई कर दिया जाय तो बिजली के अभाव में उनको जो दिक्कत होती है वह दूर हो जायेगी। बरसौत के दिनों में कर्मचारियों की कीड़े मकौड़े के कारण जो परेशानी उठानी पड़ती है वह भी बिजली लगने से दूर हो जायेगी। मैं समझता हूं कि हिन्दुस्तान के बहुत कम ऐसे बिजली के प्रतिष्ठान हैं जो कि उस रेट पर बिजली देते हैं जिस रेट पर कि कानपुर में बिजली मुलभ की जाती है। इसलिए बहुत आसानी से रेलवे मंत्रालय वहां पर बिजली की व्यवस्था करके उन लोगों की कठिनाई को दूर कर सकते हैं और उन स्टेशनों को बिजली से रोजाना कर सकता है।

सेंट्रल रेलवेज के कुछ ऐसे स्टेशन्स हैं जहां पर कि प्लेटफार्म्स नहीं हैं और मुसाफिरों को गाड़ी में तीन तीन पटरी नीचे उतरना पड़ता है जिसके कारण स्त्रियों और बच्चों को विशेष रूप से बड़ी कठिनाई होती है। खास तौर पर कानपुर-झांसी लाइन पर मलासा स्टेशन और कामपुर-बांदा लाइन पर पतारा स्टेशन यह दो स्टेशन्स ऐसे हैं जहां कि बड़ी संख्या में यात्री उतरते और चढ़ते हैं और वहां पर प्लेटफार्म्स नीचे होने की वजह से उनको बड़ी कठिनाई होती है। उन पर ऊंचे प्लेटफार्म्स बनने चाहिए।

कानपुर एक बड़ा जंक्शन स्टेशन ।

[श्री ब्रज बिहारी मेहरोत्रा]

के नाते बहुत सी रेलें यहां आती जाती हैं और चूँकि वहां गंगा नदी पर एक ही पुल है उस के कारण गाड़ियां अक्सर लेंट हो जाती हैं। रेलवे का पुल बहुत पुराना हो चुका है। वह ५०-६० वर्ष पुराना हो चुका है और आज कानपुर में जैसी आमद रफ्त है उसको देखते हुए एक पुल वहां के लिए बिल्कुल नाकाफी है। मेरा मुझाव यही है कि कानपुर के कंजेशन को दूर करने के लिए गंगा पर दो पुल और बनने चाहिए। एक पुल तो उन्नाव से फतेहपुर की तरफ जाने के लिए जाजमऊ के सामने बने। इसके बनने से फतेहपुर और इलाहाबाद जाने वाली सवारियों को सुविधा हो जायगी। दूसरा पुल कानपुर में उस तरफ बनना चाहिए जहां कि विठूर आबाद है। विठूर एक टर्मिनल स्टेशन है। वह एक बहुत बड़ा तीर्थ स्थान भी है जहां पर कि काफी तादाद में यात्री आते रहते हैं। यह पुन जो कि विठूर के पास बने इस को माधोगंज बालामऊ और सीतापुर तक रेल बिछा कर मिला दिया जाय। इस तरह से आगरा और फर्रुखाबाद को तरफ जाने वाली सवारियों को कानपुर नहीं आना पड़ेगा।

कानपुर और लखनऊ के बीच में चूँकि आमद रफ्त बहुत अधिक है इसलिए वहां बिजली को गाड़ियां चलने से यात्रियों को बहुत सुविधा हांगी। लेकिन जब तक बिजली की लाइन वहां न बने डोजल की गाड़ियां चलाने की व्यवस्था होनी चाहिये, हर १५ मिनट पर चलें। पहले विठूर में सूबेदार की रेल थी और वह चला करती थी। अब वह रेल बंद कर दी गई है। अब वहां पर केवल डोजल की रेल चलती है। वहां पर गुड्स की बुकिंग का कोई इंतजाम नहीं है। चूँकि वहां पर डोजल गाड़ी चलती है इसलिए गुड्स की बुकिंग नहीं होती है। मैं चाहता हूँ कि कम से कम कानपुर से विठूर के लिए एक ट्रेन चलने लगे ताकि गुड्स को भी बुकिंग हो सके और उसके अभाव में रेलवेज को जो घाटा होता है वह पूरा हो सके।

कानपुर से छोटी लाइन की भी कई ट्रेनें

गुजरती हैं। छोटी लाइन जो कानपुर से फर्रुखाबाद को जाती है उस पर दो बड़े प्रसिद्ध स्टेशन पड़ते हैं, एक मधना और दूसरा बिल्हीर। यहां पर पहले एक्सप्रेस ट्रेन ठहरा करती थी लेकिन अब वह इन दोनों स्थानों पर नहीं रुकती है। मैं चाहता हूँ कि इन दोनों स्टेशनों पर एक्सप्रेस ट्रेन पहले की भांति ठहरा करे। माननीय रेल मंत्री कृपया इसकी व्यवस्था करने के लिये शीघ्र आदेश देगे।

रेलों में आज सुरक्षा को भी कमी अनुभव की जा रही है उसकी ओर मैं विशेष रूप से मंत्री महोदय का ध्यान दिलाना चाहता हूँ। आज आधे दिन रेलों में डाकें पड़ते हैं और चोरियां तथा अन्य वारदातें होती हैं। विशेष कर मैं उनका ध्यान उन छोटी लाइनों की ओर दिलाना चाहूंगा जहां कि गाड़ी की रफ्तार भी धीमी रहती है और दोनों तरफ फैसिंग वाले तार बगैरह भी नहीं रह गये हैं जिसके कि कारण शरारती और बदमाश लोग गाड़ी को रोक कर यात्रियों को लूट लेते हैं और फिर निकल जाते हैं।

आखिरी चीज जो मैं कहना चाहता हूँ वह रेलवे के मुकदमात आनरेरी मजिस्ट्रेट्स द्वारा मुनने के सम्बन्ध में है। यह मेरी समझ में नहीं आता कि सारी जगहों पर तो स्टाइ-पेंडरी मजिस्ट्रेट काम करते हैं तो फिर रेलवेज का ही काम करने के लिए आनरेरी मजिस्ट्रेट क्यों रखे जाते हैं? जिस का करोड़ों का बजट है नतीजा इसका यह होता है कि चूँकि ईमानदार आदमी बहुत कम मिलते हैं इसलिए लोगों को जो न्याय मिलना चाहिए वह न्याय नहीं मिलता है। उनके फैसलों में अक्सर भ्रष्टाचार की गंध भी आती है। रेलवे की सुरक्षा में भी खलल पड़ता है क्योंकि अपराधियों को जैसा दंड मिलना चाहिए वह उनको नहीं दिया जाता है।

मैं और अधिक न कह कर आशा करता हूँ कि जो मुझाव मैं ने सदन के सामने रखे हैं उन पर मंत्री महोदय सहानुभूतिपूर्वक विचार करेंगे और उनको पूरा करने का प्रयास करेंगे।

Shri Yallamanda Reddy (Markapur): Mr. Deputy-Speaker, I have given notice of three cut motions, regarding wagon supply for coal, new railway lines in Andhra Pradesh and others. However, I would like to stress one important aspect, that is coal supply, because the importance of coal now-a-days is obvious. Programmes for thermal power stations and railway development and the targets set for industrial development indicate the importance of coal supply. But, when the hon. Minister for Railways was replying, he made a statement. I say that is a very sorry statement. On the coal transport position, Shri Swaran Singh assured the House that no user of coal in any part of the country would actually get during 1962-63 less compared to what he got last year. Many would get more. This is the statement that the hon. Minister made. When the whole country was thinking about the supply of coal, when the whole country was feeling the lack of wagons, when the industries or the Federation of Indian Chambers of Commerce and Industry were feeling difficulty about coal supply, the Minister assured the House at least not to cut in the coming year! This is the way the hon. Minister answered. I am sorry to note that the hon. Minister did not realise the importance of the issue. The hon. Minister did not estimate the situation behind that. Because, if we see the statements of his Ministry and the Ministry of Fuel and Mines and the statement of the Federation of Indian Chambers of Commerce and Industry they are most contradictory. The Railway department says that they are all right. The Federation of Indian Chambers of Commerce and Industry says that they are suffering for lack of wagon supply. The Ministry of Mines and Fuel says that they are all right because they have to cut down production because they have no sufficient wagon supply. That is the position now. The hon. Minister could not clear the position and could not clear the doubts that are there among the people.

Today, the average wagon supply

ways)

daily required for 1962-63 is 8561. The Railways have agreed to deploy over 1,000 wagons more. That is, 7271 wagons per day can be supplied. That is, there is a short-fall of about 1300 wagons per day. Recently, the Federation of Indian Chambers of Commerce and Industry met and they have passed a Resolution about wagon supply in the country. They say:

"The present position regarding coal was one of near crisis, which, if not remedied promptly, might soon develop into a serious crisis. Industries in various parts of the country had been experiencing continuing difficulties in getting adequate and timely supplies of coal and this had seriously come in the way of expansion and even maintenance of the level of industrial production."

This is the position that was given out by the Federation of Indian Chambers of Commerce and Industry which represents all the industries in the country. When that is the position, the Railway Ministry makes another statement:

"Not only the demands of the steel plants for coal were met in full, but also the planned movement of coal for other users such as Railways and public other than steel plants were more than fully realised."

This is a statement from the book that has been circulated to us Indian Railways, 1960-61. Also, there was another statement issued recently by the Railway Ministry. That has gone another step ahead. That is:

"In the outlying fields, which means all coal fields in Orissa, Madhya Pradesh, Andhra Pradesh, Maharashtra and Assam, if all the coal offered for movement during the year had been offered, the Railways would have carried it."

The Railway Ministry says that they would carry the coal if that had been offered in 1961-62 or 1960-61.

[Shri Yallamanda Reddy]

But, the statement of the Managing director of the N.C.D.C. is quite contradictory to the statement that has been issued by the Railway Ministry. He said that at present, the Corporation was producing only 7 to 7½ million tons a year and that production of the order of 3 million tons had been curtailed because of the transport situation. This is the statement made by the Managing director of the N.C.D.C. He says that because there were no transport facilities, they have to cut down production of coal. That was the statement made by the Managing director, whereas our Railway Ministry makes the statement that they can clear the coal if it is offered and they are already satisfying the needs of the people as well as the steel and other plants. From the same side, from the right side of the chair two Ministries, one the Railway Ministry and the other Ministry of Fuel and Coal make contradictory statements, asserting themselves that they are correct and finding fault with others. They are defending themselves that they are quite perfect. At the same time, there was a big agitation in the country that wagon supply was not satisfactory. Many industries are to be closed or closed for some time. That is the position now. In these circumstances, the hon. Minister should have come with a clear statement as to what is the position and how they are going to meet the position in the coming years. That was not made by the hon. Minister. He simply gave a statement which is superfluous and I am sorry to call it a funny statement. Because, when the situation demands such an explanation in the country, when there was such a big agitation, the hon. Minister should have come with a statement removing all the doubts and stated clearly where the position stands and to what extent they can satisfy the needs of the people as far as wagon supply is concerned.

Take, for instance, our State of Andhra Pradesh. There was recently a circular from the Industries department that coal supply should be

cut down to the tune of 45 per cent. There was agitation from the people there. The Government of Andhra Pradesh protested. The order was withdrawn. I do not understand the meaning of the order. Because, till recently, the coal quota to the State was 2040 wagons per month. The average coal arrivals were about 1780 wagons. There is only a short-fall of 12½ per cent. But, the Industries Department has cut down the quota by about 45 per cent. They have given the reasons for their cut that because there was short-fall in the wagon supply, because the Railway Ministry cannot meet the demand, therefore, to be more realistic, they want to cut down the coal quota, in order to bring it down to the level of the wagon supply there. Therefore, either there must be a cut in the wagon supply from the side of the Railway department or there must be a cut from the side of the Ministry of Mines and Fuel. Therefore, I want to know the position clearly whether there was any cut from the Railway department as far as Andhra Pradesh is concerned. If not, where is the necessity for the Industries department to cut down the coal quota by 45 per cent? As far as wagon supply for coal is concerned, in the Andhra Pradesh there are coal mines. Even if it is not possible for the Railways to move all the coal, by other transport methods, they can supply coal. The Railway Ministry have said in their note that they have invested some amount in road transport also. Our (Andhra Pradesh) Government have requested the Railway department that some amount may be invested in the Road Transport Corporation so that road transport facilities may be extended and they may have more lorries and trucks. Therefore, the Central Government should consider this aspect of the matter seriously and invest some money in this field also, so that there may be some road transportation, and coal may be carried from the Singareni collieries to the surrounding industries.

As regards the Southern Zone, there has been a long-standing demand

from the people that it must be bifurcated. Yesterday also, so many hon. Members, including two from Andhra Pradesh, pleaded for this. So, the hon. Minister may kindly consider this aspect and bifurcate the zone, and have a zone with headquarters at Secunderabad.

Further, I would like to submit that during the First and Second Plan periods, Government had constructed nearly 778.49 miles of new railway lines, but unfortunately, there was not a single line in Andhra Pradesh. Madhya Pradesh had 182.54 miles, U.P. 48.5 miles, Maharashtra 145.23 miles, Punjab 20 miles, Kerala 97 miles, Rajasthan 46.93 miles, Gujarat 32 miles, Bihar 145.35 miles, West Bengal 26.76 miles, and Orissa 65.19 miles. Only four States were left out, and as you know, Sir, Andhra Pradesh did not have even a single new line constructed during the First and Second Plan periods. No doubt, the hon. Minister should take into consideration the national importance for constructing new railways, but he should also see that every State does have at least some new railway lines under these Plans. At least in the Third Plan period, those States which were not covered by the First and Second Plans should be given some new lines.

As regards the doubling of the Vijayawada-Madras line, Government are taking it up piece by piece. That would not help at all. I would request the hon. Minister to look into the matter and expedite this doubling as early as possible, so that there may not be difficulty in regard to transport generally, and in regard to transport of coal, in particular.

Shri Basumatari (Goalpara): I am thankful to you for giving me a chance to speak on the Demands for Grants relating to the Railway Ministry.

In my opinion, the Railway Ministry is a nation-building machinery. But it come to the Eastern Zone I feel that the Eastern Zone of Assam

has not been paid adequate attention by the Railway Ministry since the British times. When the eighth zone was created with headquarters at Gauhati, we had a hope that the Government of India will pay adequate attention to this eastern zone and to the frontier State of Assam. But, even though five years have passed since then, nothing new has been done except the bridge over Brahmaputra for which we are grateful.

You will be surprised to know that in this part of the country, we are cut off from the rest of the country because of lack of adequate communication facilities. You will be surprised to know that for about six months in the year, the railway line in this zone remains suspended, owing to the monsoon season. So, you can easily imagine how the people of Assam feel in regard to this matter, and how they feel that they are neglected by Government.

If you look at the figure in regard to the number of passengers, however, you will be surprised to know that the number has gone up like anything. The people from Bihar and other States are going there from November to December for various works, and they start coming back from March to April; and this is an additional load to the local passengers. About one lakh of people come from Bihar to Assam for seasonal works and then go back. So, I wonder why special transport facilities are not made available in this season in Assam. You can easily imagine how the people of Assam can make use of the train under these circumstances. Many people start from Katihar, and other parts of Bihar in numbers and the people of Assam cannot move at all and they find it difficult to travel by the train. Moreover, the railway line in Assam is only one in number like a backbone.

Sir, Assam is full of rivers and rivulets and hills and dales with profuse natural resources. These resources cannot be exploited unless

[Shri Basumatari]

transport facilities are provided there. Because of this transport bottle-neck, it has not been possible to exploit these natural resources. Whenever the Government of Assam invite some industrialists to that State, with a view to developing industries in that State, they go there and after finding the transport difficulty there, they return disappointed. When we are engaged in a process of nation-building, I do not understand why we should not be in a position to exploit the resources given to us by nature.

Just now my hon. friend over there, Shri R. Barua made some suggestions. I would also like to add few suggestions for consideration by Government.

There has been a demand from the public for a long time to have one single line from Bongaigaon to Garo Hills via Goalpara. This is the most important region of that State, where cement can be exploited, and where coal and so many other things can be had. Assam is also producing oil wealth. She is also producing tea in abundance. But the tea industry people are handicapped because of the transport bottle-neck. We have at the same time no favourable river transport also in that State, because all the boats and ships have to pass through East Pakistan, and as you know now, East Pakistan is creating trouble; I would not like to mention about that here. So, the people of Assam always feel that they are neglected on all sides. Sir, I would like to suggest another small railway line to Shillong; the capital of Assam. The other day, an hon. Member from Shillong put forward his grievance about this matter and pointed out how the Shillong people are suffering.

They produce aples, oranges, pine-apples, and tomatoes in abundance, but owing to transport facilities not being available, they cannot export things which they produce to other parts of the country.

Because of all these things, the tribal people are very much agitated,

and they are demanding a separate State for themselves. This kind of separatist feeling comes when the people feel neglected. And that can be done away with only when the grievances of these people are looked into, and their needs are met. The fact that their grievances have not been looked into all these days has already created a difficult situation there. So, it is high time that their needs are also attended to.

In conclusion, I would like to make one or two small suggestions. After the establishment of the new zone there, the people have been hoping that much more will be done to improve the amenities for the public and the passengers. But, unfortunately, there is no shed and no waiting room at many of the important stations. For instance, at Kokrajhar which is head-quarter of a sub-division, there is no shed, and no waiting room. There was one shuttle train which used to carry passengers and men coming to the court from Dhubri and Bijvi side that also has been stopped running. I do not know why more trains should not be introduced. The other day, I was approached by the people to contact the General Manager, Mr. Ganguli for this local shuttle train and when I rang him up, he replied to me sarcastically, and said 'Mr. Basumatari, you are a Member of Parliament, and you must appreciate the difficulty; we cannot incur any loss by allowing the shuttle train to resume its service'. This was the way in which he replied to me. This is the way in which the Administration there is attending to public grievances. If the reply to a Member of Parliament is like that, you can very well imagine how they treat the local people and the local passengers.

So, I would appeal to the hon. Minister to see that the shuttle train is allowed to run, at least to carry the students to the schools and colleges from Dhubri and Bijvi side to Kokrajhar.

In this connection, I would like to mention the need for increased ameni-

ties at some of the important stations there, which are important from the business point of view. For instance, Tihu, Pathsala, Sorbhog and some other stations are there which are situated in the rice-producing area. These stations do not have sheds, and the people have been making representations about their grievances, but nobody is paying attention to them.

15 hrs.

Lastly, Sir, just now one hon. Member mentioned about the services. It is a very important matter. There are 11 lakh employees serving in the railway department. The claims of Scheduled Castes and Scheduled Tribes are not considered. We know that there is a constitutional guarantee about reservation of services for the Scheduled Castes and Scheduled Tribes. When the previous Railway Minister, the revered Shri Jagjivan Ram was in charge—I know it myself—that when he used to visit different places, he used to enquire of the railway officers whether the quota reserved for Scheduled Castes and Scheduled Tribes in the railway department was filled. In that way, we used to get something. Now there was a complaint that because Shri Jagjivan Ram himself is a Scheduled Caste man, he is considering the case of Scheduled Castes and Scheduled Tribes. Is it because of this that he has now been transferred to another Ministry? I only want that the reservation made for the Scheduled Castes and Scheduled Tribes should be observed, and I make an appeal to the present Railway Minister, Sardar Swaran Singh, to see that this is done. This can very easily be done. No department except the railway was observing the guarantee about reservation for the Scheduled Castes and Scheduled Tribes. I would again appeal to the Railway Minister to see that the case of Scheduled Castes and Scheduled Tribes is considered by the officers.

Shri Mallick (Jajpur): As a new-comer, I welcome the hon. Railway

Minister and I am also very glad that you have given me an opportunity to say something about the Railways in this House.

I want to take up some important points concerning the South-Eastern Railway in Orissa. I have read in the newspapers that some factories have been closed due to want of coal which could not be transported due to shortage of wagons. I understand that the Orissa Government is taking cement from the Rajgangpur Cement Factory by truck due to shortage of wagons. If this is the position with regard to the Orissa Government's requirements, what to speak of private firms and local bodies.

In Orissa, there are so many temples and monuments, for example, the temple of Lord Jagannath at Puri, Lingaraj at Bhubaneswar, of Biraja at Jajpur Town and Black-Pagoda of Konark. Many people from all parts of India visit these temples. There is a verse which says:

“अष्ट दिनं वासं काशी दिनमेकं पुरबोतम,
तत् फलं लभते वीरजा मुखदर्शने ॥”

Many people from various parts of India and also from foreign countries visit these temples. So there is need for opening up more railway communication.

I came to know that there is a proposal that about 25 miles of new railway will be constructed from Daitari (Sukindan) to Jajpur Road. I request that it may be extended up to the Biraja temple in Jajpur Town so that people may conveniently come and visit this temple.

There is another point. The Orissa State is rich in mineral deposits containing high grade iron ore, manganese ore, mica and limestone. In spite of this, it is industrially backward. More than 30 lakh Scheduled Castes and more than 35 lakh Scheduled Tribes live in Orissa. So the

[Shri Mallick]

State requires the special attention of the Government of India.

An hon. Member, Shri Surendra-nath Dwivedy, said in his speech that the panchayat samitis were functioning as the instrument of the Congress Party. It is a wrong statement. The successful establishment of panchayati raj brings us to another point. The Government of Orissa has decided to locate various industries, specially the tile manufacturing industries, at the panchayat samiti level with a view to improving local skills, provide service and a growing source of income to the samitis. In accordance with the provisions of the Orissa Zila Parishads Act of 1959, democratic decentralisation has been introduced throughout the State from the year 1961-62. The panchayat samitis, which form the second tier of administration in this set-up, were inaugurated all over the State on Republic Day, 1961.

I also want to draw the attention of the hon. Railway Minister about a shuttle service called 'Fish shuttle' which was running till two years ago from Visakhapatnam to Kharagpur. Now it has been stopped. The Janata Express, running from Bezpada to Howrah, is so overcrowded that the local people are not able to use it when it passes through the State. I therefore request that the Fish shuttle service may again be started.

I hope Government will consider all these points and pay special attention to the State of Orissa because it has a percentage of population of Scheduled Castes and Scheduled Tribes more than that of other States.

श्री सुमत प्रसाद (मुजफ्फरनगर): मेरी कांस्ट्रिक्शंस में रेलवे स्टेशन के पूर्व में तीन नई कालोनीज बनी है। एक दई मण्डी ता० ७-५-६२ तारिख २२७ बैक रो २२८ दूसरी द्वारकापुरी और तीसरी गांधी कालोनी। मुजफ्फरनगर शहर की कुल आबादी ८०,००० के करीब है, पजिन में से ३०,००० रेलवे लाइन के पूर्व में रहने हैं। और यह मण्डी हिन्दुस्तान की सबसे बड़ी गुड एक्सपोर्टिंग मण्डी है। वहां पर ओवर ब्रिज बनाने का प्रश्न लड़ाई के समय

से चल रहा है। ग्रंजेजों के जमाने में वह पुल नहीं बन सका क्योंकि लड़ाई की वजह से रुपये की दिक्कत थी। देश के स्वतन्त्र होने पर यह सवाल कई मर्तबा उठाया गया। सन् १९५४ में यू० पी० सरकार अपना कोटा देने के लिये तैयार थी। लेकिन एक पुराना फार्मुला चला आता है जिसमें कि ज्यादातर हिस्सा ओवर ब्रिज के बनने का म्युनिसिपैल्टी को देना पड़ता है। अब म्युनिसिपैल्टी की शक्ति ऐसी नहीं है कि वह रुपया दे सके। पिछले साल यह मालूम हुआ कि यू० पी० सरकार ने यह मंजूर किया कि यहां ओवर ब्रिज बनाया जाय। म्युनिसिपैल्टी जैसा कि उसकी माली हालत है उसमें उसमें ५० हजार रुपया कर्ण्ट्रिब्यूट किया। मैं यह जानना चाहूंगा कि इस पुल के बनाने के सवाल पर गौर हो रहा है या नहीं और आया इसके बनाने का कोई इमकान है या नहीं? वहां पर रेलवे लाइन के पूर्व में एक पोस्ट ग्रेजुएट कालिज है और पश्चिम में कचहरी है और दूसरे तमाम सरकारी दफ्तर हैं। हर वक्त लोग इधर से उधर जाने के लिए रेलवे लाइन को क्रॉस करके जाते हैं। जिस वक्त गेट बन्द रहता है उस वक्त भी जो एक छोटा सा दरवाजा लगा है उसके जगह से आमद रात जारी रहती है और इसके कारण दुर्घटनाएं भी हो जाया करती हैं।

दूसरी जगह मंसूरपुर स्टेशन है यह मुजफ्फरनगर और खतौली के दरमियान है। वहां पर एक शुगर मिल है। वहां पर रेलवे क्रॉसिंग है लेकिन यह रेलवे क्रॉसिंग शंटिंग और गाड़ियों के आने की वजह से काफी देर तक बन्द रहता है। एक दिक्कत यह भी है कि शंटिंग जब बन्द भी हो जाती है तो भी उसके काफी देर बाद उस गेट को खोला जाता है। इस बारे में पूछताछ करने पर पता चला कि गेट पर जिसकी ड्यूटी रहती है उसको स्टेशन पर भी काम करना पड़ता है। गेट बन्द रहने के कारण घंटों गाड़ियां वहां पर रुकी रहती हैं। यह शुगर मिल रेलवे क्रॉसिंग के पश्चिम में

है और पूर्व से तमाम गन्ने की गाड़ियां आती हैं। गुड़ का सीजन नवम्बर से मार्च अप्रैल तक जारी रहता है। वाज दफे इसके कारण बड़ी प्रमुविधा होती है।

वैगन्स समय पर न मिलने की वजह से गुड़ की कीमत में एक या दो रुपये मन तक का फर्क पड़ जाता है और वहां के किसानों को इसका नुकसान उठाना पड़ता है। उनकी शिकायत यह रहती है कि फसल के मीके पर गुड़ के स्टाकिस्ट्स माल मन्दा खरीद लेते हैं और बाद में उस पर खूब फायदा कमाते हैं। यदि पिछले ३, ४ साल के आंकड़े देखे जायं कि गुड़ ले जान के लिए कितने वैगन्स की जरूरत है और उस बेसिस पर वैगन्स का एलाटमेंट किया जाय तो यह प्रमुविधा उन्हें न रहे और किसानों को उसका लाभ पहुंचे।

कोयले की भी काफी कमी यहां पर है और कोयले की सप्लाई ठीक से न होने के कारण ईंटों के भट्टों में ईंटों का मिलना कम हो गया है। जितना कोयला जिले में देहात का मिलता है उसकी ईंटें विकास के काम के लिए ली जाते हैं। जो प्राइवेट आदमी होते हैं उनको ईंटें मयम्सर नहीं होती हैं और भट्टे वाले लकड़ी जला कर ईंटें बनाते हैं। उसका दाम आकर १० या १२ रुपये हजार बेशी पड़ता है। ईंटों का परमिट अगर मिलता भी है तो जिस गांव में मकान बनाना चाहते हैं उस गांव से १०-१५ मील के फासले का परमिट मिलता है और उतनी दूरी में उग बेचारे किसान को ईंटें लाने में काफी दिक्कत उठानी पड़ती है।

कोयला खानों में मौजूद है लेकिन उसकी दुलाई की व्यवस्था सन्तोषजनक नहीं है और उसको उठाने के लिए वैगन्स नहीं मुलभ किये जाते हैं। यही कारण है कि डोमिस्टिक परपोजेज के लिये भी कोयले की दिक्कत महसूस हो रही है और त्रिक क्लिन के लिए भी कोयले की कमी है।

तीसरे दर्जे के किराये में बढ़ोत्तरी करने का जो बजट में प्राविजन किया गया है वह डेवलपमेंट के कामों पर बढ़ने वाले खर्च को देखते हुए मुनासिब ही है क्योंकि जब तक रुपया नहीं होगा तब तक विकास का कार्य कैसे सम्पन्न किया जा सकता है? लेकिन जहां आप तीसरे दर्जे के मुसाफिरो के किराये को बढ़ा रहे हैं वहां यह भी जरूरी है कि आप उनकी प्रमुविधाओं में भी बढ़ोत्तरी करें। तीसरे दर्जे में अलावा भांडभाड़ के मुसाफिरो को और भी बहुत सी दिक्कत रहती है। अब एक प्रमुविधा उनको यह भी होती है कि गाड़ी चली नहीं कि दवाफरोश और दूसरी चीजें नालाम करने वाले डिब्बे में घुस जाते हैं और गला फाड़ फाड़ कर अपनी दवाएं बेचते हैं और चीजों का नीलाम करते हैं और अपनी चतूराई से भोले भाले मुसाफिरो को ठग लेते हैं। बोली रुपये डेढ़ रुपये से शुरू की जाती है और बेचारे भोले मुसाफिर बहकावे में आकर और उंची बोली लगा देते हैं और इस तरह से रुपये की लागत का माल उनको तीन, चार रुपये में थमा दिया जाता है। देहाती लोगो को इस तरह से ठगा जाता है। इस तरह के किनने ही लोग तीसरे दर्जे के डिब्बों में चलते हैं और लोगों को लटते हैं। यह लोग बगैर टिकट चलते हैं। रेलवे मन्त्रालय को इधर ध्यान देना चाहिए और इसको रोकने के वास्ते उचित कदम उठाना चाहिए।

इसी तरह से फकीर और साधु लोग भी तीसरे दर्जे में घुस आते हैं और बगैर टिकट के चलते हैं। रेलवे मन्त्रालय को इधर भी ध्यान देना चाहिए।

सबसे बड़ी आवश्यकता रेलवे मन्त्रालय को इस बात की तरफ ध्यान देने की है कि तीसरे दर्जे में आज भी जो अत्यधिक भीड़भाड़ होती है उसको कैसे रोका जाय अथवा कम किया जाय। आपके किराये बढ़ाने का उसी वक्त कोई जस्टिफिकेशन हो सकता है जब आप उन लोगों को कुछ सहूलियतें भी दें।

[श्री सुमत प्रसाद]

मन्त्रालय को रेलवे में यात्रियों की सुरक्षा के लिए भी उचित व्यवस्था करनी चाहिए। आज यह खेद की बात है कि रेलवे के सफर में सुरक्षा का अभाव रहता है। रेलगाड़ियों में अक्सर वारदातें होती रहती हैं। रेलवे ऐक्सीडेंट्स भी होने लगे हैं। मालूम ऐसा पड़ता है कि औपरेशनल एफिशिएंसी कम हो गई है। इस तरफ भी ध्यान देने की जरूरत है ताकि ऐक्सीडेंट्स में कमी आये। इसके साथ ही रेलों में जो डकैती और चोरियों की वारदातें होती हैं और जिससे किलोगों को यात्रा करने समय सदा अपनी जान और माल का खतरा बना रहता है वह न रहे और लोग बगैर खौफ के रेल में सफर कर सकें।

रेलवे विकास के बिना इंडस्ट्रियल डेवलपमेंट भी नहीं हो सकता है। हर एक चीज के लिए, स्टील प्लाण्ट्स के लिए और जरूरी माल को इधर उधर ले जाने के लिये रेलवेज का विकास होना जरूरी है और उसको दृष्टि में रखते हुए रेलवे मन्त्री महोदय ने जो अपने बजट में टैक्स लगाया है मैं समझता हूँ कि वह हक बजानिब हैं।

एक बात और कह कर मैं खतम करता हूँ। यह एस० एस० लाइट रेलवे के बारे में है जो कि महारनपुर से शाहदरा तक है। उनका ठेका ऐसा है कि अगर इस के लिए उनको नोटिस उचित समय पर दिया जाय तो रेलवेज उसको टेक ओवर कर सकती है। इस रेलवे से ग्रामदनी भी काफी है। अगर कम्पनी से लेकर रेलवेज इस लाइन को चलाए और अगर इसको बड़ी लाइन बना दिया जाए तो इससे रेलवेज को भी जहाँ ग्रामदनी होगी वहाँ उस इलाके के लोगों को भी काफी सुविधा मिलेगी।

श्री रामसेवक यादव (बाराबंकी) : उपाध्यक्ष महोदय, कई दिनों से रेलवे बजट पर चर्चा चल रही है। बहुत से माननीय सदस्यों ने मन्त्री महोदय और रेलवे मन्त्रालय को धन्यवाद भी दिया है। मुझे इस बात का दुख है कि बहुत प्रयास करने पर भी मैं रेलवे

मन्त्री महोदय को बधाई या धन्यवाद देने में असमर्थ हूँ। मैं उनसे यह कहना चाहता हूँ कि वह एक साल अवश्य इन्तजार करें और अगर उनका कार्य अच्छा रहेगा, तो फिर मैं उनको जरूर धन्यवाद दूंगा।

रेलवे विभाग के विरुद्ध पहले से ही दुर्घटनाओं, अरक्षा और अव्यवस्था आदि की शिकायतें मौजूद थीं। नए मन्त्री महोदय ने जब इस विभाग का कार्य-भार सम्भाला, तो आशा बंधी थी कि शायद इसमें कुछ सुधार होगा, क्योंकि देहात की एक कहावत है, “नई घोबन, कथरी में साबन”। हम सोचते थे कि शायद कुछ हो, लेकिन यहाँ तो दिशा कुछ विपरीत ही खिाई देती है। मन्त्री महोदय का स्वागत आये दिन दुर्घटनाओं के साथ होता है। सबसे बड़ा सवाल है रेल के द्वारा जाने वाले माल के भाड़े और तीसरी श्रेणी के यात्रियों के किराये में वृद्धि और इस प्रकार उनके ऊपर डाला जाने वाला अतिरिक्त बोझ। इस अवस्था में माननीय मन्त्री को बधाई देने का कोई कारण नजर नहीं आता, और यही कारण है कि मैं इस बारे में दूसरे कई सदस्यों का साथ देने में अपने को असमर्थ पाता हूँ।

सबसे पहले तो मैं यह निवेदन करूंगा कि जब हम भारत सरकार के किसी मन्त्रालय की अच्छाई बुराई या प्रगति को देखें, तो हमें उस पर व्यय किये जाने वाले धन और जो कुछ उससे हासिल किया गया है, उस पर भी नजर डालनी चाहिए। तभी हम कह सकते हैं कि उसमें प्रगति हुई है या नहीं। प्रथम पंचवर्षीय योजना में ४२३ करोड़ रुपये और द्वितीय योजना में ११२१ करोड़ रुपये व्यय हुए और इस हिसाब से हम इस विभाग की प्रगति को देखें। अंग्रेजों के काल में जो प्रगति इस सम्बन्ध में हुई—मैं स्पष्ट कर देना चाहता हूँ कि हम उस काल को अच्छा नहीं समझते हैं—उसका मुकाबला अगर हम आज की प्रगति से करें, तो हम देखते हैं कि उन के काल में ग्रीसतन ढाई मील रेल की लाइन प्रतिदिन बिछाई गई, जबकि

स्वतन्त्र भारत में पंचवर्षीय योजनाओं के अन्तर्गत योजनावद्ध विकास की ओर जाते हुए औसतन एक मील रेलवे लाइन प्रतिदिन बिछाई गई। इससे कुछ अन्दाज़ा लगाया जा सकता है कि हम किस गति से चल रहे हैं।

निस्सन्देह कुछ काम तो होता ही है, लाइनें बढ़ती हैं, नए डिब्बों का निर्माण होता है और उनके लिये रेलवे विभाग के कर्मचारियों को धन्यवाद दूंगा, और वह इसलिए कि अभी वे उतनी बुराई की तरफ नहीं गए हैं, जिसकी कल्पना शायद मन्त्री महोदय करते हैं।

रेलवे बोर्ड दरअसल रेल विभाग की जान है। सारा प्रशासन, सारा इन्तज़ाम और सारी व्यवस्था उस पर निर्भर है, लेकिन हम देखते हैं कि रेलवे बोर्ड के सदस्यों की संख्या और उनको दी जाने वाली सुविधायें तो बढ़ी हैं, लेकिन जिस कार्य के लिए वे रखे जाते हैं, उसमें कोई प्रगति नज़र नहीं आती है—वहां कुछ भी देखने को नहीं मिलता है।

मैंने अखबार में पढ़ा कि कांग्रेस दल की बैठक में किसी माननीय सदस्य ने—शायद श्री विभूति मिश्र ने—यह मुझसे रखा कि किसी भी सरकारी कर्मचारी का वेतन एक हजार रुपये से अधिक न हो। इस पर प्रधान मन्त्री महोदय ने कहा कि मैं रेटलेस समाजवाद नहीं चाहता हूं। उन को यह बात अखरी। इसके अलावा राष्ट्रपति महोदय को दिये जाने वाले धन्यवाद-प्रस्ताव पर जो वाद-विवाद हुआ, उनका जवाब देते हुए उन्होंने कहा कि समाजवाद का मतलब गरीबी का वितरण नहीं है। मैं तो यह समझता हूं कि इस सदन में किसी समय इस विषय पर बहस होनी चाहिए कि आखिर समाजवाद है क्या। कांग्रेस-मार्का और नेहरू-मार्का समाजवाद को यह सदन और यह देश समझ नहीं पाया है। इसलिये यह आवश्यक है कि इस पर चर्चा हो जाये कि वे चाहते क्या हैं।

हम देखते हैं कि हिन्दुस्तान जैसे गरीब मुल्क में, जिस की योजनाओं को चलाने के लिए विदेशी कर्ज़ा लेना पड़ रहा है और गरीब आदमियों पर टैक्स लगाए जा रहे हैं, रेलवे बोर्ड के मेम्बरों को चार हजार रुपये प्रति मास वेतन दिया जाता है। इस वेतन में सैलून का सफ़र, बंगला, भत्ता और अन्य सुविधायें शामिल नहीं हैं। (interruptions) कुत्ता भी है और कुत्ते की सवारी का इन्तज़ाम भी है। इसके मुकाबले में उस विभाग के सबसे छोटे कर्मचारी को देखिये, जिस को केवल तीस रुपये वेतन मिलता है। आप जरा हिसाब लगायें कि उन दोनों के वेतनों में कितने गुना का फ़र्क है। मैं कह सकता हूं कि अमरीका में भी पूँजीपतियों को छोड़ कर छोटे और बड़े कर्मचारियों के वेतनों में इतना फ़र्क नहीं होगा। रूस और चीन की बात में नहीं करता। मैंने तो एक पूँजीवादी देश का उदाहरण दिया है। जो बात एक पूँजीवादी देश में नहीं है, वह अपने देश में चल रही है और फिर भी प्रधान मन्त्री महोदय कहते हैं कि यहां पर समाजवाद है।

अष्टाचार के सम्बन्ध में उन्होंने कहा कि अष्टाचार का नाम नहीं लिया जाना चाहिए, अगर वह हो, तो भी नहीं लिया जाना चाहिए। क्यों? इसलिए कि अगर अष्टाचार का जिक्र किया जायगा, तो सारा देश अष्टाचारी हो जायेगा। पता नहीं, कौनसा स्थान अष्टाचार से बचा हुआ है, जिसको बचाने के लिए वह कहते हैं कि अष्टाचार का जिक्र न किया जाय।

उन्होंने सामन्ती उपेक्षा के ढंग से यह भी कहा कि बईमानी और अष्टाचार छोटे लोगों में है, कम आमदनी के लोगों में है, लेकिन मैं पूरी ज़िम्मेदारी के साथ कहता हूं कि जितना अष्टाचार ऊपर है, उतना नीचे नहीं है और जो नीचे है, वह ऊपर के ही कारण है। और जहां तक बोर्ड के सदस्यों का सवाल है, बड़े बड़े ठेकों के मामलों में उनके खिलाफ़ भी बहुत गम्भीर आरोप लगाए जाते हैं। जब

[श्री रामसेवक यादव]

पर भ्रष्टाचार होता है, तो उसकी नक़ल नीचे भी चलती है। यह कहना ग़लत है कि नीचे भ्रष्टाचार है, ऊपर नहीं है। रेलवे विभाग में भ्रष्टाचार ज्यादा है और उसको दूर करने के सम्बन्ध में कृपालानी जी की अध्यक्षता में एक जांच कमेटी भी बिठाई गई थी। लेकिन उसके बावजूद भ्रष्टाचार दूर नहीं हुआ।

श्री स० मो० बनर्जी (कानपुर) : कृपालानी जी ने यह कह कर रिज़ाइन कर दिया कि वह खुद करप्ट हो जाते।

श्री राम सेवक यादव : प्रश्न यह है कि रेलवे विभाग का भ्रष्टाचार कैसे दूर हो। मैं निवेदन करना चाहता हूँ कि इलाहाबाद और कानपुर में गंगा में सफाई करने में उस की गन्दगी दूर नहीं होगी, जब तक कि गंगोत्री में—और रेलवेज के संदर्भ में दिल्ली में—जहां से कि गन्दगी निकलती है, जमे हुए कीचड़ को दूर नहीं किया जायेगा।

इतना बेतन और इतनी सुविधायें हम रेलवे बोर्ड के सदस्यों को देते हैं, लेकिन ज़रा रेलवे विभाग की सुरक्षा की स्थिति को देखिए। सुरक्षा के मामले में वह बिल्कुल असफल साबित हुआ है। अगर आप सफ़र करने के लिए गाड़ी में बैठें, तो पहले ही सोच लेना चाहिए कि सुरक्षित घर पहुंचेंगे या नहीं—अगर पहुंच गए, तो बीबी-बच्चों का भाग्य और अगर नहीं पहुंचे, तो उनका दुर्भाग्य। कुछ समय पहले की बात है, इटावा के एक कांग्रेसी नेता की, जो कि शायद ज़िला परिषद् के अध्यक्ष भी थे, रेलगाड़ी में जान गई, लेकिन आज तक उस का कुछ पता नहीं चला। इसी तरह उड़ीसा के एक नेता की जान रेलगाड़ी में गई, लेकिन उस का भी कुछ पता नहीं चला।

जहां तक महिला यात्रियों का प्रश्न है, हम ने अखबारों में पढ़ा कि एक स्टेशन पर प्रतीक्षा-गृह में एक लड़की बैठी थी, तो रेलवे प्रोटेक्शन फ़ोर्स के आदमियों ने उस को जबर्दस्ती पकड़ लिया और उस के साथ व्यभिचार किया। जब रक्षक ही भक्षक बन

जाये, तो कौन किसी को बचा सकता है, इस का इस से बड़ा कोई उदाहरण नहीं हो सकता है।

जहां तक यात्रियों की जानो-माल की रक्षा का प्रश्न है, हमें कुछ उम्मीद नहीं है, क्योंकि मंत्री महोदय उत्तर में यह कह देंगे कि यह काम राज्य सरकारों की पुलिस का है और उस के लिए हम उन को भुगतान भी किया करते हैं। लेकिन मैं निवेदन करूंगा कि अब इस सदन में इस तरह के उत्तर न सुनाई दें। रेलवे विभाग के अन्तर्गत जितनी भी इस तरह की रेल दुर्घटनाएँ होती हैं, उनकी जिम्मेदारी रेल मंत्रालय की होनी चाहिये और उनको रोकने के लिए उसे उपयुक्त व्यवस्था करनी चाहिए।

अब जो रेलवे में चोरियाँ होती हैं, उनके बारे में मैं कुछ कहना चाहता हूँ। मैं एक मिसाल देना चाहता हूँ कि रेल विभाग की जो खुद की सम्पत्ति है, जो खुद का स्टोर है, जो खुद की वर्कशॉप हैं, उनके अन्दर भी कितनी ज्यादा चोरियाँ होती हैं। इसको जब आप सुनेंगे तो दंग रह जायेंगे। साउथ ईस्टर्न रेलवे में दो महीने के अन्दर अन्दर लगभग पचास हजार रुपये का सामान चोरी गया है। सारे देश का अगर हिसाब लगाया जाये तो यह नुकसान करोड़ों रुपये पहुंच जायेगा। अगर इन चोरियों को रोक लिया जाये तो शायद यह जो टैक्स लगे हैं, तीसरे दर्जे के यात्रियों पर, किराये की दर बढ़ाने की नौबत आ रही है, उसकी ज़रूरत न पड़ती। चोरी सामान कैसे होता है इसको आप देखें। वर्कशॉप के अन्दर, स्टोर के अन्दर सामान जब गायब हो जाता है तो आप यह न समझें कि कोई बाहर वाला उस सामान को चोरी करके ले गया है। निश्चित रूप से कर्मचारी और अधिकारी का उस में हाथ रहता है। यही कारण है कि इस तरह की चोरियाँ हो रही हैं।

अब मैं दुर्घटनाओं की ओर भी आपका ध्यान खींचना चाहता हूँ। दुर्घटनाएँ होना तो साधारण सी बात हो गई है। अभी इस सदन में

धनबाद में जो दुर्घटना हुई थी, उसका जिम्मा आया है। लेकिन मैं आपको बताऊँ कि पहली मई को ही भटनी में दुर्घटना हुई है और उस भटनी में ही हर दूसरे या तीसरे साल कोई न कोई दुर्घटना हो जाती है—और इस दुर्घटना के वे ही कारण होते हैं जो पहली दुर्घटनाओं के होते हैं। आज तक उन कारणों को दूर करने की ओर कोई ध्यान नहीं दिया गया है। शाहजहांपुर से बरेली या फर्रुखाबाद से शाहजहांपुर के बीच की रेल दुर्घटनाएँ हुईं। अब तक ट्रैक के ऊपर ये दुर्घटनाएँ होती थीं। लेकिन अब तो इंजन टहलते टहलते दूकानों में चले जाते हैं, धर्मशाला की तलाश करने लगते हैं।

रेल दुर्घटनाएँ रेलवे क्रॉसिंग के अन्दर होती हैं। बदकिस्मती से बाराबंकी में दो जगह रेल क्रॉसिंग हैं। वहाँ पर कई दुर्घटनाएँ हो चुकी हैं लेकिन जिन कारणों से वे होती हैं, उन कारणों को दूर आज तक नहीं किया गया है। जो रेलवे क्रॉसिंग हैं, खास तौर से बड़े शहरों और जिला हैडक्वार्टरों के, वहाँ पर ओवर ब्रिजिंग की व्यवस्था हो जाये तो ये दुर्घटनाएँ न हों। यह छोटी सी बात है लेकिन पता नहीं रेलवे प्रशासन की समझ में यह क्यों नहीं आती है। मैं चाहता हूँ इस ओर ध्यान दिया जाये।

तीसरे दर्जे के किराये को बढ़ाने की बात भी है। आये दिन तीसरे दर्जे का किराया आप बढ़ाते जाते हैं किन्तु सुविधायें देने का नाम नहीं लेते।

15.43 hrs.

[Mr. SPEAKER in the Chair].

जो आप को रेलों से आमदनी होती है उसमें सब से बड़ा हिस्सा तीसरे दर्जे के यात्रियों से आता है। प्रथम दर्जे से रेल विभाग को नहीं के बराबर ही आमदनी होती है लेकिन सभी सुविधायें उनको दे दी जाती हैं। हम लोग कुछ विशेष सुविधा प्राप्त लोग हैं। रोज मैं देखता हूँ कि पहले दर्जे में पास वाले ही सफर करते हैं जोकि अपनी जेब से कुछ खर्च नहीं

करते हैं। जेब से पैसा खर्च करके यात्रा करने वालों की संख्या बहुत कम है। एक दिन जिक्र हुआ था कि शायद उसका पैसा मंत्रालय चुका देता है। लेकिन वह तो कागजी हिसाब हुआ जिसे इधर से उधर कर दिया जाता है। न किसी को दिया जाता है और न ही लिया जाता है। कागज पर सब कुछ हो जाता है। आमदनी होती है तीसरे दर्जे से और किराया भी निरंतर दीसरे दर्जे वालों पर ही बढ़ाते आप जा रहे हैं। इन्हीं तीसरे दर्जे वालों की बदौलत हम यहाँ पर इस सदन में बैठे हुए हैं और प्रथम श्रेणी की सुख और सुविधायें प्राप्त करते हैं। और हम ही लोग हैं जो यहाँ बैठ कर तीसरे दर्जे में सफर करने वालों का किराया बढ़ाते जाते हैं। तीसरे दर्जे के यात्रियों को बैठने के लिए स्थान नहीं मिलता है और अगर इस को देखा जाय तो निश्चित रूप से कोई किराया नहीं बढ़ना चाहिए। रेल विभाग में जो फिजूलखर्ची हो रही है उसे दूर कर दिया जाय और किसी को भी एक हजार से अधिक तनख्वाह न दी जाय तो आपको किराया बढ़ाने की जरूरत पेश न आय। एक हजार से ऊपर जो तनख्वाह पाते हैं, उनको जो सुविधायें मिली हाँतो हैं वे अलग हैं और उनको मैं इसमें शामिल नहीं करता हूँ हालाँकि उनको भी शामिल मुझे करना चाहिए। साथ ही साथ जो एयर-कंडिंशंड, शीतताप नियंत्रित गाड़ियाँ हैं, मैलून हैं हर डिवीजन में दो सी और ढाई सी उनको बन्द किया जाना चाहिए। जब तक तीसरे दर्जे के यात्रियों को कम से कम बैठने के लिए स्थान न मिल जाय तब तक इस तरह की जो व्यवस्था आपने कर रखी है इसको खत्म कर देना होगा। केवल रात को सोने के लिए स्लीपिंग कोच की व्यवस्था रहनी चाहिय।

हम काल कोठरी का जिक्र सुनते आये हैं। लेकिन आज हम कहां काल कोठरियाँ देखते हैं यह मैं बयान करता हूँ। तीसरे दर्जे के यात्री जिस गाड़ी में सफर करते हैं, वह काल कोठरी

[श्री रामसेवक यादव]

के समान है। उनको सुविधा देने का प्रश्न ही नहीं उठता है। सभी सुविधायें पहले दर्जे के यात्रियों को दे दी जाती हैं। उनको बिठाने का पूरा पूरा इंतजाम कर दिया जाता है, लेकिन जहां तक तीसरे दर्जे के यात्रियों का सम्बन्ध है, लटक कर सफर करते हैं, अन्दर को डिब्बों में धकेले जाते हैं, कोई मार दे तो उनकी सुरक्षा की कोई व्यवस्था नहीं है ये सब चीजें हैं जिनकी ओर आपका ध्यान जाना चाहिए।

खानपान की व्यवस्था सरकार ने अपने हाथ में ले ली है। अभी तक तो यह ठेकेदारों का मामला था लेकिन अब सरकार मालिक हो गई है। बीस आने में भोजन दिया जाता है। अगर आप उस भोजन की मात्रा और उसके गुणों को देखें तो बीस आने का वह नहीं होता है। इसमें चार फुनूके और थोड़ा सा चावल दे दिया जाता है जोकि एक आदमी के लिए कभी भी पर्याप्त नहीं होता है। सामान जो मिलता है वह खराब होता है। इस ओर भी आप ध्यान दें।

रेलें आज देश का सब से बड़ा उद्योग है और यह उद्योग ज्यादातर सरकार के हाथ में है। लेकिन दुःख की बात है कि आजादी के पंद्रह साल गुजर जाने के बाद भी कुछ प्राइवेट कम्पनियां चल रही हैं। उनको सरकार अपने हाथ में लेने में समर्थ नहीं हुई है। पता नहीं इसका क्या कारण है। उनका भी राष्ट्रीयकरण हो जाना चाहिए।

दो बातें कह कर मैं अपना भाषण समाप्त कर दूंगा। गृह मंत्रालय ने इस तरह के आदेश कर दिये हैं जोकि रेल विभाग पर लागू नहीं होते हैं, बाक़ी सभी मंत्रालयों पर लागू होते हैं कि जो हरिजन परमानेंट नहीं हैं, उनको परमानेंट कर दिया जाय। मैं चाहता हूं कि यह नियम रेल विभाग पर भी लागू हो और जो सुविधायें शैड्यूल कास्ट्स को अन्य मंत्रालयों में मिली हुई हैं, वे उनको यहां भी दी जायें। इन सुविधाओं को उन्हें तत्काल प्रदान किया जाये। इसी तरह से सुप्रीम कोर्ट

का फैसला हुआ है कि जो हरिजन लोग हैं उनको पदोन्नति में जो आरक्षण मिला हुआ है वह बरता जाना चाहिये। लेकिन आज वह भी खटाई में पड़ा है और बरता नहीं जा रहा है। इस ओर भी आपका ध्यान जाना चाहिए। अब मैं एक आखिरी जुमला कह कर समाप्त करता हूं। आज समाजवाद का नारा लगाया जाता है। लेकिन अध्यक्ष महोदय, जिन को समाजवाद की जरूरत है, व आज सत्ता में नहीं हैं और जिन को समाजवाद की आवश्यकता नहीं है वे सत्ता में हैं और इसके लिए समाजवाद फैशन है, आवश्यक नहीं है।

इन शब्दों के साथ मैं अपना भाषण समाप्त करता हूं और आशा करता हूं कि जो बातें मैंने कही हैं उनकी ओर ध्यान दिया जायगा।

Mr. Speaker: In the early morning I had received some Calling Attention notices and notices of Adjournment Motions and I had informed the hon. Members who had given those notices that a statement would be made in the afternoon; but the House had not been informed. The Prime Minister would be making a statement at 4 O'clock.

श्री मोहन स्वरूप (पीलीभीत): अध्यक्ष महोदय, मैं आपका आभारी हूं कि आपने मुझ बोलने का अवसर दिया है।

तीसरे दर्जे के यात्रियों का किराया दस परसेंट बढ़ाया गया है। इस सम्बन्ध में जो भावनायें यहां व्यक्त की गई हैं, उनसे मैं सर्वथा सहमत हूं। अभी जो यात्रिक जी ने कहा और कुछ जोड़ से आंकड़े भी पेश किये उन से बिल्कुल सहमत हूं। मेरा खयाल है कि आये दिन जो खराबी रेलव प्रशासन में पैदा हो जाती है, उसको अगर दूर कर दिया जाये, उसमे अगर सुधार कर दिया जाये तो इस किसम के टैक्स लगाने की कोई आवश्यकता आपको महसूस न हो और न ही भाड़े की दर बढ़ानी पड़े। इससे कोई और भारी बोझ भी प्रशासन पर पड़ने वाला नहीं है।

मैं भी अपनी ओर से कुछ सुझाव आपके सामने रखना चाहता हूँ। सब से पहले मैं फर्जी टिकट्स के बारे में कुछ कहना चाहता हूँ। बहुत बड़ी संख्या में फर्जी टिकट आज छपते हैं और उनका वितरण होता है, फरोस्त होते हैं। बड़े बड़े स्टेशनों पर वे टिकट बचे जाते हैं लोग उन से काफी बड़ी मात्रा में नाजायज आय करते हैं। मेरा विचार है कि अगर इस किस्म के फर्जी टिकटों को छपने से रोक दिया जाये और इनका बिकना रोक दिया जाये और कोई ऐसी तरकीब प्रशासन निकाले कि इस पर रोक लग सके तो लाखों रुपये की आपको अतिरिक्त आय हो सकती है।

आज के अखबारों में जो एक खबर छपी है कि पुराने टिकटों से सफर भी किया जाता है, उसको मैं आपको पढ़ कर सुनाना चाहता हूँ। इसमें लिखा है :—

“अधिकृत सूत्रों से पता चला है कि उत्तर रेलवे के पुराने टिकटों को पुनः प्रयोग करने की जालसाजी की घटनाओं का जोर आजकल बढ़ गया है। पता चला है कि यह काम रेलवे के कुछ कर्मचारी करते हैं।

अभी हाल में इस प्रकार के कई मामले टंडला के भ्रष्टाचार निरोधक इंस्पेक्टर श्री आर० एस० चौबे ने पकड़ कर उच्चाधिकारियों को सौंपे हैं। एक मामले के अनुसार तृतीय श्रेणी का टिकट जो गत वर्ष २ मार्च को बिका, १३ अप्रैल, १९६२ को पुनः प्रयोग करते हुए पकड़ा गया। इस पर रेलवे की मशीन द्वारा दोनों तारीखें भी अंकित थीं।

दूसरे मामले में गाजियाबाद की बाल्डा मिल के एक कर्मचारी को ऐसे टिकट से सफर करता हुआ पकड़ा

जिस पर कोई तारीख नहीं थी। यह टिकट भी कई माह पहले बिका था। इस कर्मचारी ने बताया कि मैंने यह टिकट गाजियाबाद स्टेशन के टिकटघर से खरीदा था। टिकट तीसरे दर्जे का था।

तीसरा मामला . . . जिसमें फिरोजाबाद के एक व्यापारी को जोधपुर से फिरोजाबाद के टिकट सहित पकड़ा गया जिस पर ११ फरवरी व ५ मार्च, ६२ की तारीखें पड़ी थीं तथा लगेज टिकट पर इस यात्री टिकट का नम्बर नहीं पड़ा था। यह टिकट जोधपुर सिटी बुकिंग एजेंसी से बिका हुआ बताया जाता है।”

इस तरह से जो यूज्ड टिकट्स हैं उनसे भी सफर करने की आदत लोगों को पड़ी हुई है और यह प्रथा रोज बरोज बढ़ती जा रही है। मेरा खयाल है कि अगर इस किस्म की चीजों को रोकने के लिए शासन ध्यान दे तो आमदनी में इजाफा हो सकता है।

मैं कुछ थोड़ा सा ध्यान गुड्स की तरफ भी दिलाना चाहूंगा। गुड्स ट्रेन्स से जो सामान जाता है उसमें भारी चोरी होती है और उसमें खास चीज यह है कि अब से पहले उसमें जो लेबल लगता था उसमें पीतल का छल्ला लगता था। लेकिन अब वह निकाल दिया गया है और उसके बजाय कार्ड बोर्ड का छल्ला लगता है। वर्षा काल में वह अक्सर सड़ कर गिर जाता है और कभी कभी कोई पता नहीं चलता कि सामान कहां से आया है और कहां जा रहा है। इस तरह से इसकी भी चोरी होती है। कोयले के बारे में आम शिकायत हो गई है कि कोयले की चोरी होती है। लाखों मन की मिकदार में और प्रति दिन वह नाजायज तौर से बिकता है। यह मेरे अनुभव की बात है और मैंने कई दफे रेलवे कर्मचारियों का ध्यान इस

[श्री मोहन स्वरूप]

तरफ दिलाया है। इसमें साथ ही साथ कुछ और भी भजीब व गरीब चोरियां होती हैं। सन् १९६० की बात है इलाहाबाद से एक एक्सप्रेस ट्रेन चलती है गोरखपुर को। उसमें जो वेसाइड स्टेशन्स हैं उन का कैश घाता है। एक कैश बक्स होता है स्टील का बना हुआ जो कि खास तौर से उस ट्रेन में रखा जाता है। जो वेबिन था जिसमें कि कैश बाक्स रक्खा था वह गाड़ के डब्बे के साथ मिला हुआ था। उसमें रेलवे प्रोटेक्शन फोर्स के लोग भी सफर कर रहे थे। उसमें जो चैसी होती है उस में दो बैटरीज होती हैं। एक बैटरी इस तरफ होती है और एक बैटरी दूसरी तरफ होती है। चैसी में इतनी गुंजाइश रहती है कि तस्कत रख कर एक घादमी उसमें छेद सके। इस तरह से एक घादमी इलाहाबाद से शायद चैसी के नीचे बैठा और तली में सुराख करके वेबिन में घसा और कैश बाक्स को काटा। रेलवे का कहना है कि उसमें १०,००० रु० था लेकिन मैं समझता हूँ कि वे साइड स्टेशन्स का जो पूरा रुपया था वह १०,००० से ज्यादा होगा। इस तरह से वहाँ पर चोरी हुई। इसी तरह से गाड़ियों में चीजें लुटती हैं। अभी एक खबर अखबार में निकली है :

"DACOITS RAID RAILWAY STATION"

A gang of armed dacoits raided small railway station at Tissua, between Bareilly and Shahjahanpur, on Monday night and looted some cash and also relieved the railway staff and a few passengers of their personal belongings, according to a report received here."

बरेली के समीप रेलवे स्टेशन को लूटा। रोजाना रेलवे स्टेशन्स लुटते हैं और सामान गायब होता है। अगर मंत्री महोदय इस और ध्यान दें और अगर रेलवे बोर्ड के लोग कोई तरीका निकालें और चोरियां रक सकें तो

मेरा खयाल है कि रेलवे की धाय में वृद्धि हो सकती है।

अब टिकटलेस ट्रेवलिंग की बात है। मैं इस सिलसिले में अधिक रोशनी नहीं डालना चाहता। सिर्फ इतना कहना चाहता हूँ कि मेरा खयाल है कि शायद रोजाना एक या डेढ़ लाख रुपये टिकटलेस ट्रेवलिंग के जरिये बेकार जाते हैं। अगर प्रशासन इसको रोकने की कोशिश करे तो इससे भी धाय बढ़ सकती है।

यहां पर नेशनलाइजेशन का जिक्र किया गया। बहुत सी लाइनें हैं जिनको नेशनलाइज किया जा सकता है। समाजवाद के अन्दर जब गवर्नमेंट सोशलिस्टिक पैटर्न आफ सोसाइटी का नारा लगाती है तो उसमें नेशनलाइजेशन एक खास चीज है। कुछ रेलवे लाइनें हैं मसलन् डेवरी रोहतास लाइट रेलवे, कुछ मार्टिन बर्न की लाइट रेलवेज हैं, मेकलीयाइस लाइट रेलवेज हैं, मैं पूरी लिस्ट नहीं पढ़ना चाहता, इन लाइन्स को नेशनलाइज कर दिया जाय तो मेरा खयाल है कि इससे काफी इनकम बढ़ेगी और जो लाइन्स खराब व्यवस्था में चल रही हैं उनका सुधार हो सकता है।

इसने बाद मैं कुछ थोड़ा कंटेरिंग के बारे में कहना चाहता हूँ। सरकार ने चूकि कंटेरिंग को डिपार्टमेंटल कर दिया है इसलिये उससे काफी हानि हो रही है। मेरे पास अलगेन कमेटी की रिपोर्ट है उसमें सरकार ने यह कहा था कि अगर डिपार्टमेंटल कंटेरिंग कर दी जाय तो कंटेरिंग में जो खराबियां हैं वह दूर हो जायेंगी और खाना अच्छा मिल सकेगा। स्थिति में सुधार हो जायेगा। लेकिन मेरा खयाल है कि वह सब आशाएं बेकार गई और एक तरफ तो खाना मंहगा होता जा रहा है और दूसरी तरफ उसकी क्वालिटी खराब होती जा रही है। साथ ही जो सर्विस का डंग है वह

भी खराब होता जा रहा है। कंटेक्टर्स की रोजी का जो ज़रिया था उनको भी हानि पहुँच रही है। जितने कंटेक्टर्स हैं उनकी संख्या ६४०० है और ७३ जगहों पर रेलवे की डिपार्टमेंटल कैंटरिंग चल रही है। यह सन् १९५४ के फिगर्स हैं, शायद अब कुछ फिगर्स बढ़ गये हों। रेलवे का कैंटरिंग डिपार्टमेंट एक तरह से बहुत बड़ा काम था जो कंटेक्टर्स के हाथ में था। जो अब रेलवे डिपार्टमेंट ने खुद माना है मैं उसे पढ़ता हूँ। पेज ७ पर उन्होंने कहा है :

"They are mostly contractors who have a long tradition of catering and who confine their operators to manageable holdings and to catering mainly."

बहुत अर्थ से यह कंटेक्टर्स काम करते थे। उनको बड़ा तजुर्बा था, लेकिन उनसे यह काम छान लिया गया और आज बहुत से कंटेक्टर्स बेकार हैं। इस तरह से गवर्नमेंट को जो लाभ होता था, कंटेक्टर्स के पास से जो फीस आती थी, और दूसरे ज़रियों से, वह सब खत्म हो गया। गवर्नमेंट ने जो रिपोर्ट छापी है उस में खुद कहा था कि :

"Departmental catering and contract catering to continue side by side, each profiting from the experience of the other and fulfilling a complementary role."

मैं उसकी लैंग्वेज कोट कर रहा हूँ। यह उन्होंने ने उसकी मंशा बतलाया था लेकिन बहुत से कंटेक्टर्स को डिस्प्लेस करके गवर्नमेंट इस काम को ले रही है, मगर उससे लाभ नहीं हो रहा है। इस तरह से मेरा खयाल है कि अगर गवर्नमेंट मेरे इन विचारों और सुझावों को कार्यान्वित करे तो ग्रामदानी बढ़ सकती है और किसी भी किस्म का टैक्स लगाने की, चाहे यर्ड क्लास के लिये हो चाहे फर्स्ट क्लास के लिये हो, आवश्यकता नहीं है।

अब मैं थोड़ा बहुत अपनी कांस्टिट्यूंसी के विषय में कहना चाहता हूँ। मेरी कांस्टिट्यूंसी एक ऐसे इलाके में है जो पिछड़ा हुआ इलाका है। साथ ही साथ एक ऐसी जगह पर स्थित है जहाँ पर नेपाल और चाइना के बार्डर मिलते हैं। अगर किसी किस्म की होस्टिलिटी होती है तो मेरी कांस्टिट्यूंसी उससे जरूर प्रभावित होगी। लेकिन इसके बावजूद जो डिमान्ड्स हैं उसे मैंने बहुत गौर से देखा। नार्थ ईस्टर्न रेलवे के सिलसिले में न तो नई लाइनें बढ़ाते हैं बल्कि बारें में और न विकास या तरक्की के बारे में कोई विचार है और न ही कोई प्राविजन है। इससे बखिलाफ दूसरी लाइनों के लिये, चाहे वह नार्दन रेलवे हो चाहे साउथ रेलवे हो, उन के लिये कुछ न कुछ प्राविजन है। मैं बार बार इस सदन में पांच साल से कहता रहा हूँ कि मेरी कांस्टिट्यूंसी में दो लाइनों की बहुत आवश्यकता है। एक रेलवे लाइन किच्छा से, जो कि नार्थ ईस्टर्न रेलवे का एक स्टेशन है, सितारगंज होते हुए पीलीभीत तक और दूसरी लाइन बरेली से बीसलपुर, जो कुछ २७ मील का फासला है, बहुत जरूरी है, जब कि पीलीभीत होते हुए करीब ६० मील पड़ता है। बीसलपुर एक डेवलपिंग टाउन है, उसको अगर बढ़ा कर मुहम्मदी तक कर दिया जाय तो इससे मेरे पिछड़े इलाके का विकास संभव हो सकता है।

इसी तरह से कीछा से अगर लाइन बढ़ायी जाए पीलीभीत तक तो उससे भी उस पिछड़े हुए इलाके का विकास संभव हो सकता है।

हमारे यहां दो ब्रांच लाइन्स हैं, पीलीभीत से टनकपुर और पीलीभीत से शाहजहांपुर। पीलीभीत से कटनपुर लाइन बहुत खराब अवस्था में है। मैंने इसके बारे में पहले भी कहा है। आज के युग में जबकि आदमी चांद तक पहुँचने के स्वाद देखता है हम उस लाइन पर १५ मील प्रति घंटा के हिसाब से चहले हैं जिसकी वजह से यात्रियों को बड़ी तकलीफ होती है। मैं चाहता हूँ कि इस लाइन को

श्री मोहन स्वरूप]

रिनोवेट करके चलने के उपयुक्त बनाया जाए।

इसी के साथ मैं चाहता हूँ कि तनकपुर से आगे पिथौरागढ़ तक चाहे लाइट रेलवे लाइन या नैरोगेज लाइन बना दी जाए क्योंकि पिथौरागढ़ के आगे चम्पावत वगैरह बहुत से मुकामात हैं जिनको इससे जोड़ा जा सकता है।

पीलीभीत में एक रेलवे ब्रिज है दिवहारिवर पर जो रेलवे और रोड दोनों के काम में आता है। आज की डेवेलपिंग इकानमी के जमाने में जब कि यातायात बहुत बढ़ गयी है, मैं चाहता हूँ कि अलग से एक रेलवे का पुल हो और रोड का अलग से हो। इस सिलसिले में मैंने जिक्र किया था श्री जगजीवन राम जी से और लाल बहादुर शास्त्री जी से और डेपूटेशन भेजा था लेकिन कोई फल नहीं निकला। मैं चाहता हूँ कि उस और सरकार ध्यान दे।

पीलीभीत से शाहजहांपुर जो रेलवे लाइन जाती है वह घाटे पर चल रही है। मैं चाहता हूँ कि उस लाइन पर डीजल ट्रेन्स चलायी जाएं जैसे कि फर्रुखाबाद से कासगंज तक चलायी जाती हैं। इतने प्रयागन को फायदा होगा और यात्रियों को भी आसानी होगी।

श्री अचल सिंह (आगरा) : अध्यक्ष महोदय, जो डिमांड्स ग्रांट के लिए पेश की गयी हैं उनका मैं समर्थन करता हूँ। मैं केवल पांच सात सुझाव मंत्री महोदय के ध्यान में लाना चाहता हूँ।

एक तो मैं क्वैटरिंग के बारे में कहना चाहता हूँ। पहले क्वैटरिंग ठेकेदार करते थे। उसको डिपार्टमेंट ने यह ख्याल करके ले लिया कि इसमें कुछ तरक्की होगी, रेलवे को भी फायदा होगा और अच्छा खाना मिलेगा। लेकिन नतीजा यह हुआ कि खाने की क्वालिटी गिरी और सर्विस में कमी आयी और दाम भी बढ़े और साथ-साथ रेलवे को लाखों रुपए

का नुकसान भी हुआ। तो इस सूरत में मैं चाहूंगा कि जो पहला तरीका था उसी को फिर काम में लाना चाहिए जिससे कि खाना अच्छा मिले, सर्विस अच्छी हो और साथ ही रेलवे को भी फायदा हो।

अध्यक्ष महोदय : खाने का वक्त तो गुजर, चुका है, अब तो चाय की बात कीजिए।

श्री अचल सिंह : इसके अलावा बहुत से शहरों में रेलवे क्रासिंग हैं जिनकी वजह से आए दिन एक्सीडेंट होते हैं। आज सुबह ही क्वेस्चन आवर में जिक्र आया था कि एक्सीडेंट की वजह से काफी आदमी मरे और घायल हुए। तो इस बात का ध्यान हमारे मंत्री जी को रखना चाहिए कि जिन-जिन शहरों में ऐसे रेलवे क्रासिंग हैं जहां काफी ट्रैफिक होता है वहां ओवर ब्रिज होना चाहिए। मिसाल के तौर पर आगरे, जगनेर रोड पर एक रेलवे क्रासिंग है जो अक्सर बन्द रहता है। उसके लिए हम कई बरस से कोशिश कर रहे हैं कि उस पर ओवर ब्रिज हो जाए। वहां लोगों को बड़ी परेशानी होती है क्योंकि ट्रैफिक देर तक रुका रहता है। तो जैसा मैंने निवेदन किया कि खास-खास जगहों में जहां इस किस्म के रेलवे क्रासिंग हैं वहां ओवर ब्रिज बनाए जाएं।

इसके अलावा मैं यह देखता हूँ कि रेलवे में चोरी बहुत बढ़ गयी है और तमाम माल के डब्बे काटे हैं और उसमें काफी माल चोरी जाता है। और रिपोर्ट से मालूम होता है कि करीब तीन करोड़ से ज्यादा रेलवे क्लेम देती है। जो रेलवे के नीचे के स्टॉफ के लोग हैं वे मिले रहते हैं और डब्बे काटे जाते हैं और माल निकाला जाता है। इस तरह की घटनाएं हमारे आगरे में जब तक होती रहती हैं। इसके बारे में मैंने पहले रेलवे मंत्री जी से भी कहा था लेकिन उस पर यद्यपि कुछ ध्यान दिया गया लेकिन कोई नतीजा नहीं निकला। तो इसमें एफीशेंसी की बहुत कमी है। जो गार्ड और वाच एंड वाई के लोग

रहते हैं वे पूरा काम नहीं करत। वे मिले रहते हैं उन गैंग्स से जो रेल के डब्बे काटते हैं और लाखों रुपए का माल चोरी हो जाता है।

इसी तरह से कोयले के बारे में है। काफी कोयला वैंगन्स से गिराया जाता है और उसको चुरा कर ले जाते हैं। इससे काफी नुकसान होता है। तो इस तरफ डिपार्टमेंट का ध्यान पूरी तरह जाना चाहिए। मेरा सुझाव है कि जो जोन के जनरल मैनेजर या ऊँचे अधिकारी हैं वे दौरा करे और देखें तो उन्हें मालूम हो जाएगा कि किस तरह से ये गलत चीजें होती हैं। उनको यह देखना चाहिए। सिर्फ दफ्तर में बैठकर लिखापढ़ी करने से काम नहीं होता। अगर दौरा किया जाए और देखभाल की जाए तो उससे कुछ बहुत फायदा हो सकता है।

एक कमी देखने में आती है मीटर गेज और ब्राडगेज की। मीटरगेज आज कल बहुत तकलीफदेह है। बहुत पुरानी गाड़ियाँ हैं और लाइन भी बहुत पुरानी हो चुकी है और उसमें काफी दिक्कत होती है। इसलिए मैं चाहूँगा कि उसमें सुधार किया जाए। चाहे उसको ब्राडगेज किया जाए या उसकी गाड़ियों में सुधार किया जाए ताकि पैसिजरो को आराम मिले।

इसके अलावा जो पैसिजर ट्रेन्स चलती हैं, चाहे वे ब्राडगेज की हों या मीटर गेज की हों, उनकी बहुत ही कम देखभाल की जाती है। किसी गाड़ी में रोशनी नहीं होती, किसी में पंखा नहीं होता, किसी में नल टूटा होता है। इससे यात्रियों को तरह-तरह की तकलीफें होती हैं। तो मैं चाहूँगा कि मीटर गेज को या तो ब्राडगेज किया जाये या उसमें सुधार किया जाए और जो पैसिजर ट्रेन्स चलती हैं उनकी काफी देखभाल की जाए।

16 hrs.

एक शिकायत जो इस वक्त चल रही है वह कोयले की कमी की है। जो पिछले रेलवे मंत्री वे उन्होंने जुलाई के महीने में स्टेटमेंट

दिया था कि हमारे पास वैंगन काफी आ गए हैं और साथ-साथ हमने कुछ इन्तजाम भी कर दिया है जिसकी वजह से कोयले के ले जाने में जो कमी होती है वह नहीं होगी। उस जुलाई को करीब ८-९ महीन हो गए लेकिन वह कभी पूरी नहीं हुई। हमारी आशा है कि मौजूदा मंत्री जो इस ओर ध्यान देंगे क्योंकि कोल आज जल्दी चीज है इंडस्ट्रीज के लिए और पब्लिक के लिए भी क्योंकि आजकल हर आदमी साफ्ट कोक इस्तेमाल करता है। और जब उसकी कमी हो जाती है तो बड़ी परेशानी होती है और उसका गवर्नमेंट पर बहुत बुरा असर पड़ता है। इसलिए हम मंत्री जी से प्रार्थना करेंगे कि वह इस ओर ध्यान दें और ज्यादा से ज्यादा वैंगन्स सप्लाइ करें जिससे कोयले की कमी दूर हो जाए।

अन्त में मैं और अधिक न कह कर सिर्फ यही कहूँगा कि जो बातें मैंने आप की सेवा में निवेदन की हैं उन की ओर अगर ध्यान दिया जायेगा तो इससे रेलवेज की एफिशिएंसी बढ़ेगी और जो मुसाफिर हैं उन को भी काफी आराम मिलेगा।

Shri K. R. Gupta: (Alwar): Mr. Speaker Sir, although I had been speaking in Hindi, seeing the fears that are in the minds of my friends from the South, I am going to speak in English with the hope that they will also reciprocate and try to speak in Hindi in the House.

Sir, I want to make a suggestion which, though novel to me, may not be novel to the hon. Minister. I suggest that the salary of the members of the Railway Board should be reduced to Rs. 2,000 per month, free of income-tax. This will not harm them in any way, because actually this is only a manipulation of figures from one department to another and nothing else. A person who gets Rs. 4,000 as salary pays Rs. 1,300 as income-tax plus another Rs. 200 or 10

[Shri K. R. Gupta.]

per cent. of his salary as house rent allowance. So, out of his total monthly income, 50 per cent. or so has to be paid as income-tax. So, naturally the same figure will be arrived at even if a person is paid Rs. 2,000 per month free of income-tax. If this is extended to all salaries income-tax payers and their salary is given free of income-tax, the inflated figures in the budget will come down.

Then the hon. Railway Minister stated that 85 per cent. of the people travel in third class up to 50 miles. If this is a fact, then, I am afraid, his mathematics is totally wrong. Even if we believe it is true, when we divert the whole pressure to road transport, his income will go down. So, it shows that their income is always inflated. They are trying to increase the difficulties of the third-class passengers. They are thriving at the cost of the third-class passengers even now. Otherwise, he would have recommended an increase of 20 per cent. and not 10 per cent. in the third-class fares. So, I do not know their mathematics or how they calculate all these things. I feel the hon. Member who preceded me was right in saying that they want to raise the fares only to inflate their income, as they do not want to economise.

Sir, Corruption in the railways is another matter which I want to bring to your notice. Some people say in this department there is called *dastoori* and the problem has become so much acute that even among the railway servants they charge from each other. If a station master wants to be transferred to a goods station which pays well, he must pay adequately to his superiors. If a person wants to be put into service, he must pay to somebody. Even if one wants to get his bills passed quickly, he must pay for that. It is a general habit that people are not given leave unless they report sick for which they have to pay Rs. 5 to the doctor. This is how things are going on in the railways. If we want corruption to be rooted

out completely, we have to adopt strict measures at all levels. Yesterday, our hon. Prime Minister was saying that corruption is at the bottom. I do not know on what basis he said that, but I am of the view that corruption in the railways is from top to the bottom.

Another suggestion that I want to make is that unless there is co-ordination between shipping, railways and roads you cannot progress. They cannot work in water-tight compartments. They have to work in such a way that there is proper co-ordination between all the modes of transport to avoid duplication and unhealthy competition.

Then Sir, I want to point out that from the Western Railways there is no loading to certain railways for the last two years. Since 1960 loading is more or less stopped to Kangra Valley railway and N.F. Railway from Western Railways. The quotas given are so small that they cannot load anything at all. At the same time, I have to point out that the people of that area, the traders of that area, are depending on the despatches to the Eastern Railways and N.F. Railways. The result is that commodities are held up for months together, the trade goes down, bringing difficulties to the people as a whole. The coal transshipment to Rajasthan is always a problem and that must also be looked into.

Now I come to some problems of my own district. There has been a proposal since long for a line from Alwar to Bharatpur or Kosi, a distance of 60 to 65 miles. If this line is taken up, it will accelerate the industrial development of that area, the working of oil mills and so on. I do not know why even the survey of that line has not yet been taken up.

Another suggestion of mine is that Khot-Doriba copper mines in Alwar should be joined with Khetri as the copper ore has to be despatched to Khetri from Kodariba for smelting purposes. This proposal about the despatch of copper ore to Khetri will not materialise unless you take up

this line. So, there should be a line from Khot-Dariba to Khetri and one from Khot-Dariba to Alwar on the other side so that the minerals from that area can be despatched to various places.

Sir, I want to bring to your notice another very small demand. We have been requesting for a railway crossing near a railway bridge at Mahuva village near outer signal between Bandiqui and Alwar. Though this demand has been there for years, nothing has been done. I hope it will be taken up at least this year.

As I am speaking on the cut motions, I do not want to say anything more. I hope my demands will be taken into consideration.

16:08 hrs.

MOTIONS FOR ADJOURNMENT
AND
CALLING ATTENTION TO MAT-
TERS OF URGENT PUBLIC
IMPORTANCE

ALLEGED CHINESE ULTIMATUM TO INDIA

Mr. Speaker: In the morning I had received notice of four Calling Attention and two adjournment motions regarding what the hon. Members described as Chinese ultimatum to India demanding the withdrawal of the Indian frontier personnel, to quit the two outposts at Sino-Indian border or be prepared to be pushed out by military action. As the House feels agitated over the issue, Government is prepared to give some more information.

Shri Hari Vishnu Kamath (Hoshangabad): May I request you to mention the names of those who have given notice?

Mr. Speaker: They are: Shri Nath Pai, Shri P. C. Borooah, Shrimati Maimoona Sultan, Shri Jogendra Sen and Shri Krishnapal Singh.

Shri Bade (Khargoan): I have also given notice.

Mr. Speaker: That was on the other one.

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): Mr. Speaker, the so-called Chinese ultimatum has not reached us yet in full. We have received a telegraphic summary of a note that the Chinese Government has handed over to our Embassy. That note expresses some apprehension about the activities of our patrols and our posts in that area and says that if we go on patrolling they will also patrol which, according to them, they had given up. As a matter of fact, they have not given up patrolling at any time in that area. And in case the ultimatum is, if it may be called an ultimatum, they will also patrol that area and this may lead to conflict between the two patrols, or between the patrol and the check-posts, there is not much to be said about it except that we shall continue to hold to our posts; we are not going to leave our posts. Because, it is clear that the Chinese authorities there have become rather apprehensive about our growing strength. Hence their complaint. Originally, they had suggested, perhaps when Mr. Chou En-lai was here, that neither party should patrol. We agreed that we should not do anything which might bring about a conflict, but we did not agree to give up patrolling in our own area. Therefore, we have been patrolling to some extent and we have actually established some check-posts further in.

The real difficulty is that what we call our area, they call their area. We have received any number of protests from them both for so-called violation of their air-space and otherwise because they say that it is part of the Sinkiang area. We have pointed out to them that it is part of our Jammu and Kashmir State territory of Ladakh. So, it depends on how you look upon it. If it is ours, obviously it is our duty to patrol it; if it is theirs, it is their duty to patrol it.

I do not think that any serious situation has arisen by their sending

[Shri Jawaharlal Nehru]

us this note. As I said, I have not seen the full note yet. It is on the way here by bag. It will come here, I suppose, in two or three days' time. But we propose to remain where we are and not to move because of any Chinese threats.

Shri Nath Pai (Rajapur): I wanted to abide by your general ruling not to resort to an adjournment motion. We also know that for the Chinese Government's threat the Government cannot be responsible. But the reason for giving this notice is simple. The matter looked very serious. The reference in the adjournment motion is to the demand that the Indian Government withdraw from two specific posts and that "if you do not agree to withdraw we will have to push you out by military action". The reports in the press may be quite wrong, but we based it on those and would like to know what happens because they have mentioned that not as usual in general terms. They say, "Unless you withdraw from these two posts we will be compelled to push you out".

Coupled with this is another report that a team of the Chinese has visited an Indian village in Longju. I do not know because the reports do not say if they were armed or what they did, but they did cross what is admittedly Indian territory. This has necessitated our finding out from the Government as to what the orders to our soldiers will be, whether these two posts are to be strengthened or what is happening.

Shri Jawaharlal Nehru: As I just now said, we do not propose to withdraw from wherever we are. I cannot speak for that note because we have not seen the actual wording of the note. We have seen summaries, even though they may be long summaries. Anyhow, we do not propose to withdraw from any place where we are.

As for Longju, as hon. Member says, it appears that a certain person accompanied by four others did come across the border and after visiting a village went back. I do not think

it can be called a military intrusion. It was undesirable, of course, that is, their coming, but it has no very great significance.

Shri Hem Barua (Gauhati): May I know whether this village that the Chinese visited is called Roy and is $1\frac{1}{2}$ miles south of Longju? That means that they have crossed over Longju that they were supposed to have occupied.

Shri Jawaharlal Nehru: It is about a mile or, maybe, a mile and a half that they came over. The village—it is called a village—is of two small houses. They did come there.

CROSSING OVER OF 150 NAGA HOSTILES TO EAST PAKISTAN

Mr. Speaker: I have also received five 'calling attention notices' and three adjournment motions from Shri Hem Barua, Shri P. C. Borooah, Shri S. M. Banerjee, Shri Hari Vishnu Kamath, Shri Bade, Shrimati Renu Chakravartty and Shri Raghunath Singh regarding—

"The fact that 150 Naga hostiles whose movement towards East Pakistan to receive Mr. Phizo was admitted by the hon. Prime Minister in Parliament have successfully crossed over to East Pakistan, as reported, under the active help and cooperation of Pakistan."

Shri S. M. Banerjee (Kanpur): Yesterday when the attention of the Government was called to the capture of Naga hostiles' headquarters by our security forces, you were kind enough to inform us that the hon. Prime Minister will make a reference to it in his speech. I would like to know whether the hon. Prime Minister will also very kindly touch upon that point.

Shri Hem Barua: In view of the fact that this is a very serious matter, we take the adjournment motion very seriously. Therefore, before the hon. Prime Minister is allowed to make a statement on this situation, may we

be permitted to say a few words because we will then....

Mr. Speaker: He is already saying that in so many words.

Shri Hem Barua: This crossing over of 150 Naga hostiles to East Pakistan is a serious matter since it involves the security of the country. The Naga hostiles of late have opened up two new fronts, one is the Burma front—they have used the Burmese territory as a springboard for their operations against our country—and the other is the East Pakistan territory. This was revealed to us when Mr. Phizo escaped through the corridor, as I said, or you might call it by any other name, it will smell as sweet. That has been brought to our notice. These 150 Nagas have been on the move for about a month and it came to the knowledge of our Government. The path through which they moved is a 70 mile path connecting Naga territory to....

Mr. Speaker: He should realise that we are not having a discussion just at the moment.

Shri Hem Barua: I am submitting why it should be admitted as an adjournment motion.

Mr. Speaker: Many preliminaries have to be gone through before a discussion can be had.

Shri Hem Barua: I will finish in a minute.

150 of them have crossed over to East Pakistan and more would have crossed over to East Pakistan but for the fact that the River Surma was flooded. On the other hand, the Pakistanis have given them active help and co-operation. They fired upon our security forces....

Shri Raghunath Singh (Varanasi): Yes.

Shri Hem Barua: at the outpost called Pirnagar. This shows that the

entire thing was manipulated. It was predesigned in co-operation with the East Pakistan authorities or the East Pakistan people. My contention is that these 150 Nagas who have crossed over to East Pakistan with a few more that have been roaming about in Indian territory was within the knowledge of our Government for about a month and yet our Government could not prevent them from crossing over to East Pakistan. Our apprehension lies in the fact that if this is allowed to happen as it has happened already, the security of the country and of the North East Frontier would be in danger. Therefore, I beg of you that you would please allow this motion so that we might debate upon it.

Shri Jawaharlal Nehru: It is true that about 150 Nagas have crossed over to Pakistan territory across about the narrowest path, being about 60 miles of Indian territory. They were, of course, in the Indian territory before. Where they came from is Indian territory, that is, Nagaland. But between that and Pakistan there is a belt of about 60 to 65 miles wide. They have gone there and possibly it appears that they were in touch with Pakistan authorities. Some Pakistan soldiery met them on the other side and they gave up their arms and then went with them. These are the facts.

There was some conflict on their coming in. They came across one of our posts. They went in the middle of the night, very early in the morning at 4 O'clock in very dim light. Some of them, it is said about five of them, a Captain and four others, were shot down by the Indian Police post, but they managed to go across. I do not quite know what more I can say about it, whether the check-posts did not function adequately in stopping them.

I do not know how the hon. Member says that for a month they have been wandering about. If they have

[Shri Jawaharlal Nehru]

been, they might have been with his knowledge.

Shri Hem Barua: With the knowledge of your Army also.

Shri Jawaharlal Nehru: I had not heard of this, but a few days earlier, on the night of 30th April—1st May that crossing over had happened. They did not go in a bunch of 150. They went in small dribbles—I do not know how many—of 20s and 30s. And they gradually got through secretly and managed to avoid any intervention. It is unfortunate that they have got through. But I cannot, without further enquiries, say whether that was a serious fault of the police posts there; because it is wooded country and it is not very easy to spot at night if small groups pass through.

It is another matter what the Pakistan people did, that part of it, and how far we can protest to the Pakistan people for the help that they seem to have given them. I am trying to find out what the position is.

The hon. Member referred to Burma too. Generally speaking, these are evidences of the extreme pressure on the Nagas. They cannot remain where they have been remaining and they are trying to escape from the positions which they normally held. Their going over to Burma is a clear sign of this. Our security forces have been very active and they pushed them out of their old haunts, their headquarters have been captured. And when they were pushed to the Burma side, these persons, possibly—I do not know—imagining that Mr. Phizo will be coming to Pakistan, may have gone there to receive him. And when we enquired about Phizo we understand that he is still in London.

These are all the facts that I have on this matter. If any more facts come to us, I shall inform the House.

Shri Hari Vishnu Kamath: Sir, on a point of clarification. Our informa-

tion is that as far back as 7th April the G.O.C. of the area was informed about the movements of these Naga hostiles in Indian territory, on our own territory, and they were moving about freely, in Manipur area particularly. I want to know whether the Naga hostiles were so heavily armed, and even armoured, that our Army could not intercept a small tiny band of 150 Naga hostiles marching over our territory for over a month. What exactly is our army up to?

Shri Jawaharlal Nehru: Great stress is being laid on 'our territory'. The whole of Nagaland is our territory. They live in our territory; all the trouble is in our territory. It is not in somebody else's territory.

Shri Hari Vishnu Kamath: But they were marching as hostiles, and you know.

Shri Jawaharlal Nehru: We know that the Naga hostiles are acting in a hostile manner. But that is the whole question, not now but for more than four years it has been happening. All that is our territory except where they have been driven into Burma. Sometimes they have gone into Manipur. But I do not think the hon. Member has quite grasped the basic position. These hostiles live in our territory. The whole of Nagaland is our territory, it is nobody else's.

Shri Hari Vishnu Kamath: That we know.

Shri Jawaharlal Nehru: And they wander about in the forests sometimes in small groups. And lately they have been put in a very difficult position because all their hideouts, most of their hideouts, have been captured by us. So they have been pushed out and they have been wandering about. And it is very difficult to see, due to the forest and other conditions, and a small group can go about. I do not know if it is the same group going to Manipur or some other group. The point is that

a number of them have taken shelter in Burma, and a number of them came out here and sought some kind of shelter in Pakistan. It is unfortunate that they could not, all of them, be captured. They are on the move, and our instructions were that they should be stopped from proceeding. But it is frost country and all the one hundred and fifty did not get together. They went in dribblets, small dribblets, twentities, tens. They went in and they crossed the river.

Shri Hari Vishnu Kamath: The Prime Minister said just now that his instructions were that they should be stopped from proceeding. Why then were they not intercepted? Government had issued instructions that they should be stopped.

Mr. Speaker: That is exactly what the Prime Minister has said, that all the one hundred and fifty did not go together. The instructions were that they should be stopped. But somehow, in dribblets they managed to escape. That is the information. All the information that the Government have has been passed on and a further assurance has been given....

Shri Hari Vishnu Kamath: How many were stopped or intercepted at all? None.

Shri Nath Pal: None was stopped.

Mr. Speaker: They can mention only about those that escaped. If some have remained behind, how can that be known?

Shri S. M. Banerjee: Sir, I am not concerned as to who have gone and who have not gone. But what is the attitude of Pakistan? They were disarmed by the Pakistani police, not by the villagers. The Prime Minister stated that it is very difficult to say whether we should lodge a protest. The Government of Assam, as is evident from the newspapers, has already protested. May I know whether the Government of India will

also protest, because after all Pakistan should not be so friendly with these hostiles. Are they going to give shelter to these hostile Nagas? What is the Government of India's attitude towards Pakistan?

Mr. Speaker: The Government of India would take all steps that are necessary to lodge protests and do other things also. But so far as what Pakistan does is concerned, that cannot be the subject-matter of discussion here. That is for the Government, they would take the responsibility regarding that. They know the anxiety of hon. Members, and it is apparent that all hon. Members feel exercised over this matter. It is a serious matter of course. Everybody realises that. But would there be any use in further discussing this matter just at present? All the information that the Government has, that has been passed on. And further information that the Government gathers I hope that would also be given to this House. That is all that we can do.

Shri Bade: The Prime Minister said that groups were going on and not all the one hundred and fifty together. He said that they never went all together. But for how many days were these groups moving on?

Mr. Speaker: That has to be enquired into. Further information is to be collected and as soon as it is gathered it will be given to the House.

श्री ज० ब० सिंह (घोसी) : एक बात मैं पूछना चाहता हूँ। जो नागा इत्यादि पकड़े गए हैं या जो मारे गए हैं, उनके पास से किस देश के बने हुए हथियार मिले हैं ?

अध्यक्ष महोदय : ये १५० चले गए हैं, ये पकड़े कहाँ गए हैं। हथियारों कहाँ से प्राप्त गए ?

श्री ज० ब० सिंह : जो मारे गए हैं और तब जो हथियार पकड़े गए हैं, उनके बारे में मैं जानना चाहता हूँ ।

अध्यक्ष महोदय : वह दूसरी बात हो जाती है । जो हमारे सामने चीज है, वह यह नहीं है ।

श्री जवाहरलाल नेहरू : यह सही है कि कुछ हथियार पकड़े गए हैं । जो हथियार बे छोड़ गए हैं या जो कुछ हथियार दूसरी तरह से पकड़े गए हैं उनमें रेडियो सेट्स दो एक हैं तथा इस किस्म की और चीजें हैं । यह मुझे नहीं मालूम कि कहाँ के वे हैं । इसकी मुझे खबर नहीं है कि वे किस मुक्त के हथियार हैं । शायद बाद में आ जाए ।

अध्यक्ष महोदय : अगर इतिला आ जाए तो उसको भी हाउस को बतला दिया जाए ।

श्री जवाहरलाल नेहरू : जी हाँ ।

Mr. Speaker: Now, the hon. the Railway Minister.

Shri Hari Vishnu Kamath: What about the disposal of the adjournment motions, Sir?

Mr. Speaker: I did say that no useful purpose would be served by further discussing it. The information that was there, that has been passed on and there is no need further to discuss anything on these motions.

Shri Hari Vishnu Kamath: At this stage.

Mr. Speaker: Information would be passed on, not that they are kept pending. The information that the Government gathers would be passed on to the House.

Shri Hem Barua: I hope Government will pass on the information without our being forced to table an adjournment motion or give a Calling Attention notice.

Shri Hari Vishnu Kamath: From time to time

Mr. Speaker: I think what I have said is clear enough. It does not admit of any ambiguity.

Shri Hem Barua: Government want to keep us in the dark. That is the trouble.

Mr. Speaker: When he is forced to send a notice, that will also be considered. Now, the hon. the Railway Minister.

16.29 hrs.

DEMANDS FOR GRANTS—RAIL—WAY—Contd.

Shri Priya Gupta (Katihar): Is the discussion on the Railway Cut Motions over?

Mr. Speaker: No, no.

Shri Swaran Singh: The Minister's reply is part of the discussion.

Mr. Speaker, Sir, about thirty-four or thirty-five hon. Members from different parts of the country have participated in this debate. And if the number of those hon. Members who took part in the general discussion on the Railway Budget is also taken into account, the total number touches about one hundred.

I have been greatly benefited by this discussion, because the impressions that have been formed by hon. Members about the working of the Railways have been made available, sometimes in a very vivid form, sometimes sarcastically, but all the same, a very living picture of the difficulties that are being experienced by the users of the Railways. I shall venture to make my submissions with regard to some of the important points that have been raised.

The first point that I would like to refer to is about the proposal for increasing passenger fares and goods freights. It is very interesting that, during this discussion on the Demands, very little has been said with regard to the proposed increase in goods freights. Some hon. Members have,

however, mentioned again certain points with regard to the proposed increase in passenger fares. If I may be permitted to divide these objections, they fall under three categories. One is the normal reaction against any increase of this nature where hon. Members have tried to link it with the provisions of amenities. I have every sympathy with that view. Many hon. Members, particularly belonging to the majority party, have rightly stressed the necessity and desirability of providing greater and greater amenities, particularly when an increase in the passenger fares is proposed. I would go a step further and say that, so far as provision of amenities is concerned, this should be attended to, increase in passenger fares or no increase. I repeat that so far as amenities are concerned, they should be provided. It has been the endeavour of the Railway Administration to go on providing more and more amenities. I do not contend that we have done all that could be done or should have been done. There are many deficiencies, and these deficiencies have been pin-pointed by hon. Members who have got first-hand information and knowledge with regard to the absence of such amenities. They fall under various categories, from the largest to the smallest. I will not try to answer with regard to each and every aspect. But, I would like to add that there is a provision even in this Budget, of a tidy sum. It is about Rs. 3 crores for the provision of amenities. This may not appear to be a large sum of money. But when year after year, this expenditure is incurred, the resultant effect is bound to produce a significant impact upon the total facilities that are made available to the passengers, particularly, third-class passengers.

Numerous points have been urged with regard to absence of a fan, a light going out of order, fastening arrangement not being in proper shape, rexin from seats missing, wagons not being in good condition, and numerous other matters. In an

undertaking of this nature, which serves a very large number of persons every day and for the entire range of production of our country, I can well imagine that there would be deficiencies of these types. But, I would like to assure that there is a constant endeavour to check these things and to rectify them as best as is possible, regard being had to the various depredations to which rolling stock is naturally exposed. May be by increasing the security arrangements too much, it may be possible to prevent

Shri Hari Vishnu Kamath (Hoshanabad): Why naturally exposed?

Shri Swaran Singh: For, it is a vast and expensive undertaking and we cannot police it to that extent, for, the law of diminishing returns would start operating then. If we incur too much expenditure by providing for fool proof arrangements by way of security, manning every nook and corner and making all possible arrangements, then the expenditure would be so great that it would be problematic as to whether the return would be commensurate with all those arrangements. So, having regard to the type of activity and the type of exposure to which the rolling-stock has got to be subjected, the risk is there, and it is in this respect that not only the precautions taken by the railways would be helpful—they should no doubt be strengthened, and improved, and any suggestions on the score would be welcome—but the co-operation and the right type of approach with regard to public property, which I think would be available, in an increasing measure, from among the public would also create a situation where these types of damage that are caused are not repeated and do not increase. But, at the same time the security measures are strengthened from time to time. It was not very long ago that Parliament approved of a legislation to give a certain measure of discipline and authority to the members of the railway security force.

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It is hoped that those provisions, resulting in greater discipline amongst the members of the security forces, and with greater willingness on the part of the States to discharge their responsibility under the Constitution, of maintaining law and order, including law and order in the railway precincts, will result in an improvement in the situation.

The important point which I want to mention in this connection is the existence of other forums where we can discuss these matters. Because some of the hon. Members here are new, it may be recalled that your predecessor, Sir, had directed that local matters, that is, matters of local interest and the like could perhaps be more fruitfully discussed in informal consultative committees for each zone. And Members of all parties in the House, belonging to that zone or living in that zone or interested in any particular zone, automatically become members of those informal consultative committees. Discussions are held in an informal manner with the General Manager, when members of the Railway Board are also present; and all these local issues, like the absence of shed at one place, or the desirability of having a level-crossing at another, or having the gate properly manned, or the availability of drinking water and so on are gone into in considerable detail in those informal consultative committees. I trust that we would be able to dispose of many of these points in the course of those informal discussions when the General Manager, when the Members of the Railway Board would also be there. That is not a sort of forum for debate or discussion only, but points are made or raised there, and replies are forthcoming on that very occasion, if the General Manager is fully briefed, or at the next meeting, the General Manager or the other executive authority who is there acquaints the members of the informal consultative committee about the action taken on the suggestions or the complaints made in the course of the earlier discussions, I would, there-

fore, venture to suggest that numerous points, very important points—because hon. Members thought it fit to mention them on the floor of the House—could perhaps be discussed with greater purpose and more fruitful results in informal consultative committees, meetings of which can be arranged with regard to each zone even during the current session.

There is one other aspect which I would like to dispose of, that is, about the provision of new lines. From the very nature of the circumstances, it will not be possible for me to say with regard to each line suggested, why it is not possible, or why it is possible or what other modifications should be there. But I would like to say that, so far as this matter is concerned, we have to view it in the general, overall context. While pointing out regional requirements and the like, we should at the same time keep in view the overall picture of the country. Sometimes it is imagined, or thought, that the provision of an additional railway line, or improvement of track capacity or doubling of line, in any particular area, is to the advantage, advancement or progress of that particular area. There is, however, an aspect which I would very strongly point out should not be ignored.

Take, for instance, our decision to export more iron ore. Naturally iron ore occurs only in certain areas, and it has to be exported to augment the overall national resources and earn more foreign exchange. One way of looking at it is that a new line has been provided, say, in Orissa or a new line is proposed in Baladilla, or as Mangalore-Hasan link, and, therefore, they are for the regional development of these areas. Whereas regional development is there, there is also another aspect—overall aspect—and its impact upon the national economy should not be ignored. The entire country derives benefit from that. That national aspect should be borne in mind.

Shri Yallamanda Reddy: Apart from that aspect, why is it that not a single line was provided in three States? In the first and second plan periods, 778 miles were constructed but not a single line was laid in Andhra Pradesh, Assam and another State. Are they not taking into consideration the necessity of giving at least some lines to these States?

Shri Swaran Singh: If I may say so, that was not a new point. The hon. Member gave us his valuable opinion when he was speaking. The burden of his entire speech was that nothing was done for Andhra Pradesh. I was making only one submission that, whereas the regional demands, requirements and aspirations were understandable, they should not be viewed in isolation but in the context of the country as a whole and the advantage that accrued by way of development in a particular State to the as a whole. The benefit of it goes to all States, including Andhra Pradesh. Assam or any other States.

Take, for instance, the programme of development of coal fields or stepping up the production of coal. Production can be stepped up only where there is coal. With the best will in the world, coal cannot be found where there is no coal. In order to serve various parts of the country, including Andhra Pradesh, Assam, Gujarat, Maharashtra—all the States—which are situated at a distance further away from the coal fields, it is necessary that those bottlenecks at places where the movement is to originate have to be removed. One way of looking at it is that it is providing more lines to the Raniganj area and therefore, West Bengal gains, it is providing more lines in the Jharia coal field area and, therefore, Bihar profits by that, there is more electrification in some State, and so it is an advantage to that State; but it is very likely forgotten that the advantage of that is derived by regions which are

far distant from those particular States. Therefore, while I can understand and appreciate the regional aspirations, sometimes there is a tendency not to view the developments in any particular State in relation to their impact upon the national economy as a whole.

Now, what is the advantage? If you do not increase the track capacity in places of bottleneck where coal moves and coal originates, if you do not undertake electrification of large areas, if you do not increase the yard capacity and do a hundred and one other things, then those States which are now legitimately asking for more railways probably will not get the coal. This is one thing, and there are many other instances of the same type.

Take, for instance, a steel plant. It is true that it is said that, to feed the steel plant with the raw materials and to facilitate the removal of the finished products, certain new capacities are created. If a steel plant is in Orissa or another is in Madhya Pradesh and a third one is in Bengal—another is now being proposed in Bihar—naturally, in order to feed those steel plants with the requisite raw materials, a great deal of activity will have to be undertaken in that area, but the advantage of that is available for the whole of the country.

Shri Yallamanda Reddy: Who denies its importance? No one denies that. That is accepted, but what about this?

Shri Swaran Singh: I do not know why Shri Reddy is so impatient. I was not at all impatient when he was speaking.

The point is, these regional aspirations have to be seen in the context of the picture of the country as a whole.

Shrimati Vimla Devi (Eluru): May I ask a question?

Mr. Speaker: If he does not yield, I cannot compel him. I will allow her to put a question at the end.

Shri Swaran Singh: Sir, I have yielded.

Shrimati Vimla Devi: The hon. Minister says that this thing cannot be viewed as a regional thing. He asks us to see it in the context of the broad basis of national development. We have been doing that for the last ten years, but that has resulted in our State not having even a single line in the last ten years. We will not get anything for five years more.

Mr. Speaker: There might be difference of opinion, but we should hear him.

Shri A. K. Gopalan (Kasergod): The usual explanation is that. If we summarise what he says, it comes to this that where there is no coal and steel, there will be no railway.

Mr. Speaker: He does not say that.

Shri Swaran Singh: I am not saying that. I am fully aware of the putting up of what are called developmental lines, and in the State of the leader of the Communist bloc, such a line was constructed, and I think it was a good decision which has been appreciated by many hon. Members of the House. But between the provision of the essential lines, essential in the sense of meeting the new industrial requirements of new projects or new types of activity, and the purely developmental lines, some sort of balance has to be struck. It is true that, in our present stage of development, we cannot afford to spare that much provision of resources for construction of what are called developmental lines, as compared to what are essential lines to feed the economy and to increase the productive potential of the country and to build what is called the base

of industrial and economic development. I was saying that, while appreciating these regional aspirations, I would appeal to the hon. Members to keep this aspect also in view.

I need hardly remind them that, while a steel plant anywhere,—in Rourkela or Durgapur or at other places,—necessitates the intensification of railway construction activity in that area, it makes available steel at the same price at all rail heads including the farthest points in the country. So, these are the things which are purposely undertaken so that the advantages which, by nature or by other circumstances, are available to one part of the country may, as far as possible, be available to the other parts of the country. There is the particular overall Plan—the Third Five Year Plan. All this is mentioned there. There are also limitations of resources. I am not going in any great length into that aspect. But some responsibility is cast upon all of us to suggest alternatives and say: this particular activity could be cut down and within the resources that are available it can be switched on to some other place. If that suggestion is forthcoming, then it could be viewed, and some sort of an expression of opinion could be given on that basis. But almost all the hon. Members, who have participated, have only made some suggestion or the other with regard to their own particular constituencies. I may also have some suggestion with regard to my own constituency because, like other hon. Members, I also represent a territorial constituency, and all that I need tell the hon. Members is that there is no provision of any new line even in my own constituency . . . (*Interruptions.*) We have to fit in this desire of new lines in each constituency and in each State in the overall Plan. All the important groups are represented here; all the various States are represented. Whether it is the Communist bloc or any other bloc or even

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our Congress friends, I have still to find an hon. Member who cannot make a plausible case with regard to his own State, whether it is the State of Assam, or Andhra Pradesh or Madras or Kerala or Madhya Pradesh, or Punjab, or Rajasthan. If, within the resources that are available, a certain plan has been drafted and placed before the country and approved by the Parliament broadly, certain picture is there within the resources. No one has suggested that I could go out of that and divert the resources for putting up another line or providing another link. So, I suggest: let us view this natural desire for new railway lines or links, in the light of the overall plan of the country, and let us not try to take a view which does not lead us anywhere. I have already stated that our own feeling is that, in the course of the Third Plan, a greater transport effort will have to be made, and this matter is engaging the serious attention of the Government as to whether further new transport capacity could not be created beyond even the present Plan targets. If resources are forthcoming, then every effort will be made to make proper and effective use of those additional resources, and the various suggestions that were thrown up should be gone into with a view to evolve a final picture with regard to the new railway facilities.

Coming back to the main issue, namely, the increase in the passenger fares and the goods freights, two new suggestions or aspects were put forward besides the general argument about the amenities, a view with which I have every sympathy. My esteemed friend, Shri Yajnik, said that he deliberately charged the Railway Board for under-estimating the income. He is a senior Member. It is surprising how this dawned upon the hon. Member when he was participating in this debate. It may be recalled that he participated in this debate at the time of the general discussion also. At that time, this deli-

berate charge of under-estimation did not occur to him. Or perhaps, he had second thoughts when he went to his own area, and when he comes back, he charges the Railway Board with deliberate under-estimating. I submit that it is something which one should hesitate to mention, unless one is fortified with facts and figures. What are the facts and figures that he has given? All that he has said is that, over the last two or three years, the average rate of increase in railway earnings was higher but in the present March, 1962 budget estimate for 1962-63 it is shown to be of an order which is less than the rate of increase over the last three years or so. It was a very simple matter, and if it had come from any new hon. Member who was not in the second Lok Sabha I could perhaps overlook it. But Shri Yajnik was here in the last House also. He conveniently forgets that during the year 1959-60, the first year that he mentioned, there was a full year's effect of increase in freight from the 1st of October, 1958. That was the first stage of implementation of the Mudaliar Committee. This alone gave about Rs. 10 crores by way of addition annually.

Then he mentioned another year—1960-61. There was then a five per cent surcharge on freight. This gave annually about Rs. 14 crores. The other figure that he mentioned is for 1961-62. The passenger fare tax was merged in the passenger fares, thus showing an apparent increase in earnings, against which Rs. 12.5 crores are paid by the railways to the general exchequer for transfer to the States annually. I have already indicated Rs. 12.5 crores, which was included in the increase which he read out. If these are excluded, then the order of previous yearly increase is also about Rs. 23 crores or so.

Then the hon. Member said that, on an earlier occasion, loans had been

taken by the railways which they were able to repay from their normal revenues. That again, I am sorry to say, is not correct. He forgets that there is a background for that. Those loans were not repaid from the current revenue; they were not paid from the normal surpluses, but in a special manner by an adjustment of expenditure booked under the development fund to capital as recommended by the 1960 Convention Committee. Therefore, all these three or four points that he mentioned do not stand the test of scrutiny. So, I submit that no new point has been raised, and I have no intention to repeat what I said while replying to the general debate about these financial aspects.

Another hon. Member also mentioned this aspect, but quite wisely for him, I think, he kept himself only at the political level, and he was trying to appeal to the conscience of some of my colleagues on this side saying that they were also opposing it. He did not have any new facts to show that resources could be augmented in this manner or the expenditure could be avoided in that manner. But he was trying to keep it only at the political level for which I do not think I need reply, because the general thing that has been suggested from this side of the House has been that, even if this increase is inescapable, more amenities should be provided, overcrowding should be lessened, etc. Those are matters with which I am in sympathy, and I feel every effort should be made and should continue to be made in that direction. Therefore, I submit that the increases are inevitable and should be allowed.

An Hon. Member: It is 5 O'clock.

Shri Swaran Singh: I am entirely in your hands, Sir.

Mr. Speaker: We have a half-an-hour discussion at 5 O'clock. If the Minister wants to finish his reply, he may.

Shri Swaran Singh: If it is not inconvenient to the House, I think it is better to finish my speech today.

Mr. Speaker: Yes.

17 hrs.

Shri Swaran Singh: Mention has been made by some hon. Members about the splitting up of certain zones. Here again I would like to say that this is a matter about which Government have not taken any static view. They have always been looking into organisational aspect and have not hesitated to constitute new zones wherever for reasons of efficiency, operational or organisation, it was found necessary to create new zones. The House is aware that a new North-eastern Zone and a new North-east Frontier Zone were created, which increased the number of zones from 6 to 8. If, as a result of further examination, it is found that, for operational reasons or efficiency purposes, it is necessary to reorganise the zones or to bifurcate some of the zones, or to make any other regrouping or the like, we would undertake it,—not for regional reasons, but for reasons of efficiency, operational and organisational.

I come to another point, which could perhaps more fruitfully be discussed in the informal consultative committees. But as it has been mentioned by a fairly large number of hon. Members, I would like to state the position. This is the inconvenience that has been mentioned by many hon. Members with regard to level crossings. The general policy has been that the railways are always willing to do their part, provided the State Government provide the approach roads. The railways are, and will be, prepared to put up the bridge structure and undertake the expenditure which is legitimately to be borne by them, but the responsibility of providing the approach roads of the overbridges or underbridges, for a variety of reasons, rests with

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the State Government, because the new lands outside the railway premises may have to be acquired and the approach roads have to be built. So, the railways will not be found wanting, if the necessary matching arrangements of the State Governments are there.

We ourselves also approach in many cases the State Governments, and make suggestions that they should provide the approach roads and the railways would provide the bridge, so that this inconvenience that is caused to users of roads is eliminated or reduced. As the House would be aware, in most of the national highways, there is this programme of providing overbridges at all important crossings. This would answer many of the points that have been mentioned by hon. Members from different parts of the country.

Hon. Members feel naturally perturbed about incidents of law and order character that come to their notice. It is true that so far as these incidents are concerned, they would be irritating, and no one would like them. A full effort should, therefore, be made to eliminate these incidents and to take the necessary steps and measures, so that these incidents do not take place. One hon. Member, however, did mention the responsibility of the State. It is not with a view to escape responsibility, but to state the correct constitutional and legal position that we should keep this aspect always before our mind, viz., that, so far as the general law and order arrangements and the necessary steps and measures, punitive and preventive, are concerned, that is the responsibility of the States, under our Constitution. Even if we desire to have our own police or our own arrangements, I am not sure whether the State would very much like that. And, we should not have that feeling that the States do not co-operate with the Railway Administration in check-

ing these acts of crime or in taking necessary steps for investigation and bringing the culprits to book. There is constant co-ordination and understanding between the State Government machinery, which is in charge of law and order, and the Railway Administration. The steps that have recently been taken with regard to the strengthening of the security forces are very welcome so far as railways are concerned, and some new power has also been taken, at the instance of the Railways to protect railway property or the property in the premises of the Railways. But for the general law and order, for protection of persons, investigation of crime, taking preventive action or punitive action etc., we have to depend upon the State machinery, and I have no reason to complain on that score. Whereas these incidents get a publicity which is slightly more than what ordinary acts of crime get, on the whole, I think, we need not take an alarming view if we keep in view the large number of passengers, running into 40 lakhs or 45 lakhs, who use the railways every day.

One point I would like to mention, and that is about Rule 149. I would like to assure the House that this rule is never invoked to put down any trade union activities as was mentioned by an hon. Member belonging to the Communist bloc. We have issued instructions to the General Managers to exercise the powers under Rule 149 in the following circumstances;

(i) assault of a supervisory official while on duty or the use by railway servants of abusive language to a supervisory official in the presence of others while on duty which is considered to amount to gross indiscipline;

(ii) corruption, where it may not be possible to establish the charge under the normal rules, but where

the General Manager is satisfied that the person is guilty; and

(iii) in cases where the safety of train running is involved.

Then there is the further safeguard that the General Manager does not take action under this rule, until he refers the matter to the Railway Board and they show the papers to the Minister in charge. And, if we look at the figures of cases in which this action was taken, in the whole year of 1960 the total number was 41. By no stretch of imagination can this be regarded as aimed against trade union activities, unless there is some other interpretation of trade union activities according to my hon. friend opposite (*Interruptions*). I have not yet finished. Another legal and constitutional issue was raised, when it was said that the Rule is *ultra vires* of the Constitution and that, under the Constitution, it is necessary that a show-cause-notice should be given. That matter also has been examined by the highest judicial authority, namely, the Supreme Court, and they have come to the conclusion that, if there is a contract of that type, that is valid and it should be upheld. So there is no use raising a purely legalistic or constitutional issue. If it were *ultra vires*, illegal or unconstitutional, surely we would not have taken recourse to this provision. But it is provided in the contract, and the way that it has been worked and the type of activity that is sought to be curbed by having recourse to this rule, is based upon contract; the legality and the constitutional validity of that has been upheld by the highest judicial tribunal, namely, the Supreme Court. Now, on merits as to whether this is a proper method or not, I think this is good, conducive to maintenance of discipline, unless anyone wants to encourage the type of activities that are sought to be curbed, namely, assault of supervisory official, corruption, breach of safety of running trains etc.

ways)

Shri Daji (Indore): If the hon Minister is prepared to go into each case, we are prepared to send him individual cases.

Sardar Swaran Singh: I have already said that it is not some officer in the lower formation that take a decision. I have mentioned that orders have already been issued by Government that the General Managers who, in many cases, are the appointing authority, could take action under rule 149; contract being the appointing authority, could take action under rule 149; only a further safeguard has been provided in that they make a report to the Railway Board, where the Minister sees those papers; and confirms the action proposed. If there are any individual cases which are brought to the notice of the Minister, I have already said, he will look into those cases. There is nothing which prevents anybody from bringing any case to the notice of the Minister in which they feel a decision has not been taken correctly.

Shri Priya Gupta: I want to know whether the points narrated by the hon. Minister warranting application of Rule 149, do not tantamount to come under the provisions of the Discipline and Appeal Rules. May I also know whether this rule 149 obtains in any other Department of the Central Government?

Sardar Swaran Singh: I am sorry, it is not a new point. I know he has been connected with the union and, therefore, he has got his forum at the district level, divisional level, at the General Manager's level. These are points of detail, and they are provided in the contract that has been invoked, and they are not against any constitutional provision.

Shrimati Renu Chakravartty (Barrackpore): Regarding the three points mentioned by the hon. Minister, nobody is objecting to the termination of services of anybody on charges of

[Shrimati Renu Chakravartty].

corruption or physical assault. But the point is that there are cases which are not covered by either of these three points in which notice of termination of service has been given, and they are generally trade union people. Therefore, I would request the hon. Minister to look into those cases.

Mr. Speaker: That was the explanation given by the Minister himself because a question has been put.

Sardar Swaran Singh: I am not aware of which particular case, or which particular group of cases, the hon. Members are referring to, but if there is some feeling with regard to the cases that arose as a result of the strike about two years ago,...

Shri Nambiar: Not that.

Sardar Swaran Singh: If there are other cases, as I have already stated, those cases come to the Minister. We should presume that the Minister in charge, my learned predecessor, must have applied his mind, and must have come to the conclusion that they were fit cases in which action should be taken under rule 149.

Shri S. M. Banerjee: He has not answered the point which I raised.

Shri Nambiar: I have given a specific cut motion, No. 156.

Sardar Swaran Singh: As there are many cut motions, I am venturing to reply to some of them. Another colleague from your bloc, or from your party, raised this matter, and that is why I am giving this information to the House.

Shri Nambiar: The reply is not adequate.

Sardar Swaran Singh: I know I am not able to convince the hon. Member, but there are others to be convinced, and I am sure they will be convinced.

Shri Nambiar: I shall be satisfied with a full answer.

Sardar Swaran Singh: With regard to certain other matters of detail, it is not my intention to give individual replies with regard to over-crowding

Shri K. R. Gupta: Sir, he has not replied to my point. I have stated that if some of the over-crowding is taken away by the road transport, there will be a fall in revenue to the railways. What is his remedy? Will he again increase the fare?

Sardar Swaran Singh: That contingency will not arise, because every year the actual volume of traffic is increasing.

Mr. Speaker: Order, order. I should now proceed with the cut motions. May I know if any particular cut motion is to be put to the vote of the House?

Shri Nambiar: My cut motion No. 156 is not for voting, but it is for an answer wherein I said, "Need for review..." etc. This comes under rule 149.

Mr. Speaker: The hon. Minister has said that about 100 hon. Members have spoken. Each individual question that has been taken up could not be answered by a speech lasting an hour or 45 minutes. He has said that there would be many things that he might not have answered. He would prefer meeting hon. Members in the Consultative Committee and he would be prepared to discuss those questions with the individual hon. Members. It would be rather more useful if those are discussed there. Therefore, at this time if there is any cut motion that I am required to put separately, I might be given the number. I am prepared to put that to the vote of the House.

Shrimati Renu Chakravartty: No. 8.

Shri S. M. Banerjee: Nos. 5 and 6.

Mr. Speaker: Any other?

Shri Umanath: Nos. 105 and 112.

Shrimati Renu Chakravartty: No. 15.

Shri Nambiar: No. 156. It is for an answer.

Mr. Speaker: I am now asking whether I should put it to the vote of the House.

Shri Nambiar: It is related to the question of rule 149 to which he referred. In my cut motion I wanted all these cases to go to the tribunal.

Mr. Speaker: Order, order, I have got Nos. 8, 5, 6, 105, 112 and 15. Am I required to put No. 156 also separately?

Shri Nambiar: Yes, Sir.

Shri Yajnik: May I suggest that all cut motions regarding the increase in freights and fares be put together?

श्री रामसेवक यादव : ११, १२ और
१३ भी ।

Mr. Speaker: I am going to put them separately one after the other.

Shri Nambiar: No. 105 may be separated from the rest. It is about the increase of fares and freight on which we want to have a division.

Shrimati Renu Chakravartty: No. 5 also.

Mr. Speaker: I will put No. 105 separately. Can I put the others together?

Some Hon. Members: Yes, Sir.

Shri Renu Chakravartty: I would like you to put No. 8 also with No. 105. It is the same thing.

Mr. Speaker: Nos. 8 and 105 to be put together.

Shri S. M. Banerjee: No. 4 also along with these two.

Mr. Speaker: What is the use? It is on the same subject.

Shri S. M. Banerjee: Yes, Sir, it is on the same subject.

Mr. Speaker: I am putting Nos. 4, 8 and 105 together because that is the unanimous desire of the House.

The question is:

"That the demand under the head 'Railway Board' be reduced to Re. 1." (Increase in railway freight and fare from 1-7-1962). (4).

"That the demand under the head 'Railway Board' be reduced to Re. 1." (Increase in railway fares and freights). (8).

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (Need to give up the contemplated increase in fares and freights as indicated in the Budget speech). (105).

Those in favour may kindly say 'Aye'.

Some hon. Members: Ayes.

Mr. Speaker: Those against may kindly say 'No'.

Several Hon. Members: No.

Mr. Speaker: The Noes have it; the Noes have it. The cut motions are lost.

Some Hon. Members: The Ayes have it.

Mr. Speaker: Let the lobbies be cleared.

Hon. Members may remember the instructions: they should be in their own seats, both hands to be kept in readiness for use, the 'ayes' or 'noes' button to be pressed with one hand and the push switch with the other hand.

Shri Hem Raj (Kangra): Sir, I have not been allotted any seat so far.

Mr. Speaker: I will record his vote separately. He need not push any button.

*The Lok Sabha divided.**

Shri Hem Raj: Sir, I am for 'Noes'.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): My vote has not been recorded. I am for 'Noes'.

Shri U. M. Trivedi (Mandsaur): I am for 'Ayes'.

Shri Daljit Singh (Una): My machine is not working. I am for 'Noes'.

The Deputy Minister in the Ministry of Education (Shrimati Soundaram

Ramachandran): My machine has not worked. My vote is for 'Noes'.

Mr. Speaker: One more 'No'. The faults of the machine will be known. We have the record. That will be decided.

Shri Sham Nath (Delhi—Chandni Chowk): My machine did not work. I am for 'Noes'.

Shri Niranjan Lal (Nominated—Andaman and Nicobar Islands): My machine did not work. I am for 'Noes'.

Shri D. B. Raju (Narsapur): My machine has not worked. I am for 'Noes'.

AYES

17.23 hrs.]

Bade, Shri
Banerjee, Shri S. M.
Barua, Shri Hem
Barua, Shri R.
Berwa, Shri?
Chakravartty, Shrimati Nenu
Chatterjee, Shri H. I
Daji, Shri
Elias, Shri Mohammad J
Gopalan, Shri A. K.
Gounder, Shri Muthu
Gupta, Shri Indrajit
Gupta, Shri K. R.
Gupta, Shri Priya

Imbichibava, Shri
Jha, Shri Yogendra
Kamath, Shri Hari Vishnu
Kapur Singh, Shri
Karni Singhji, Shri
Keishing, Shri Rishang
Kumaran, Shri M. K.
Kunhan, Shri P.
Mohan Swarup, Shri
Nair, Shri Vasudevan
Nambiar, Shri
Pandey, Shri Sarjoo
Patnaik, Shri K.
Rajaram, Shri

Reddi, Shri K. N.
Reddy, Shri Eswara
Reddy, Shri Yallamanda
Sezhiyan, Shri
Singh, Shri J. B.
Singh, Shri Y. D.
Swamy, Shri M. N.
Swamy, Shri S.
Trivedi, Shri U. M.
Umatath, Shri
Vimla Devi, Shrimati
Vishram Prasad, Shri
Yadav, Shri Ram Sewak
Yajnik, Shri

NOE

Achal Singh, Shri
Achuthan, Shri
Akkamma Devi, Shrimati
Alagesan, Shri
Alva, Shri A. S.
Alva, Shri Joachim
Azad, Shri Bhagawat Jha
Bakliwal, Shri
Basappa, Shri
Basumatari, Shri
Baswant, Shri
Bhagat, Shri B. R.
Bhargava, Shri M. B.
Bhatkar, Shri
Borooh, Shri P. C.
Brajeshwar Prasad, Shri
Chandrasekhar, Shrimati
Chandriki, Shri
Chaturvedi, Shri S. N.

Chaudhuri, Shrimati Kamal
Chavda, Shrimati
Chettiar, Shri Ramanathan
Daljit Singh, Shri
Das, Shri B. K.
Dasappa, Shri
Dass, Shri C.
Dessai, Shri Morarji
Debmukh, Shri B. D.
Debmukh, Shri S. S.
Dhuleshwar Moens, Shri
Dighe, Shri
Dinesh Singh, Shri
Dube, Shri Mulchand
Dubey, Shri R. G.
Dwivedi, Shri M. L.
Ganga Devi, Shrimati
Gupta, Shri Shiv Charan
Hajarnavis, Shri

Havani, Shri Anwar
Hazarika, Shri J. N.
Hem Raj, Shri
Jadhav, Shri M. L.
Jagjivan Ram, Shri
Jamanade V, Shrimati
Jedhe, Shri
Jyotishi, Shri J. P.
Kabir, Shri Humayun
Kamble, Shri
Kappen, Shri
Karuthiruman, Shri
Kayal, Shri P. N.
Kedaria, Shri C. M.
Khan, Shri Shah Nawaz
Kindar Lal, Shri
Kishan Veer, Shri
Krishna, Shri M. R.
Lakshmikanthamma, Shrimati

*The result of the Division is applicable to all the Three cut motions.

**2491 Demands for Grants VAISAKHA 13, 1884 (SAKA) Major and Medium 2492
(Railways) Irrigation Projects**

Laxmi Bai, Shrimati
Malaichami, Shri
Malhotra, Shri Inder J.
Mathur, Shri Harish Chandra
Mehdi, Shri S. A.
Mehrotra, Shri B. B.
Minimata, Shrimati
Mirza, Shri Bakar Ali
Mishra, Shri Bibhuti
More, Shri S. S.
Mukherjee, Shrimati Sharda
Muthiah, Shri
Naidu, Shri V. G.
Naik, Shri Maheswar
Nanda, Shri
Nayn, Dr. Sushila
Nesamony, Shri
Nigam, Shrimati Savitri
Nuranjan Lal, Shri
Pande, Shri K. N.
Pant, Shri K. C.
Patel, Shri Chhotubhai
Patel, Shri Man Singh
Patel, Shri N. N.
Patel, Shri P. R.
Patil, Shri S. K.
Patil, Shri T. A.
Patil, Shri V. T.
Patil, Shri Vasantrao
Pattabhi Raman, Shri C. R.

Raghunath Singh, Shri
Raju, Shri D. B.
Ram Sewak, Shri
Ram Subhag Singh, Dr.
Ramaswamy, Shri S. V.
Rane, Shri
Rao, Shri Jaganath
Rao, Shri K. L.
Rao, Shri Krishnamoorthy
Rao, Shri E. Madhusudan
Rao, Shri Ramapathi
Rao, Shri Rameshwar
Rao, Shri Thirumala
Rawandale, Shri
Reddiar, Shri
Reddi, Shri K. C.
Sahu, Shri Rameshwar
Saigal, Shri A. S.
Samanta, Shri S. C.
Sarojini Bindurao, Shrimati
Satyabhama Devi, Shrimati
Satyanarayana, Shri
Sen, Shri A. K.
Shakuntala Devi, Shrimati,
Sham Nath, Shri
Shastri, Shri Lal Bahadur
Shinde, Shri
Shree Narayan Das, Shri
Shrimati, Dr. K. L.

Siddananappa, Shri
Singh, Shri K. K.
Singh, Shri R. P.
Singh, Shri S. P.
Singh, Shri Y. D.
Sinha, Shri B. P.
Sinha, Shri Satya Narayan
Sinha, Shrimati Tarakeshwari
Sinhasan Singh, Shri
Sonavane, Shri
Soundaram Ramachandran
Shrimati.
Subramaniam, Shri C.
Subramanayam, Shri T.
Swamy, Shri M. P.
Swaran Singh, Shri
Tahir, Shri Mohammad
Thimmaiah, Shri
Thomas, Shri A. M.
Tika Ram, Shri
Tiwary, Shri D. N.
Tiwary, Shri K. N.
Tula Ram, Shri
Upadhyaya, Shri Shiva Dutt
Valvi, Shri
Verma, Shri B.
Verma, Shri K. K.
Vyasa, Shri Radhelal
Wasnik, Shri Balkrishna
Yadava, Shri B. P.

Mr. Speaker: The result of the division is:

'Ayes' 42, 'Noes' 141. The Cut Motions are lost.

The Cut Motions were negatived.

Mr. Speaker: Now I can put all the other Cut Motions together.

All the other cut motions were also put and negatived.

Mr. Speaker: The question is:

"That a sum not exceeding Rs. 81,84,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st

day of March, 1963, in respect of Demand No. 1—Railway Board."

The motion was adopted.

17.25 hrs.

MAJOR AND MEDIUM IRRIGATION PROJECTS*

Shri Yallamanda Reddy (Markapur): Sir, out of the answers given on the 30th April to Starred Question No. 286 regarding major and medium irrigation projects, some important factors came to the notice of the House. Under the First and Second Plan periods, we had spent nearly Rs. 670 crores under irrigation which create 12.9 million acres irrigation potentiality by 1961-62. But, out of that only 9.8 million acres were brought under cultivation. That is, there is a short-fall of 3 million acres. This is not the first

[Shri Yallamanda Reddy]

time. Every year, we see the same results. It is:

	Potential at channel outlets	Utilisation (net)
1955-56	6.5 million acres	2.9 million acres
1956-57	7.3 "	3.4 "
1957-58	8.1 "	4.9 "
1958-59	9.6 "	5.9 "
1959-60	11.7 "	7.4 "

In 1960-61, out of 14 million acres potentiality that has been created, only 9.0 million acres are brought under cultivation.

Therefore, in spite of the fact that we are investing so much money on these projects and also in spite of the fact that we are creating irrigation potentiality of so many acres, we are unable to bring all these lands into irrigation, because the Government failed to take proper care to bring all this potentiality into irrigation. For instance, potentiality means, they build reservoirs, they excavate channels and they dig even smaller channels. Only the feeder channels will be left. The policy of this Government is that the feeder channels must be excavated by the ryots themselves. Because of this, under so many projects, the ryots could not do it in time and they are unable to bring these lands into irrigation. We can see from these figures that nearly 33 or 35 per cent. of the land is not brought under cultivation because of this policy of this Government. In so many States, the Government insists that the ryots should dig these channels, that is the feeder channels and they say that it is not the concern of the Government. The Government insists on that. Because the ryots could not do that, they could not bring these lands under cultivation. Besides betterment levies, besides taxation, besides capital investment to bring new lands under cultivation, the ryots are asked to invest more to dig these feeder channels. Therefore, because of the policy of this Government 30 to 35 per cent. of the land is not being brought under cultivation. This is a heavy loss to the nation. Food production which could have been increased more

under irrigation, if the Government take initiative, has been lost.

I can give so many examples. Take the case of the Tungabhadra project. That was built in 1954. But we know that even after ten years or eleven years since then, even 50 per cent. of the lands is not being irrigated. In the Tungabhadra low level canal, the whole work has been completed, and channels have been dug, but because the feeder channels are not there, even 30 to 40 per cent of the land is not being irrigated now. This has meant a huge loss to the nation. The reservoir was completed in 1954-55, but only 11.9 per cent. of the land was cultivated in that year; in 1955-56, only 21.6 per cent. of the land was cultivated, and in 1956-57, only 11.7 per cent of the land was cultivated, and in 1957-58, only 27 per cent of the land was cultivated. In spite of the fact that this project is meant to cater to the famine-stricken areas, in Rayalaseema in spite of the fact that the people living in those areas have not even water to drink, still, we find that because of the policy of the Government, the ryots have not been able to irrigate all the lands. Even after the completion of the canal, even after the completion of the project, in spite of the fact that the Rayalaseema area is a famine-stricken area, the Government could not bring under cultivation even 50 per cent. of the land, under the Tungabhadra low level canal because the Government did not give sufficient money to the ryots.

The same thing is true in regard to the K. C. Canal also. This canal was also started in a very seriously famine-stricken area, but because Government have not taken special care to look into this matter, all the irrigation potentialities could not be translated into cultivation so as to give more incentive to the ryots for greater production.

Similarly, in Andhra Pradesh, the Krishna Barrage was also completed about four years back, but because Government did not take care of the

canals, hardly 20,000 to 22,000 acres are being cultivated there, and the rest of the 80,000 acres or so are not being cultivated.

I would submit that when Government plan these projects, they must take care not only to build the reservoirs, but they should also see it that all the lands which should be brought under cultivation, are brought under cultivation as soon as possible, so that the necessary results may be had as quickly as possible. But what happens is that Government, when they plan, plan only for the construction of the reservoir and the main channels, and they do not take into consideration how much money should be invested on the canals, feeder channels, how much should be spent on supplying manure, tractors, bulldozers etc. to the farmers and so on. Government must have a thorough plan in regard to all these things including the financial commitment on the various items, before they take up a project. It is because Government did not have a plan of all these things, that they have not been able to ensure that all the land is brought under cultivation to the required extent, for which sufficient water potentiality has been created.

I would suggest that when a project has been planned, Government must take into consideration the socio-economic conditions, agro-economic survey, rural credit to the ryots, roads required in the fields, social surveys, localisation of the *ayacut* and so on, and a development committee should also be there to look into all these things. At present, many of the ryots do not know which of their lands are going to be included under a particular project or under a particular *ayacut*. There is no ready and quick localisation of the land under projects. The result is that Government are not able to bring into use in full the irrigation potentialities that have been created, and this means a huge loss to the country as well as to the ryots.

As I said earlier, in Andhra Pradesh, three or four important projects have

been completed, such as the Tunga-bhadra low level canal, the KC Canal, the Krishna barrage and so on; yet, even after five or six years, the whole land which was expected to be cultivated has not been brought under cultivation, in spite of the fact that there is a famine even this year in those areas. Why should Government not take special care and see that some amount is invested on this, so that those lands could be brought under cultivation, and we can enhance the food production?

Year after year, we are importing foodgrains from America and we are spending a sum of Rs. 100 to Rs. 150 crores on this score. Instead of spending this huge sum on imports, let us spend some amount on these projects, and we can immediately bring those lands under cultivation, and these can yield greater results.

Of course, the hon. Minister may give the answer that we are importing, because there is a deficit and we are not investing on the canals because we have not got sufficient money for that purpose. This is the old answer. We must break this vicious circle somewhere, and see that all those lands coming within the purview of projects which have been completed are brought under irrigation immediately so that food production may increase and the ryots' income may also increase.

17:35 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Therefore, I request the hon. Minister to look into the matter, call a conference of Irrigation Ministers of States to achieve this object. I also request him to apply his mind to the question of allotting some money for a developmental fund for this purpose. We are creating so many funds like that. This will be meant for bringing those lands under irrigation which are within the area of completed projects. The Government should also constitute committees for big projects

[Shri Yallamanda Reddy]

to deal with this matter and give encouragement to the ryots to bring under irrigation all those lands as soon as possible. I hope he will expedite the matter. Unless it is done, there is no use of our investing so much money on these projects and there will be no use at all telling people to grow more food, grow more food.

Shri Nambiar (Tiruchirapalli) rose—

Mr. Deputy-Speaker: Only those hon. Members who have given notice can ask a question. The hon. Member has not given notice.

Shri Nambiar: We have half an hour. We have time.

Mr. Deputy-Speaker: Order, order. The hon. Minister.

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): I have heard the speech of the hon. Member with attention and tried to find out exactly what was meant by this discussion which had been asked for. From what I have heard from him, he has a complaint in regard to particular localities, not in general.

Shri Yallamanda Reddy: No, that is not so.

Hafiz Mohammad Ibrahim: The notice is in general terms in regard to the utilisation of the irrigation potential created. I took it to mean that I have to deal with the position in the various places taking the country as a whole.

So far as the particular case mentioned by the hon. Member is concerned, I promise that I shall look into that. I will take it up and ask the State about it; I will have discussion with him, if necessary and get more information from him.

But as far as the utilisation of irrigation potential in the country as a whole is concerned, it has been progressing well and continuously as a whole. I will just give a few figures

There is one essential thing which we must remember in this connection. This subject is a State subject. So whatever the Centre can do by way of advice, request and other things which are available, we may do. Otherwise, everything depends upon the attitude taken and interest evinced by the State itself. This should not be taken to mean that I am speaking against any particular State. I am speaking generally.

The position regarding utilisation of irrigation facilities from 1955-56 up to 1960-61 is as follows.

	Potential at channel outlets	Gross irrigated area
	(in million acres)	
1955-56	6.5	3.1

Shri Yellamanda Reddy: That is gross utilisation. Net utilisation is only 2.9 million acres. For the information of the hon. Minister I may say that I have read the statement.

Hafiz Mohammad Ibrahim: My figure is wrong?

Mr. Deputy-Speaker: He says he had read that statement. He is referring to the shortfall.

Shri Yallamanda Reddy: I have only stressed the shortfall.

Hafiz Mohammad Ibrahim: The point is that the utilisation of irrigation in this country has been progressively increasing. At that time it was 3.1, then it became 8.3 and for 1961-62 it is 9.8. It has gone up much, and it is going to increase to 12.9 this year.

These are figures which come from the States where this irrigation is used by the tenants generally. The information comes to us from them. So, as far as the position as a whole in India is concerned, it is in my opinion satisfactory, but it does not mean that we should do nothing more. We should also do more, whatever we can. We have issued instructions, we have sent requests, set up committees for

this to make enquiries from the various States and collect material. There is no time for me to read out the whole thing here. I have got all the material with me, but it will take time. If the hon. Members are prepared to listen to that, I am prepared to read it also to this House, all the information which is with me, but the net result of that information is that there has been increase. The position has been increasing.

Shri Yallamanda Reddy: On a point of clarification, Sir. The Minister is misunderstanding the statement as well as this increase. There is also increase in potentiality. In 1955-56 the potential was only 6.5 million acres. In 1960-61 it is 14 million acres. I may submit for the benefit of the hon. Minister that the shortfall is increasing. The shortfall between potential created and actual irrigation was 0.7 in 1955-56; in 1957-58 it was 0.8; in 1958-59 it was 0.5; in 1959-60, it was 1.2.

Mr. Deputy-Speaker: Is it not more a matter for the State Governments?

Shri Yallamanda Reddy: Though the schemes are being implemented by the State Governments, the crux of the problem lies in the hands of the Central Government, because the money and also the sanction must come from the Central Government.

Mr. Deputy-Speaker: Everything is provided in the Plan, and if the State Governments do not act up to it, it is a matter to be agitated in the State Assembly.

Shri Yallamanda Reddy: I have been in touch with all these projects in the Andhra Pradesh Assembly for the last ten years. Whenever there is a question, they say there is an aunt sitting in Delhi; she must give permission.

Hafiz Mohammad Ibrahim: My hon. friend over there is not correct in saying that I am sitting in Delhi. I go to each and every State. I visit the places. I see the conditions there and

try to acquaint myself with them, and also to do what I can in connection with them.

As far as my hon. friend's interpretation of this figure is concerned, it is obviously wrong as anything. It is quite wrong. What I have said is correct, that it has been increasing every year up till now, and is reaching 12.9 this year. I can read all the figures here.

Shrimati Vimla Devi (Eluru): He has got them.

Shri Yallamanda Reddy: Both are the same.

Hafiz Mohammad Ibrahim: No, Sir. The figures generally are prepared by the Government agencies, the information is with the Government agencies, is with the Irrigation Departments, with the officers in the States. If he has got from somewhere else, that figure cannot be relied upon, and my figure cannot be disbelieved. This is the figure which is accepted everywhere, and nobody in the country has so far taken exception to it, and nobody has falsified it. How can I believe that the figures which I am quoting are wrong?

Shri Yallamanda Reddy: Both are the same; these are the figures taken from the research section of the Central Water and Power Commission.

Hafiz Mohammad Ibrahim: If there is no dispute about the figures then I say here in this House with courage that nobody in India could say that there has been any reduction. It has been increasing.

Mr. Deputy-Speaker: His complaint is that the pace is slow.

Hafiz Mohammad Ibrahim: That is also not correct; the pace is not slow.

Mr. Deputy-Speaker: He says also that the potential has been increasing but that has not been fully utilised.

Hafiz Mohammad Ibrahim: My hon. friend had perhaps nothing to do with irrigation, how it is done and it develops, what is to be done in connection with irrigation projects and utilisation. All these things could be known to people who are in contact with them. To be only a Member and know everything is not possible. I do not believe that my hon. friend's figures are correct or his interpretation is correct. The whole of India has

accepted these figures . . . (Interruptions.)

Mr. Deputy-Speaker: The discussion is over.

17-47 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, May, 4th, 1962/Vaisakha 14, 1884 (Saka).

[Thursday, May 3, 1962/Vaisakha 13, 1884 (Saka)]

		COLUMNS
MEMBER SWORN	.	2221
ORAL ANSWERS TO QUESTIONS	.	2221-63

S.Q. No.	Subject	
380	Production of sugar-cane	2221-24
382	I.A.C.	2224-27
383	Insurance of crops	2227-31
384	Iduky Hydro-electric Project	2231-34
385	Second Shipyard at Cochin	2234-37
386	Polish offer to assist India's Coastal Trade	2237-39
387	Farms operated by sugar factories	2239-43
388	Ticketless travel	2242-46
389	Mangalore and Tuticorin Ports	2246-49
393	Election to Panchayats and Panchayat Samities	2249-50
394	Indian Forest Service	2250
395	Medical facilities for Railway employees	2250-54
396	Technical Committee on telephone equipment	2254-55
398	Konkan coast line service by B.S.N. Co. Ltd.	2255-59

S.N.Q. No.	
3	Rail-bus collision near Dhanbad
	2259-63

WRITTEN ANSWERS TO QUESTIONS

S.Q. No.	
381	Proposed Yamuna Hydro - electric Project at Dehra Dun
	2263-64
390	Harnessing of Narmada waters
	2264-65
391	Second Shipyard at Cochin
	2265
392	Ticketless travel in Northern Railway in U.P.
	2265
397	Board for Thermal Plants in Delhi
	2266
399	Caravelles for IAC
	2266-67
400	Paradip port
	2267-68
401	Railway line from Pathankot to Jammu
	2268-69
402	Landless agricultural labour
	2269
403	Requirement of fertilizers
	2269-70

WRITTEN ANSWERS TO QUESTIONS—contd.

S.Q. No.	Subject	COLUMNS
404	Strike by Calcutta Dock Workers	2270-71
405	Nalagarh Committee Report	2271-72
406	Near Famine conditions in Mysore	2272
407	Generation and Distribution of electricity	2272-73
408	Levy on shipments from U.S.A.	2273
409	Modernisation of Bombay Port	2273-74
410	Foodgrain price	2274
411	I.A.C. aircrafts	2274-75
412	Air services to Kashmir	2275-76
413	Extra-departmental staff of P. & T.	2276
414	Minor Irrigation Works	2276-77
415	Breakdown of power supply in Delhi	2277-78
U.S.Q. No.		
524	Sports stadium at Sahdol on S.E. Rly.	2278
525	Construction of over/under bridges in Rajpur, Jabalpur and Bhopal	2278-79
526	Concessional freight for export on N. Railway	2279
527	Over/under bridge near Safdarjung Airport, New Delhi	2279-80
528	Dindigul-Gudalur railway line	2280
529	I.M.F. loan for development of railways	2280-81
530	Over-bridge on railway crossing at Sagar station	2281
531	Howrah-Ahmedabad train via Bilaspur	2282
532	New station on Bina-Kota section	2282
533	Marine Products Processing Training Centre, Mysore	2283
534	Development of horticulture in M.P.	2283
535	New rail links	2283-84
536	Cashew plantation in Madras	2284
537	Diseases as a result of smoking	2284
538	Cooperative Societies in Manipur	2285

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
539	Road mileage	2285
540	Railway mileage	2285-86
541	Incentive to railway staff	2286
542	Passenger booking on Tata- nagar Kharagpur section of S. Railway	2287
543	Howrah-Amra and Howrah- Sheekhala Light Railways	2288-89
544	Coal for Railways carried by coastal shipping	2289
545	Sailing vessels	2289
546	Rihand Dam	2289-90
547	Malaria Eradication Evalua- tion Consultative Committee	2220-91
548	Eradication of Malaria	2291
549	P. & T. Advisory Council	2291-92
550	Kanpur-Sagar Highway	2292-93
551	Machine for digging potatoes	2293-94
552	Research centre in Peechi Dam site in Kerala	2294
553	Railway line between Latur and Miraj	2294-95
554	Silent Valley Project, Kerala	2295
555	Additional passenger train between New Delhi and Madras	2295-96
556	Over-bridge at Adoni in Andhra Pradesh	2296-97
557	Belgaum Airport	2297
558	New medical colleges	2298
559	Sterilization of lepers in Delhi	2298-99
560	Quarantine of foreigners	2299
561	Promotion of Class IV Rail- way employees	2299-2300
562	Post and Telegraph Offices etc.	2300
563	Manufacture of box type wagons in Secunderabad	2300-01
564	Small-pox in Delhi	2301-02
565	Hanging garden at Fatehpur Sikri	2302
566	Retiring age of Members of Railway Board	2302
567	Railway Cooperative Staff Canteens	2303
568	Civil Aviation School at Faridkot	2303
569	Fare charged on Churu- Sikar section of W. Railway	2304

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
570	Supply of Bhakra waters to Rajasthan	2304
571	Price of rice in West Bengal	2305
572	Telephone connections in Delhi	2305-06
573	Telephone connections in Delhi	2306
574	T.B. Patients in Delhi	2306
575	Post office building at Kamarhati	2307
576	Tallab bridge on Chitpur Railway yard in Eastern Railway	2307-08
577	Central Post Office, Bikaner	2308
578	Examination for recruitment	2338-09
579	Collision of Jodhpur Mail and passenger train at Garhi Harsaru station	2310
580	Toll tax on bridge near Khal- ghat	2310-11
581	Inter-State Transport Commission	2311-12
582	Malaria Eradication Pro- gramme	2312-13
583	Delhi-Fazilka National Highway	2313-14
584	River dues in Calcutta port	2314
585	Cancellation of air service	2314
586	Indian Airlines Corporation	2314-16
587	Air India International	2317
588	Imphal Water Supply Scheme	2317-18
589	Electricity for Manipur	2318-19
590	Railway line from Hyderaba- bad to Gudur	2319
591	Nagarjunasagar Project	2319
592	Unconfirmed clerks in Southern Railway	2320
593	Central Family Planning Board	2320
594	Dismissal of N. Railway employees	2320-21
595	Collision of goods train with bus near Bhatinda	2321
596	Deraignment between Kazi- pet and Balaar Sha	2321-22
597	Telephone connections in Najafgarh-Kanjhawala De- velopment Blocks	2322
598	Central Milk Supply Scheme Milk Depots in Delhi	2323
599	Halt station near Rani kheda	2324
600	Acreege of cultivable land in Union territories	2324-25

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
601	Valapattanam Project in Kerala	2325
602	Sea erosion in Kerala	2325
605	Railway line from Siliguri to Amingaon	2326
606	Underbridge at Dornakal junction	2326
607	Double line between Dornakal and Kazipet	2326-27
608	Double Railway line between Vijayawada and Bhadrachellam	2327-28
609	Overbridge at Lakheti station of W. railway	2328
610	Kotah-Chittorgarh railway line	2328-29
611	Stations on Kotah-Beena railway line	2329
612	Ministry of Family Planning	2329-30
613	Catch of Sardines in Kerala Coast	2330-31
614	Ban on cow slaughter in States	2331
615	Shifting of Gandhi Gram Railway station in Ahmedabad	2831-32
616	P. & T. offices etc. in Jammu and Kashmir	2332
617	Vehicular contract system (Northern Railway)	2332-33
618	Telephone connection in Kota Gumanpura	2333-34
619	Public Call Office at Kotah station	2334
620	Over under bridges proposed by Kerala Government	2335
621	Calcutta-Delhi Air Service	2335-3
623	Post Offices in Orissa	2336
624	Recognition of Unions on North-Eastern and Eastern Railways	2336-37
625	Enquiry Officers	2337
626	Electrification of Igatpuri Bhusawal section, Central Railway	2337-38
627	Conversion of Poona-Miraj Section into broad gauge	2338
628	Retrenchment of workers of Bhakra Project	2338-39
629	Manash River Power Project in Assam	2339-40
630	Kopily project of Assam	2340
631	Railway line connecting Tripura with Aassm	2340-41

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
632	P. & T. offices in J. & K.	234
633	Promotion of S.C. and S.T. employees in railways	2841-42
634	Shifting of Asstt. Commercial Supdts Office from Titlagarh	2342-43
635	Tungabhadra High Level Canal	2343
636	Sugar industries in Tungabhadra area	2343-44
637	Appointment of Class I Railway Officers.	2344

CALLING ATTENTION
TO MATTERS OF UR-
GENT PUBLIC IMPOR-
TANCE

2345-56

(i) Shri Bishan Chandra Seth called the attention of the Minister of Commerce and Industry to the reported threat by the Small Scale Woollen Manufacturers Association and the Screen Printers Association, Amritsar to close down their concerns.

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah) made a statement in regard thereto.

(ii) Shri Indrajit Gupta called the attention of the Minister of Transport and Communications to the situation arising out of the renewed threat of resignation by the Hooghly Pilots.

The Minister of Shipping in the Ministry of Transport and Communications (Shri Rai Bahadur) made a statement in regard thereto and also laid on the Table a detailed statement.

PAPERS LAID ON THE
TABLE

2356-59

The following papers were laid on the Table :—

(1) A copy each of the following papers:—

(i) Audit Report, Defence Services 1962 under article 151 (1) of the Constitution

PAPERS LAID ON THE
TABLE—contd.

COLUMNS

- (ii) Appropriation Accounts of the Defence Services for the year 1960-61 and Commercial Appendix thereto
- (2) A copy each of the following Notifications making certain further amendments to the Indian Telegraph Rules, 1951, under sub-section (5) of section 7 of the Indian Telegraph Act, 1885 :—
 - (i) G. S. R. No. 37 dated the 6th January, 1962.
 - (ii) G. S. R. No. 117 dated the 27th January, 1962.
 - (iii) G. S. R. No. 212 dated the 17th February, 1962
- (3) A copy of Annual Report of the National Co-operative Development and Warehousing Board for the year 1960-61 and the Annual Consolidated Statement of Accounts of the Board for the year 1959-60 along with the audit report thereon, under sub-section (3) of section 15 and sub-section (4) of section 41 of the Agricultural Produce (Development and Warehousing) Corporations Act, 1956, respectively
- (4) A copy each of the following Notifications under section 58 of the Dehi Development Act, 1957 :—
 - (i) The Delhi Development (Betterment Charges Arbitration) Rules, 1961 published in Notification No. G. S. R. 1111 dated the 9th September, 1961
 - (ii) The Delhi Development Authority (Salaries, Allowances and Conditions of Service) Regulations, 1961 published in Notification No. S. O. 2226 dated the 16th September, 1961
- (5) A copy each of the following Rules under sub-section (4) of section 7 of the

PAPERS LAID ON THE
TABLE—contd.

COLUMNS

- Sugar (Regulation of Production) Act, 1961 :—
 - (i) The Sugar (Regulation of Production) Rules, 1962 published in Notification No. G. S. R. 72 dated the 15th January, 1962
 - (ii) The Sugar (Regulation of Production) Amendment Rules, 1962 published in Notification No. G. S. R. 218 dated the 14th February, 1962
 - (iii) The Sugar (Regulation of Production) Second Amendment Rules, 1962 published in Notification No. G. S. R. 422 dated the 29th March, 1962
- (6) A copy of the Agricultural Produce (Development and Warehousing) Corporations (Amendment) Rules, 1962 published in Notification No. G. S. R. 499 dated the 20th April, 1962, under sub-section (3) of section 52 of the Agricultural Produce (Development and Warehousing) Corporations Act, 1956

ELECTIONS TO COMMITTEES.

2359-60

- (i) The Minister of Food and Agriculture (Shri S.K. Patil) moved for election of four members of Lok Sabha to be members of the Animal Welfare Board. The motion was adopted
- (ii) Shri S. K. Patil also moved for election of two Members of Lok Sabha to be members of the Indian Lac Cess Committee. The motion was adopted
- (iii) The Minister of Health (Dr. Sushila Nayar) moved for election of two Members of Lok Sabha to be members of the Governing Body of the Indian Council of Medical Research. The motion was adopted

COLUMNS

DEMANDS FOR GRANTS
(RAILWAYS), 1962-632361-2457
2468-92

Discussion on Demand No. 1 in respect of the Railway Budget, 1962-63 was concluded. On three cut motions, Nos. 5, 105 and 8, those of Sarvashri S. M. Banerjee R. Umanath and Shrimati Renu Chakravartty respectively; the House divided, Ayes, 42; Noes 141, and the cut motions were negatived. All other cut motions were also negatived and Demand No. 1 was voted in full

ADJOURNMENT MOTIONS AND CALLING ATTENTION TO MATTERS OF URGENT PUBLIC IMPORTANCE

2457-68

(i) Two adjournment motions given notice of by Shri Nath Pai and Shri Yogendra Jha and five calling attention notices by Sarvashri Nath Pai, P. C. Borooah, Krishnapal Singh, Ramchandra Vithal Bade and Shrimati Maimoona Sultan regarding the Chinese ultimatum demanding the withdrawal of Indian patrols from two check-posts were taken up together.

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru) made a statement in regard thereto

The Speaker withheld his consent to the moving of the adjournment motions and calling attention notices

COLUMNS

(ii) There adjournment motions given notice of by Sarvashri S. M. Banerjee, Hari Vishnu Kamath and Hem Barua and five calling attention notices by Sarvashri Hem Barua, P. C. Borooah, Ramchandra Vithal Bade, S. M. Banerjee, Raghunath Singh and Shrimati Renu Chakravartty regarding the crossing over of about 150 Naga hostiles into East Pakistan were taken up together

Shri Jawaharlal Nehru also made a statement in regard thereto

The Speaker withheld his consent to the moving of the adjournment motions and calling attention notices

HALF-AN-OUR DISCUSSION

Shri Yallamanda Reddy raised a half-an-hour discussion on points arising out of the answer given on the 30th April, 1962 to Starred Question No. 286 regarding major and medium irrigation projects.

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim) replied to the discussion.

AGENDA FOR FRIDAY,
MAY 4, 1962/VAISAKHA
14, 1884 (SAKA)—

Further discussion on Demands for Grants (Railway), 1962-63; and consideration of Private Members' Resolutions.