

LOK SABHA DEBATES

Third Series

Volume II, 1962/1884 (Saka)

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



FIRST SESSION, 1962/1884 (Saka)

(Vol. II contains Nos. 11 to 20)

LOK SABHA SECRETARIAT
NEW DELHI

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LOK SABHA

Friday, May 4, 1962/Vaisakha 14, 1884
(Saka).

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair].

MEMBERS SWORN

Shri Braham Prakash (Outer Delhi);
Syed Badrudduja (Murshidabad).

ORAL ANSWERS TO QUESTIONS

Heavy Structural, Plate and Vessel Plant

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*41a. } Shri Subodh Hansda:
 } Shri S. C. Samanta:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether the proposal to set up a heavy structural, plate and vessel plant has been finalised;

(b) if so, whether the final plan and estimate of the project has been prepared; and

(c) what is the total estimated cost of the project?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) No, Sir, not yet. Discussions with the British Consultants are in the final stages.

(b) and (c). One of the duties of the Technical Consultants, once they are appointed, will be to prepare a detailed project report giving, amongst other things, the lay-out of the plant, programme of manufacture and estimated costs of construction.

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A rough preliminary estimate of investment required is about Rs. 12 crores for the plant proper. In addition, about Rs. 5 to Rs. 6 crores may be required for the residential colony and other ancillary services.

Shri Subodh Hansda: As the Government propose to set up this factory, may I know whether we have got sufficient technical personnel to man this project and, if not, what steps are the Government taking to man this proposed project?

Shri C. Subramaniam: We have a training programme also and therefore that will be taken care of.

Shri S. C. Samanta: May I know whether the location of the plant has been settled?

Shri C. Subramaniam: It is proposed to locate it in the Vidarbha region of the Maharashtra State.

Shri Daji: By what time would the scheme be completed according to the present target?

Shri C. Subramaniam: It will take about three and a half years after the signing of the contract which is expected to take place within a few months.

Shri Rameshwar Tantia: What will be the foreign exchange component and may I also know whether global tenders will be invited for the setting up of this plant?

Shri C. Subramaniam: About Rs. 5 crores to Rs. 6 crores will be in foreign exchange. The details of the tender will be decided when the time comes.

Shri Bhagwat Jha Azad: What would be the productive capacity of this plant once it goes into production?

Shri C. Subramaniam: It is expected to produce 12,500 tons of high pressure and other vessels and 25,000 tons of heavy structurals.

Mr. Speaker: Next question.

Shri Subodh Hansda: One question.

Mr. Speaker: He did not stand for the second time when I looked at him. I wanted to give him two opportunities, but he stood only once. He has made up his mind afterwards to stand up again!

Shri Subodh Hansda: I stood twice.

Pilgrims to Badrinath

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- *417. { **Shri M. L. Dwivedi:**
 Shri Raghunath Singh:
 Shri S. C. Samanta:

Will the Minister of Defence be pleased to state:

(a) whether Government are aware that pilgrims from all over India have been asked by Uttar Pradesh Government not to visit Badrinath as the road is not in proper condition; and

(b) if so, what steps Government of India are taking to remove the deteriorating condition of the said road to give relief to the pilgrims of India?

The Minister of State in the Ministry of Defence (Shri Raghuramalaiah):
 (a) Yes, Sir.

(b) The improvement of the road has been taken up on a planned basis so that pilgrims may visit Badrinath in reasonable safety.

Shri M. L. Dwivedi: May I know by what time the construction work is likely to be over so that the pilgrims may be able to go to Badrinath?

Shri Raghuramalaiah: Actually there is no prohibition. The U.P. Government has advised pilgrims not to resort to it unless it is necessary. We hope to make the necessary improvements and so on to make the road

reasonably safe. It will take, I think, about a year.

Shri M. L. Dwivedi: Is the Minister aware of the fact that the first toll of lives has already been taken and two pilgrims have died on the way to Badrinath? If so, may I know what steps are being taken to prohibit further pilgrims from going to Badrinath?

Shri Raghuramalaiah: I do not know whether my hon. friend is referring to certain car accidents which took place. Enquiries reveal that these accidents took place where the road is straight and not in any dangerous condition. There too, they were private operators. But on the whole, improvements have been considered necessary and they are making them as quickly as possible.

Shri S. C. Samanta: May I know whether it is a fact that thousands of pilgrims are at present waiting at Hardwar and whether any interim arrangement has been made to repair the roads so that they may go on foot?

Shri Raghuramalaiah: We are now talking of improvements to the road. If there are pilgrims waiting there, the advice of the U.P. Government is they should avoid it as much as they can.

Shri Ansar Harvani: Has the Government instituted any enquiry against those engineers and contractors who were responsible for building the road which resulted in so many accidents.

Mr. Speaker: Those accidents are not connected here.

Dr. Govind Das: Does the Minister remember that last year there were three very serious accidents and these accidents were on account of the mountains there and on account of the lorry service? Is there any danger of such accidents even this year?

Shri Raghuramalaiah: I have already explained that the accidents actually took place on a stretch of road which is straight and which is not dangerous.

Shri Tridib Kumar Chaudhuri: May I know since when the Defence Ministry has taken over the pilgrim road to Badrinath and what is the extent of their control, to what extent they are responsible for the maintenance of this road and what sort of control they exercise?

Shri Raghuramalah: The overall control of this road has been taken over when other border roads were taken over. The actual work on the road is done by the State PWD, but we finance it and the overall control rests with the Government of India.

Shri Shyam Lal Saraf: It is evident from the reply of the Minister that pilgrims are not prohibited from going to that area. But all the same, if the pilgrims go to that side, is the Government prepared to give this assurance that they would be safe?

Mr. Speaker: The U.P. Government has advised them not to go for the present. That advice has been given.

श्री ज० ब० सिंह : मैं जानना चाहता हूँ कि आजकल ऋषिकेश में कितने लोग रुके हुए हैं जोकि इस इंतजार में हैं कि कब सड़क बने और कब वे बदरीनाथ की यात्रा करें।

अध्यक्ष महोदय : यह बताना तो मुश्किल होगा। मालूम नहीं वजीर साहब इसका जवाब दे सकते हैं या नहीं।

Shri S. M. Banerjee: May I know whether it is not a fact that huge amounts were spent on the maintenance of this road at the time of the visit of the President, Dr. Rajendra Prasad? May I know whether any enquiry has been conducted into the amounts which were wrongly spent regarding the construction of the road?

Mr. Speaker: That is not relevant here.

शारीरिक शिक्षा तथा युवक कल्याण
सम्बन्धी सभासद समिति

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श्री भक्त दर्शन :
४१८ श्री विभूति मिथ :
श्री दी० चं० शर्मा :

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ समय पहले शारीरिक शिक्षा, मनोरंजन व युवक-कल्याण की विभिन्न योजनाओं में समन्वय स्थापित करने के उद्देश्य से एक समिति की नियुक्ति की गई थी; और

(ख) यदि हाँ, तो उस समिति ने अपने कार्य में अब तक क्या प्रगति की है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली)

(क) जी हाँ।

(ख) समिति की ड्राफ्ट-रिपोर्ट तैयार की जा रही है।

I shall also read the answer in English.

(a) Yes sir.

(b) The draft report of the Committee is under preparation.

श्री विभूति मिथ : कुछ खेल जैसे फुटबाल, क्रिकेट आदि ज्यादा खर्चीले हैं और दूसरे खेल जैसे कबड्डी वगैरह कम खर्चीले हैं। मैं जानना चाहता हूँ कि क्या सरकार ने इन खेलों का कोई वर्गीकरण किया है कि देहात में ऐसे खेल खिलाए जायेंगे जो कम खर्चीले होंगे और शहरों में ऐसे खेल रखे जाएंगे जो ज्यादा खर्चीले होंगे ?

डा० का० ला० श्रीमाली : यह प्रश्न तो कमेटी की रिपोर्ट के सम्बन्ध में है और कमेटी की क्या सिफारिश होगी यह मेरे लिए कहना जरा मुश्किल है। इसलिए मैं माननीय सदस्य से निवेदन करूंगा कि जब तक रिपोर्ट न आ जाये तब तक वह इन्तिजार करें।

श्री विभूति मिश्र : मैं जानना चाहता हूँ कि क्या मंत्री महोदय इसका खयाल रखेंगे कि जो देहात के लोग हैं उनके लिए सस्ते खेलों का इन्तिजाम करें और उस तरह की ट्रेनिंग दें, और जो शहर के लोग हैं उनके लिए कोमती खेलों का इन्तिजाम करें और वैसे ट्रेनिंग दें।

अध्यक्ष महोदय : यह तो सजेशन है कि मंत्री साहब ऐसा करें।

Shri Mansinh P. Patel: May I know whether the total periods in a week for recreation and games in secondary education will increase or decrease as a result of the report of this co-ordination committee?

Dr. K. L. Shrimali: I cannot anticipate the recommendations of this committee.

Shri Fatehsinhrao Gaekwad: With reference to the schemes of youth welfare, may I know whether the schemes are meant for those who are physically young or who are young at heart?

Shri Vasudevan Nair: May I know whether the major non-official youth organisations are represented on this committee?

Dr. K. L. Shrimali: There are several people who are connected with various kinds of youth organisations, but I can't say whether they are there in the capacity of representatives of those organisations. But I am quite sure that several members are connected with various organisations.

Shri Jashvantrao Mehta: May I know whether any time limit has been fixed for the submission of the report by this committee?

Dr. K. L. Shrimali: I regret, Sir, that this report has been unduly delayed. The report should have been submitted by this time. But, unfortunately, the Chairman fell ill, and as soon as he is out of the hospital the report will be submitted to him, the last meeting of the committee will be called soon and the report will be finalised.

Shri Thimmaiah: May I know whether it is the intention of the Government to have a uniform scheme applicable to the whole country and whether it is the intention of the Government also to finance for the implementation of this scheme?

Dr. K. L. Shrimali: All these questions will arise after the report has been submitted.

Production of Aircrafts

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

Will the Minister of Defence be pleased to state:

(a) whether all components required for aircraft production by the Hindustan Aircraft Limited are produced indigenously at present;

(b) if not, the percentage of components imported at present;

(c) how much of the components are produced by the Hindustan Aircraft Limited itself; and

(d) how ancillary industries for supply of components and parts are going to be encouraged?

The Minister of State in the Ministry of Defence (Shri Raghuramaiah):

(a) No, Sir.

(b) and (c). The percentage of components imported at present varies from 5 to 50, depending on the type of aircraft. The rest are of indigenous manufacture of which 50 per cent to 95 per cent are manufactured at HAL itself.

(d) Steps are being taken for developing ancillary industries for the supply of aircraft components and parts. Proposals for the manufacture in HAL of light alloys, forgings castings, and accessories required for the manufacture of aircraft are under consideration.

Shri S. C. Samanta: Is it not a fact that the Estimates Committee of Parliament recommended that the

Ministry should develop ancillary industries connected with HAL; if so, may I know what steps have been taken?

Shri Raghuramaiah: I have already submitted that proposals for the manufacture of accessories are under consideration.

Shri S. C. Samanta: May I know what is the price difference between the assembled aircraft with all imported components and the aircraft that is manufactured partly with indigenous and partly with imported components?

Shri Raghuramaiah: I have not got the figures here. Besides, there are a number of aircraft which are manufactured here. Some are fighter aircraft. I do not know whether the House would like me to reveal the prices. Apart from that, I do not have the figures with me here.

Shri Subodh Hansda: May I know whether indigenous raw materials are used for the manufacture of these components or whether we import the raw material from outside

Shri Raghuramaiah: We are now importing some raw materials. As I have already mentioned, we have some proposals for manufacturing those raw materials here itself.

Shri M. L. Dwivedi: May I know the percentage of raw materials which are indigenously manufactured? What is the source from which they are procured if they are not indigenously manufactured?

Shri Raghuramaiah: It is difficult to give the number. I have already given the percentage. The percentage of imported components vary from 5 to 50 per cent depending on the type of aircraft.

Shri M. L. Dwivedi: If those raw materials are not manufactured indigenously, may I know the source from which they are procured?

Shri Raghuramaiah: They are purchased in the market.

Shri M. R. Krishna: May I know whether it is a fact that the firm which was to supply the engine for the supersonic HF 24 has backed out? If so, what steps are being taken to manufacture the engine here or to procure it?

Shri Raghuramaiah: I would request my hon. friend to put a separate question.

Shri S. M. Banerjee: I want to know whether the production of supersonics in HAL has been increased and, if so, to what extent?

Shri Raghuramaiah: We are producing certain jet aircraft. I do not know what my hon. friend means by increase in production. Does he mean the number or types of aircraft?

Shri S. M. Banerjee: I asked about the number. I put the question in that way to safeguard the interests of the country. I do not want to know the exact number. I just want to know whether it is on the increase.

Shri Raghuramaiah: Of course, it is on the increase.

Home Guards for Manipur

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*421. { **Shri Bibhuti Mishra:**
 Shri Rishang Keishing:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the Union Territory of Manipur will have a home guard force;

(b) if so, what is the need for it;

(c) the total expenditure to be incurred on it; and

(d) whether this scheme will also be extended to other Union Territories?

The Minister of State in the Ministry of Home Affairs (Shri Datar):
(a) Yes.

(b) To train the citizens to render voluntary assistance in times of national emergencies.

(c) The estimated expenditure during the current financial year is Rs. 70,000.

(d) A Home Guards organisation has already been set up in Delhi. It is also proposed to set up similar organisations in Himachal Pradesh and Tripura.

श्री विभूति मिश्र : क्या इस होम गार्ड फ़ोर्स को बारह महीने का एम्प्लायमेंट मिलेगा या साल में कुछ कम दिनों का ?

Shri Datar: Whenever there are national emergencies, this is necessary to aid the Government authorities to put things properly.

श्री विभूति मिश्र : जब सरकार उन को एम्प्लायमेंट में रखेगी, तो उन को कितने रुपये रोज़ाना दिया करेगी ?

Shri Datar: This is a non-official organisation and the cost is not so much as the hon. Member thinks.

श्री विभूति मिश्र : जब श्रीर सूबों में होम गार्ड के सदस्यों को ड्यूटी पर रहने की अवधि में तीन रुपये रोज़ दिये जाते हैं, तो इस क्षेत्र की गवर्नमेंट जब उन को ड्यूटी पर लगायेगी, तो कितने रुपये रोज़ देगी ?

Shri Datar: The hon. Member will kindly appreciate that in addition to governmental authorities, it is always essential that non-official organisations should come forward and aid the Government, so far as such civil emergencies are concerned. It also trains the citizens for self-defence whenever it is necessary.

Shri Man Singh Patel: May I know whether the Home Guards for Manipur will be on the same lines as that in Maharashtra and Gujarat?

Shri Datar: It is now more or less uniform throughout India except in one or two States where the question is under consideration.

Service conditions of Industrial and non-Industrial Employees

***422. Shri S. M. Banerjee:** Will the Minister of Defence be pleased to state:

(a) whether all the recommendations of the Shankar Committee which was appointed to remove discrimination between the service conditions of the industrial and non-industrial employees have been accepted; and

(b) if not, the reasons for the delay?

The Minister of State in the Ministry of Defence (Shri Raghuramalah):

(a) and (b). The recommendations of the Shankar Committee have been examined in the light of the recommendations of the 2nd Pay Commission. Four recommendations of the Shankar Committee have been accepted and Government orders issued. In regard to two items, the recommendations of the Shankar Committee have been accepted with modifications based on the report of the Second Pay Commission. Government orders have also issued in these cases. Four recommendations are under consideration in consultation with the Ministries concerned, and two have not been accepted.

Shri S. M. Banerjee: It would have been better if a statement of the recommendations accepted had been given so that I could ask questions about each recommendation.

Mr. Speaker: I would allow him two opportunities to ask whatever he wants.

Shri S. M. Banerjee: What are those recommendations which have been accepted by Government?

Shri Raghuramalah: If you will permit me, in a day or two I shall lay a statement on the Table showing the recommendations accepted by the Government.

Mr. Speaker: That would be better, I suppose. Next question.

Heavy Electricals Ltd., Bhopal

*423. **Shri Shree Narayan Das:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether the Heavy Electricals Ltd., Bhopal have achieved the target of production set for them by March, 1962; and

(b) if so, the quantity and value of production so reached?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):
(a) No, Sir.

(b) As against the target of Rs. 350 lakhs fixed at the beginning of the year it is estimated that the value of materials produced in the factory up to the end of March 1962 was roughly over Rs. 200 lakhs.

Shri Shree Narayan Das: May I know the reasons for not achieving the target?

Shri C. Subramaniam: There are two reasons. One is the non-availability of raw materials and components, both imported and indigenous, and the other is strikes.

Shri Shree Narayan Das: May I know the extent to which indigenous raw materials are required for the purpose? What is the percentage of indigenous and foreign materials?

Shri C. Subramaniam: I do not have the break-up for the imported and the indigenous varieties of materials. As against an order worth Rs. 406 lakhs placed abroad and indigenously for materials to be supplied by March 1962, the actual receipt was only Rs. 143 lakhs.

Shri Tyagi: Are the Government proposing to start some ancillary industries connected with the Heavy Electronics? If so, how many are they and where are they going to be opened?

Shri C. Subramaniam: This is not about Heavy Electronics; this is about Heavy Electricals.

Shrimati Maimoona Sultan: May I know the loss in production that has resulted from the strike in August last?

Shri C. Subramaniam: I do not think there was a strike in August. There were two strikes, one in May and the other in February-March. I do not think I can make an assessment of the loss sustained because of the strikes. But if a separate question is asked, I may be able to give the information.

Shri P. R. Ramakrishnan: May I know whether any range of equipment has been reserved specially in the switchgear section for production in the Bhopal factory and whether the private sector is not allowed to produce the same?

Shri C. Subramaniam: I would like to have notice for this question.

Shri Daji: With whom was the order for raw materials placed and why was the order not fulfilled in full?

Shri C. Subramaniam: Orders were placed with the UK manufacturers. There was considerable delay in getting the materials. In spite of continuous reminders it was not possible to get them in time.

Dr. Govind Das: The hon. Minister just now said that one of the reasons for not reaching the target is the strike. Does the hon. Minister know that there are elements in the factory which always encourage this sort of strikes? What steps are being taken so that it may not be possible for such elements to encourage strikes?

Shri C. Subramaniam: I do not think I will agree with the hon. Member that there are elements which always encourage strikes. But I do agree that there have been strikes in this important manufacturing plant. I am hoping that it will be possible for us to evolve a labour policy which would avoid strikes.

Shri Dasappa: What were the items of production which were there in the original schedule of production and what are the items that are now being produced?

Shri C. Subramaniam: I am sorry I do not have those details here.

Mr. Speaker: Shri S. M. Banerjee. There is one thing that I would like to say. I appreciate certainly those hon. Members who take part so actively in asking supplementary questions but they cannot expect me to call every hon. Member every time on every question. If I do not call him twice or thrice, he begins to talk while he is sitting and goes on asking those questions. I do not like that. I will ask him to desist from that.

Shri S. M. Banerjee: I want to know whether it is a fact that the loss which was incurred due to the strike was compensated fully by the employees by observing a production fortnight and, if so, whether there is any truth in that.

Shri C. Subramaniam: Yes, Sir, a production fortnight was observed, but I do not think that the loss was fully made up. I do really appreciate the spirit behind it even though the full loss was not made up and I hope that they would maintain the same tempo even outside this fortnight and that this tempo would not be confined to this fortnight alone.

Dr. K. L. Rao: May I know whether the Bhopal Heavy Electrical factory was intended to manufacture really heavy electrical machines which are beyond the capacity of private manufacturers and whether it was not programmed to manufacture control motors by 1962, April and generators by 1963 April?

Shri C. Subramaniam: I am afraid, I would like to have a separate question for this. I do not have all the details.

Shri Shree Narayan Das: May I know whether now sufficient steps

have been taken so that sufficient materials are received in time and the target is achieved in the near future?

Shri C. Subramaniam: With regard to imported material, we do take measures to get them as quickly as possible. But, import, as the hon. Member should know, sometimes, is beyond our attempt. In those cases, we have to await actual import.

Shri U. M. Trivedi: May I know if the strike was under the guidance of some political party outside it and this production week was also observed under the guidance of some political party?

Mr. Speaker: That he has already answered.

Shri Daji: A part of my question has been replied and a part has not been replied. I am putting a specific question now.

Mr. Speaker: Put that part only.

Shri Daji: Of course, only that part. My question was, why was the import of raw materials delayed, whether the fault lay with our Government or with the British firm and if the reason is known to the Minister, what steps are now being taken to see that such default does not recur.

Shri C. Subramaniam: We placed orders. They have got their own manufacturing programmes also. Perhaps, they have other commitment also. Subject to that, we have got some of the materials. We hope to improve the position during this year.

Shri M. R. Krishna: May I know whether the Ministry has worked out the loss incurred because of idle labour and idle machinery due to non-availability of raw materials?

Shri C. Subramaniam: I have stated the target fixed and what we have achieved. I do not think there was any idle labour there.

Mr. Speaker: Next question.

Visit of U.S. Team of Officers

*424. **Shri Indrajit Gupta:** Will the Minister of Defence be pleased to state:

(a) whether a team of officers from the U.S. War College recently visited India;

(b) if so, the purpose of the visit; and

(c) the types of Indian military establishments visited by the team?

The Minister of State in the Ministry of Defence (Shri Raghuramaiah):

(a) Yes, Sir.

(b) As part of the College course, the Government of the U.S.A. arranges such visits outside their country every year. Their visit to India was in pursuance of this normal practice.

(c) The party visited the National Defence College.

Shri Indrajit Gupta: I would like to know whether this team included a certain number of civilians and if so, in what capacity they were present.

Shri Raghuramaiah: The party consisted of 9 Faculty members and 27 officer students.

Shri Indrajit Gupta: May I know whether, in view of the special type of military commitments between the U.S. and Pakistan, the Government consider it desirable to have American military personnel visit our establishments?

Mr. Speaker: That would be asking for an opinion now.

Shri Ansar Harvani: May I know if the team visited our Ordnance establishments or only our Defence institutions?

Shri Raghuramaiah: They came on the 31st. On the 1st, they visited Agra. On the 2nd, there was a talk in the college on the Five Year Plans. The same day, they left.

Mr. Speaker: Next question. **Sir Basappa.**

Shri Basappa: No. 423.

Shri Indrajit Gupta: May I ask one question?

Mr. Speaker: I am sorry, I have called the next question.

L.I.C. Loans for Housing

*425. **Shri Basappa:** Will the Minister of Finance be pleased to state:

(a) whether Life Insurance Corporation have advanced loans towards the development of housing in this country; and

(b) if so, the total amount advanced so far and terms of repayment?

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

(a) Yes, Sir

(b) A statement is laid on the Table of the House. [See Appendix I, annexure No. 76].

Shri Basappa: In view of the fact that investment of life insurance funds, in the past, has led to abuse resulting in punishment of some officials and resignation of even a Minister, has the Government considered, as suggested by the Estimates Committee, the question of divesting the L.I.C. of their investment work and the Government taking over the funds?

Shri B. R. Bhagat: That matter was very duly considered and the Government came to the conclusion that no such step is called for.

Shri Basappa: May I know whether the L.I.C. is already overburdened with the work of having more life insurance funds collected and in view of that fact, they should be divested of this work because the workload is heavy?

Mr. Speaker: Now, he is reasoning out. The answer has been given after mature consideration.

Shri Shree Narayan Das: May I know the extent to which these loans

have been granted to co-operative institutions and to private individuals?

Shri B. R. Bhagat: The statement gives that information.

Mr. Speaker: If it is contained in the statement, it need not be repeated.

Shri P. R. Chakraverti: Does the LIC give special treatment to co-operative housing societies?

Shri B. R. Bhagat: Out of the Rs. 30 crores loans sanctioned, Rs. 7.47 crores have been given to the apex co-operative housing finance society. As for the rest of the amount also which we give to the State Government for their employees or for other schemes, a part is going to the co-operatives sponsored by the State Governments.

Shri Bhagwat Jha Azad: May I know whether the quantum of loan given to an individual falls within the medium or low income group housing scheme, as classified by the State or the Centre?

Shri B. R. Bhagat: So far as the State scheme is concerned, it is entirely for the medium income group, and an amount of Rs. 14.44 crores has been sanctioned under this scheme. But we have other schemes, for example, under the mortgages or loans to the policyholders, in which the middle income group or the higher income group is also entitled for advances under the scheme.

Shri Vasudevan Nair: From the statement, I find that the loans for the middle income group housing scheme have to be returned in 25 annual instalments, while the loans for the State Government employees? have to be returned in 20 annual instalments. May I know why this discrimination is there against the State Government employees?

Shri B. R. Bhagat: But the statement also says that the period may be extended to 30 years.

Shri Vasudevan Nair: But the interest rate is higher. So, what is the use of extending it by five years, if the interest rate is going to be higher?

Shri B. R. Bhagat: The interest rate is the same. The statement gives the interest rate. But if it is extended to 30 years, the option is left to the State Governments and not with the LIC. If the State Government thinks that the period may be extended by ten years, then, certainly, the interest rate would be somewhat higher.

Shri S. M. Banerjee: Since the insurance employees belong to the low income or middle income group, may I know whether there is any scheme with the LIC by which advances or loans can be given to those employees also if they want to construct houses?

Shri B. R. Bhagat: For the employees of the LIC? Yes. The figure given excludes all loans to be given to the LIC employees. The LIC is actually working out a very ambitious scheme to provide loans for house-building to their own employees.

Technical Personnel for Coal Mining

*428. **Shri P. R. Chakraverti:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether the report of the Expert Committee appointed by the Coal Council for assessment of increased requirements for trained technical personnel with a view to achieving the production targets of coal has been examined by Government;

(b) if so, what steps have been taken to extend such training facilities during the Third Plan period;

(c) whether there is any attempt to persuade the Private Sector to create additional facilities for practical training of apprentices; and

(d) whether there are assurances on behalf of the State Governments that they will supplement the efforts of the Private Sector in setting up hostels for trainees?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) Yes.

(b) The out-turn of graduate mining engineers is adequate to meet the requirements in the III Plan. There is, however, a shortage of the next lower category, namely, diploma holders. To meet this need Government are considering the question of expansion of facilities for diploma courses in mining, as well as for the training of junior technical personnel.

(2) A Directorate of Practical Training has been set up for organising, supervising and co-ordinating the practical training of mining students.

(3) The possibility of providing in plant training to mining personnel is being explored.

(4) It is proposed to set up a Standing Committee to watch the progress of implementation of the various training programmes.

(c). Yes.

(d). Government are not aware of any such assurances.

Shri P. R. Chakraverti: Is it not a fact that the private sector is reluctant to build hostels etc. unless some assurance is forthcoming from the Government?

Shri K. D. Malaviya: Government have not given any assurances, but it is known that there is some sort of difficulty created by the private sector in creating these additional facilities, but I suppose that soon these difficulties will be cleared up, and, there will be no difficulty in that regard in future.

Shri P. R. Chakraverti: Is it not worth the while to spend some money in the shape of subsidy for training the personnel?

Shri K. D. Malaviya: We do not envisage any big difficulty in making up for the shortage that we experience today in the Third Plan, and the Fourth Plan as well. If there are some difficulties, we shall not hesitate to create special training facilities and have construction of hostels and other things.

Shri Tridib Kumar Chaudhuri: Is it a fact that technical personnel in the mining department have to undergo certain tests and examinations fixed by the mining section of the Labour Ministry as well? If so, is there proper liaison between the hon. Minister's department and the other department to see that trained personnel are able to smoothly take up their work?

Shri K. D. Malaviya: As regards a large number of our technical personnel, it is not necessary that they should undergo training in the Labour Ministry organisation also, but wherever it is, there is sufficient co-ordination and we shall see to it that this does not create any difficulty.

Shri Hari Vishnu Kamath: Is it a fact that during the Second Plan period some of the mines in the public sector have, as compared to some of the mines in the private sector, shown a rather poor performance with regard to production? If so, what are the reasons and what measures are being taken to improve the position?

Shri K. D. Malaviya: I am afraid this does not arise out of the original question.

Shri Hari Vishnu Kamath: It refers to production targets.

Shri K. D. Malaviya: It deals specifically with technical personnel.

Shri Indrajit Gupta: Is there any scheme under consideration for induction of apprentices into private sector coal mines in the same way as in the case of factories under the Central Apprenticeship Act?

Shri K. D. Malaviya: It is a suggestion for action. I will consider it.

Shri Bhagwat Jha Azad: May I know by what time we would be able to make up the shortage of diploma-holders by the measures the hon. Minister has suggested just now?

Shri K. D. Malaviya: I think by the end of the Third Plan period the

shortage will be reduced very substantially. The total intake of these schools which are at present serving us is about 500 a year or 2,500 in five years, leaving a gap of 1,500. The Sub-Committee has recommended provision of additional seats by expansion of existing training facilities and all that. So, I suppose by the end of the Third Plan period, the shortcomings will be fully overcome.

Agreement with E.N.I.

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- *429. { Shri P. C. Borooah:
Shri Raghunath Singh:
Shri Sarjoo Pandey:
Shri J. B. Singh:
Shri Vidya Charan Shukla:

Will the Minister of Mines and Fuel be pleased to state:

(a) whether it is a fact that India and Italy have of late been negotiating a deal under which Italy's State owned oil and gas monopoly, E.N.I. may buy India's entire petrol surplus; and

(b) if so, with what result?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) No formal negotiations have been conducted.

(b) This is still in an exploratory stage.

Shri P. C. Borooah: May I know whether purchase of our petrol will be a separate trade deal or form part of the scheme to repay the Indian loan which the ENI is going to give for the establishment of public sector oil refineries?

Shri K. D. Malaviya: It is too premature for us to envisage as to how the payment position will affect this and how it will be linked up with our payments. There is some interest shown by Italians to our purchase some of our petroleum products. This question will be examined in the near future.

Shri P. C. Borooah: May I know whether any offers were invited from other foreign agencies also for purchase of our surplus petrol? If not, are Government going to invite such offers from other countries?

Shri K. D. Malaviya: A little surplus petrol is available in our private refineries. It is their concern, and they try to find out a market for it. The Government of India as such do not come into it.

श्री सरजू पाण्डेय : क्या माननीय मंत्री जी यह बतायेंगे कि इटली के अतिरिक्त क्या कुछ अन्य देशों से भी हमारा पेट्रोल खरीदने के बारे में बात चित चल रही है ?

श्री के० दे० मालवीय : मैं ने अभी कहा है कि जो रिफ़ाइनरीज़ यहाँ प्राइवेट सैक्टर में है, उन के पास कुछ जायद पेट्रोल पैदा होता है और यह उनका काम है कि वे इस के लिए अपनी मार्केट मालूम कर लें और बेंचें ।

Shri Hem Barua: The hon. Minister has referred to exploratory talks with ENI. In view of the fact that if the deal materialises, ENI proposes to sell our surplus oil mainly in East African markets, may I know whether our Government contemplate any direct negotiations with East African markets for the sale of our oil surplus?

Shri K. D. Malaviya: I do not know what the views of the Italians might be with regard to any purchases that they might be able to make from India. Whether their market is Italy or East African countries I do not know.

Shri Jaganatha Rao: Do Government expect any surplus in petrol from the public sector refineries?

Shri K. D. Malaviya: The entire petroleum products, and more specifically petrol, are put into one group, one package, and then we examine the overall pattern of consumption, and if there is any surplus, we will consider as to how to export it.

श्री तुलसीदास जाधव : हमारे देश में कितना पेट्रोल निकलता है और हमारे यहाँ उस का यूज़ कितना होता है ?

श्री के० दे० मालवीय : मेरे पास इस वक्त तो इस बारे में कोई आंकड़े नहीं हैं, लेकिन मैं बता सकता हूँ कि जो पेट्रोल मोटरों में इस्तेमाल होता है, वह यहाँ पर ज्यादा

पैदा होता है। और चीजों की तो यहां पर कम जरूरत होती है। यहां पर पेट्रोल का उत्पादन ज्यादा होता है—मालिबन एक लाख टन, या उस से कुछ ज्यादा या कम पेट्रोल यहां पर पैदा होता है।

Shri Hem Barua: So far as the public sector refineries are concerned, the oil surplus in the eastern sector is in the hands of the Government, but the oil surplus in the western sector is in the hands of private oil companies. In view of that, may I know how Government propose to have a uniform deal so far as the oil surplus is concerned with ENI.

Shri K. D. Malaviya: I do not know. All these are hypothetical questions. It has not yet been examined. There is some interest shown by Italians to examine a proposal to purchase our surplus. All these are matters of detail to which we have not yet given any attention.

Mr. Speaker: These things have not yet been worked out.

Shri Hem Barua: We are not concerned with the ENI, how they react and all that. We have to depend upon our own reaction and the solutions that we might have so far as our problems are concerned. And this is a problem that vitally concerns us. I am interested in knowing how Government proposes to solve this problem.

Mr. Speaker: That problem has not posed itself to the Minister. Therefore, he thinks it is premature.

Unauthorised Structures Demolished in Jangpura, New Delhi

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430. { **Shri Bishan Chander Seth:**
Shri Mohammad Elias:
Shri A. S. Saigal;
Shri P. L. Barupal;
Shri E. Madhusudan Rao:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that 520 unauthorisedly built structures were pulled down in Jangpura;

(b) if so, how many persons have been rendered homeless; and

(c) whether any alternate arrangements have been made for their accommodation by Government?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b), The Delhi Municipal Corporation demolished about 1100 enclosures belonging to 520 persons on a piece of land at Link Road near Railway Crossing Jangpura on the 6th April, 1962.

(c) No.

Shri Mohammad Elias: May I know whether the representatives of these juggi dwellers met the hon. Home Minister and they were assured that alternative arrangement for their shelter would be made very soon?

Shri Datar: No assurances were given so far as these persons were concerned. All these structures had been constructed in or after June, 1960. A census had been taken about the previous enclosures, and an attempt is being made to provide alternative accommodation only to those cases and not to these.

Shri Mohammad Elias: Because these juggi dwellers are engaged in very important work like building of houses here in Delhi, the shelter also should be provided. In view of that, would the Government consider giving them alternative shelters before their present dwellings are demolished?

Shri Datar: That is an entirely different question.

Shri Buta Singh: Out of these unauthorised private structures which were demolished by the Delhi Administration, may I know how many belonged to the members of the Scheduled Castes and Scheduled Tribes and others?

Mr. Speaker: That does not arise.

Shri Datar: I am not aware.

Shri A. S. Saigal: May I know whether any officers are deputed to see that unauthorised structures may not be constructed in future?

Shri Datar: Already notices were given. In spite of notices, these unauthorised structures came up. Even thereafter, they were asked to remove the structures; but they did not do that. Then, in the last resort, the Municipal Corporation had to have recourse to this.

Mr. Speaker: Now, the hon. Member is asking about preventive measures so that they would not come up again.

Shri Datar: Government are aware; they are taking preventive measures.

Shri Ansar Harvani: Is it not a fact that while the encroachments of the dwellers of the jhuggis and Jhonpris are always demolished, the encroachments of big persons, big building owners, are not demolished?

Shri Datar: Government make no distinction.

Shri Shiv Charan Gupta: May I know the number of unauthorised structures constructed after June 1960?

Shri Datar: About 1100 have been removed; and there might be a few more constructed after June 1960.

Creation of Eastern Frontier State

*431. **Shri Swell:** Will the Minister of Home Affairs be pleased to state:

(a) whether any communication has been recently received from the All Party Hill Leaders Conference of Assam on the subject of the creation of an Eastern Frontier State following the results of the general elections in the Autonomous Hill Districts of Assam; and

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

The Minister of Home Affairs (Shri Lal Bahadur Shastri): (a) Yes.

(b) The policy of the Government of India on the demand for the formation of a separate Hill State in Assam has been made clear from time to time and the Prime Minister him-

self has made several pronouncements in this regard.

Shri Swell: In view of the fact that the people of the Hill areas have given a verdict against certain proposals made by the Prime Minister, do Government propose to hold further negotiations with the leaders of the Hill people?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): There is no question of negotiations. So far as I and my colleague the Home Minister are concerned, we are always prepared to meet their representatives and discuss with them. I discussed with them on 3 occasions previously at length; and I am prepared to discuss it with them again if they so wish. We recognised their grievances; they were legitimate; and we tried, in our proposals to suggest something which would lead to the removal of those grievances. We gave them the fullest autonomy in that area. So far as the language, which was the chief question was concerned, they can decide on their own language, English or Hindi or any of their own languages. In effect, we gave, if I may say so, 99 per cent. of what they wanted. In regard to any legislation applying to them, we suggested what is called the Scottish pattern that only if the Members of the Hill States agreed to it in the Assembly then would it be passed. In effect, we went very far.

Now, their proposal to have a separate State is full of difficulties, both for them and for Assam and for India as a whole, economically. Our communications are not directed with each other. The communications are with Assam. Therefore, we suggested that they should have all this autonomy which they want, in their own affairs; and any allotment of funds which go to them directly, there will be no risk of their being reduced by the Assam Government. And, I still hope that if they consider this matter carefully, they will find that they get everything they want plus something more in other directions.

Shri Swell: May I know from the Prime Minister the approximate time when he is prepared to meet the leaders of the Hill people?

Mr. Speaker: That can be settled by a separate communication. The hon. Member can write to the Prime Minister and get a reply.

Shri Hem Barua: May I draw the attention of the hon. Home Minister to a statement made by the Prime Minister on the issue of the Punjabi Suba to the effect that there would not be any further division of Indian States and ask whether Government propose to adopt a firm policy decision in the light of the statement that the Prime Minister made?

Mr. Speaker: What they propose to do has been stated by the Prime Minister.

Shri Hem Barua: I am interested in one thing. I want to know whether Government are prepared to have a firm policy decision. This was not evident from what the Prime Minister said.

Mr. Speaker: Order, order. That is exactly what I am objecting to. He is going to have some policy decision; and, therefore, that decision cannot be given here. **Shri Tyagi:**

Shri Hem Barua: May I submit that I am interested in knowing whether the Government is interested in giving a policy decision or not?

They can say yes or no: it is simple.

Mr. Speaker: It may be very simple. Ultimately some decision has to be taken by some man to settle matters if there are differences or disputes. I have just advised the hon. Member that that question is much wider and it cannot be given out by yes or no. He should stop there. **Shri Tyagi:**

Shri Jawaharlal Nehru: I do not know, Sir, what the hon. Member means by a firm decision. We have taken a decision: we have announced it and we adhere to it; we shall continue to adhere to it. But there are

a number of things within the ambit itself which have to be considered. For instance, when we made this decision I had suggested that we would appoint a small commission of competent and eminent persons to go and work out the details of all this; all that has not been done, it may be done. But in the main we have announced the decision and it stands.

Shri Tyagi: Is it within the power of the Prime Minister or the Home Minister to decide about creating States, any further States in India than those mentioned in the Constitution? I would like to know whether it is the intention of the Government to consult this House before they make any commitment with regard to the creation of any new States in the country?

Shri Jawaharlal Nehru: We have already stated our decision in regard to it.

Shri Tyagi: The sanction of the House is needed; nobody can create further States without the sanction of the House.

Shri Jawaharlal Nehru: We do not approve of a State there; we have said it before.

Mr. Speaker: Nobody has said that it does not need the sanction of the House for the hon. Member to say that it is *ultra vires* or something of that sort.

Shri Basumatari: A large number of hill leaders came to discuss with the Prime Minister while he visited Assam and they were convinced that there cannot be a separate State..... (Interruptions).

Shri Tyagi: On a point of order. I would like to get a clarification as to whether any Government of any time has the power to just encourage formation of further States in the country and divide the country further without taking the sanction of the House.

Mr. Speaker: I am not here to take up hypothetical questions.

Shri Jawaharlal Nehru: The Government cannot come to any such

decision without the permission of this House. It is patent and it is obvious. I do not know what the hon. Member is asking. Only this House can agree to it.

Shri Tyagi: These negotiations encourage creation of further States.

Mr. Speaker: That is a different thing altogether. But the position under the Constitution is very clear. Hypothetical questions could not be asked from me. Any question of interpretation on hypothetical legal or constitutional questions could not be put to me. If one arises at a particular moment, I am required to give a decision at that moment.

Shri Basumatari: I want to know whether it was a fact that a large number of these hill leaders come to discuss with the Prime Minister while he visited Assam, and whether most of them were convinced and promised not to demand a separate State.

Shri Jawaharlal Nehru: It is no good my telling what their convictions were. When I met them on the last occasion the impression I gathered was that they were very much convinced by what I told them. I came away with that conviction. But later they may change their minds.

Is the Prime Minister aware that it was to the interest of Indian Unity that States such as Andhra Pradesh and Kerala were formed? The Hill people should also have their State (Interruptions.) The Prime Minister just now said that there would be no Hill State.

Mr. Speaker: So, he wants to get something more extracted or wants that he should say something more. When he has said that there would be no State what more does he want? The information that is with the Prime Minister or the stand that he has taken has been stated. What more can be put to him?

Shri H. P. Chatterjee: Who is he to deny a State?

Mr. Speaker: Order, order.

Shri H. P. Chatterjee: He is not the man to deny everything to the people of the country

Mr. Speaker: Order, order. **Shri Swell,**

Shri Swell: Are the Government aware that 53 per cent. of the voters in the hills voted for a separate State and only 27 per cent. voted for remaining in Assam?

Mr. Speaker: That can be found from the records of the Election Commission. (Interruption). **Shri Swell** is trying to argue and give reasons why that State should be formed. That is a separate affair. If he wants any information now, he can put a question. I shall allow him.

Shri Swell: May I know whether the Government are aware.....

Mr. Speaker: It is the same question. I have disallowed it. Next question.

पुस्तकालयध्यक्षों की सेवा

*४३२. श्री सूरज पाण्डेय : क्या शिक्षा मंत्री २३ नवम्बर, १९६१ के तारांकित प्रश्न संख्या १४२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि पुस्तकालयध्यक्षों की सेवा बनाने का प्रश्न इस समय किस स्थिति में है ?

शिक्षा मंत्रालय में उपमंत्री (श्रीमती सौंदरम् रामचन्द्रन) : विषय अभी तक विचाराधीन है ।

I shall read it in English also.

The matter is still under consideration.

श्री सूरज पाण्डेय : पहले भी माननीय मंत्री ने इस सवाल का यही जवाब दिया था । क्या मैं जान सकता हूँ कि यह प्रश्न कब तक विचाराधीन रहेगा ?

Shrimati Soundaram Ramachandran: I can just say a word in Hindi. So, please put your supplementary question in English.

Shri Ram Sewak Yadav: How long will it be under consideration?

Shrimati Soundaram Ramachandran: This question was taken up some years ago. There is a long history

about that. But now it is nearing finalisation.

Dr. Govind Das: Which libraries will be considered in this respect? Is it public libraries and college libraries only or other libraries in the country also?

Shrimati Soundaram Ramachandran: So far, this scheme concerns only the Central libraries here.

Shri J. B. Singh: The Minister said that "it is nearing finalisation". It may take nearly a year. So, I want to know how many years it will take.

Mr. Speaker: Can the Minister give anything more concrete or definite?

Shrimati Soundaram Ramachandran: This question was being discussed among the various Ministries, especially the two wings of the Education Ministry as well as the Home Ministry. The Home Ministry did not come into the picture later on but the other two Ministries have come to some decision, and a final decision will be taken very soon.

Votes polled by Defence Personnel by Postal Ballot

*433. { Shri A. K. Gopalan: +
Shri Imbichibava:

Will the Minister of Law be pleased to state:

(a) the percentage of votes polled by Defence service personnel by postal ballot in each State;

(b) the reasons for the low rate of poll of Defence personnel; and

(c) whether Government have made any enquiry into the difficulties encountered by Defence personnel in exercising their franchise?

The Deputy Minister in the Ministry of Law (Shri Hajarnavis): (a) The general elections have just concluded and it will take some more time for collecting and compiling the information required.

(b) and (c). Do not arise until the information required in part (a) above is collected and compiled.

Shri A. K. Gopalan: Is it not a fact that according to the voting figures in many places there was low rate of voting of the defence personnel?

Shri Hajarnavis: It is not possible for us to draw any inferences before the facts are collected.

Shri A. K. Gopalan: May I know whether candidates are allowed to meet the defence personnel in their barracks or other dwelling places so that they may canvass votes?

Shri Hajarnavis: I did not follow.

The Minister of Law (Shri A. K. Sen): We have not heard the question.

Shri A. K. Gopalan: May I know whether the candidates are allowed to canvass votes by approaching the defence personnel in the barracks or other dwelling places and if not, why not?

Shri A. K. Sen: The law is quite clear on that matter. The candidates can approach each voter either personally or by letter or by correspondence.

Shri A. K. Gopalan: The question is this. The defence personnel are inside the barracks. Are the candidates allowed to go there and canvass votes?

Mr. Speaker: What I could understand was that the defence personnel, when they are voters, would be included in the definition in respect of the voters and they would be in the list. Therefore, the candidates can go there.

Shri A. K. Sen: There may be certain difficulties and that is why I think they approach generally by correspondence.

Shrimati Renu Chakravartty. May I know whether it is a fact that in the postal balloting—it is this which often takes place—the first two ballot

papers are given out in front of the commanding officers or the officers in charge of the police outposts and the personnel are requested to sign on them and in fear of that they often do not take the voting papers at all?

Shri A. K. Sen: That is not a fact.

Shri Hari Vishnu Kamath: Have reports or representations reached Government to the effect that the Armed Forces personnel have been placed out of bounds so far as canvassing of votes is concerned, for all political parties except the Congress Party workers? It happened in my own constituency.

12 hrs.

Mr. Speaker: The Question Hour is over.

Shri Hari Vishnu Kamath: Let him say 'yes' or 'no'. No answer has been given.

Mr. Speaker: Perhaps the Minister feels that the question is suggestive of the answer.

Shri Hari Vishnu Kamath: We do not know it on this side; the other side, the opposite side, may know.

Shri A. K. Sen: The way the hon. Member posed the question showed that he was not himself convinced of that assertion.

Shri Hari Vishnu Kamath: We know it happened in our constituencies.

Shri A. K. Gopalan: Shri Kamath said that he wanted to know whether the defence personnel are kept out of bounds and they are not allowed to meet the workers of other parties. Let the hon. Minister say "yes" or "no" to that question.

Mr. Speaker: The Minister said that the questioner himself put the question in such a manner that he was not certain of his own ground. The answer was implied. When I asked the Minister whether he wanted to answer that question, he stood up and only said that Shri Kamath himself

put the question in such a manner that the answer was evident.

Shri Hari Vishnu Kamath: On a point of order, Sir I protest against the Minister's attitude. It is nothing short of an insinuation to say that I was not convinced. He must have the guts to get up and say what the position is. The treasury benches are laughing; it is no matter for laughter. They won the elections. Let him say "yes" or "no". Why beat about the bush?

Mr. Speaker: The Minister should answer that question, because the hon. Member wants an answer "yes" or "no".

Shri A. K. Sen: The answer is "no", but I thought "no" could be said in many different ways and the way I adopted was quite clear.

Mr. Speaker: I wanted to interpret that, but that was objected to by Shri Kamath.

SHORT NOTICE QUESTION AND ANSWER

Fire in Bhilai

S.N.Q. 5 Shri S. M. Banerjee: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that on the 24th April, 1962 there was a devastating fire in Bhilai and as a result of which 600 workers became shelterless;

(b) if so, whether they were given any alternative accommodation;

(c) whether any financial relief has been given to them; and

(d) if not, the reasons for the same?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

An accidental fire broke out in Camp No. 1 at the Bhilai Steel Works at 9.30 a.m. on the 24th April, 1962,

and burnt down 250 huts of workers. The fire was promptly brought under control.

2. The total number of workers affected were about 600. Workers and their dependents were removed and given shelter in the adjacent Primary School building, Community Centre and Bharat Sewak Samaj buildings. An amount of Rs. 500 was immediately sanctioned by the Management for distribution of food stuffs to the affected persons and their families. An *ex-gratia* payment of Rs. 20 per head for each of the affected worker was also sanctioned by the Management. Free supply of milk was arranged in the night for the children. Hutting materials have since been distributed to workers who have also been given two days' special casual leave with pay to enable them to put up their huts.

3. There was no loss of life, and only two children were treated for slight burns or shock and have since been discharged from the hospital.

Shri S. M. Banerjee: From the statement it appears that the total number of workers affected is about 600 and an amount of Rs. 500 was immediately sanctioned by the management; and, they were given shelter in the adjacent primary school building and Bharat Sewak Samaj buildings. I want to know whether any permanent alternative accommodation has been given to them.

Shri C. Subramaniam: It is a different question altogether. This relates to the fire accident and I have given the details of relief afforded to the persons affected by the fire.

Shri S. M. Banerjee: It is not a different question. As a result of the fire 600 workers became shelterless and the statement says the workers and their dependents were given shelter in the adjacent primary school building, Community Centre and Bharat Sewak Samaj buildings. This was a temporary arrangement. I want

to know whether any permanent arrangement has been made to provide alternative accommodation to them.

Mr. Speaker: In the statement it is given that the relief given in the form of money was to help them to re-construct their huts.

Shri C. Subramaniam: They have also put up their huts.

Mr. Speaker: In the statement it is said that they were helped to reconstruct their huts.

Shri C. Subramaniam: They have reconstructed their huts, and the situation there is quite normal.

Shri S. M. Banerjee: May I know the total number of workers who are residing in such huts, and whether new quarters are coming up in Bhilai to provide them alternative accommodation?

Shri C. Subramaniam: A separate question may be put.

Shrimati Renu Chakravartty: Is it a fact that there is great water shortage in Bhilai at this time of the year and there was difficulty in getting water from the hydrants for extinguishing the fire?

Shri C. Subramaniam: No. On the other hand, my information is that the fire brigade was there, the fire was quickly put out and the fire was not allowed to spread.

Shri Daji: Was the fire as a result of just a mere accident or was it as a result of some mischief?

Shri C. Subramaniam: It was an accident, Sir, because it was an open cooking place where fire was lit which set fire to an adjoining hut and spread.

WRITTEN ANSWERS TO QUESTIONS

Supply of Crude Oil to Nunmati Refinery

*420. **Shri D. N. Tiwary:** Will the Minister of Mines and Fuel be pleased

to state:

(a) whether it is a fact that the crude oil supplied to Nunmati Refinery from Nahorkatiya oil fields is of lower quality;

(b) whether any complaint has been received from Nunmati authorities; and

(c) whether any step has been taken to improve the quality of the crude oil?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). Yes, Sir.

(c) Yes, Sir.

Total Prohibition in West Bengal

***426. Shri Vidya Charan Shukla:** Will the Minister of Home Affairs be pleased to state:

(a) whether Government's attention has been drawn to the statement of Bengal Excise Minister that in view of the experience of other States, introduction of total prohibition in West Bengal during the Third Plan period was unlikely; and

(b) how this statement reconciles with the earlier statement of the Minister of State on the floor of this House that total prohibition shall be enforced throughout the country by the end of the Third Plan period?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). I have seen a press report to this effect. The question of preparation of a phased programme for enforcing complete prohibition by the end of the Third Five Year Plan is under consideration of the Planning Commission and this Ministry.

Earnings of the Life Insurance Corporation

***427. Shri Morarka:** Will the Minister of Finance be pleased to state:

(a) the average interest return on the investments made by the Life Insurance Corporation in India;

(b) similar earnings by the Insurance Companies in other countries of the world;

(c) the reasons for the difference; and

(d) the steps taken to improve the position of the Life Insurance Corporation?

The Deputy Minister in the Ministry of Finance (Shri B. R. Bhagat): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

(a) The gross rate of interest realised on the mean Life Fund of the Life Insurance Corporation of India during the years 1958, 1959 and 1960 is given hereunder:

Year	Gross rate of Interest %
1958	4.52
1959	4.54
1960	4.58

(b) The following statement gives the net rate of interest earned in invested funds, before Federal Income Taxes, by U.S. Life Insurance Companies, and the gross yield earned on the Life Fund by 43 United Kingdom Companies.

Year	U.S.A.	U.K.
1958	3.85	5.83
1959	3.96	6.05
1960	4.11	6.33

(c) The reasons for the difference are as under:

(i) Varying pattern of interest rates in the different countries.

(ii) Varying degrees of control by Government on the investments of Insurance Companies, or complete absence of the same.

(d) The Corporation has all along been following the policy of so investing its funds as to secure the maximum possible yield consistent with security, within the framework laid down by the Insurance Act, 1938.

Meeting of Eastern Zonal Council

*434. **Shri Surendranath Dwivedy:** Will the Minister of Home Affairs be pleased to state:

(a) whether any dates for a meeting of the Eastern Zonal Council have been fixed; and

(b) whether the Council have received any request from the Government of Orissa for consideration of the question of Saraikela and Kharsawan in the next meeting of the Council?

The Minister of Home Affairs (Shri Lal Bahadur Shastri): (a) Not yet.

(b) No.

Bhilai Steel Plant

*435. { **Shri M. K. Kumaran:**
Shri Bhagwat Jha Azad:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that production in Bhilai Steel Plant is being held up due to non-availability of sufficient wagons to move out finished products; and

(b) if so, what steps Government have taken to remove this bottleneck?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). No, Sir. But during the first fortnight of April, 1962, the plant had to face certain difficulties on account of congestion in the stockyard. Both the Railways and the Steel Plant have taken steps to improve the situation by increasing the allotment of wagons, and their turn around.

Infiltration from East Pakistan

{ **Shri Maheswar Naik:**
*436. { **Shri Prakash Vir Shastri:**
 { **Shri R. S. Tiwary:**

Will the Minister of Home Affairs be pleased to state:

(a) whether a scheme has been under examination of the Union Government for effective protection of the Indian border areas against infiltration from East Pakistan;

(b) what are the measures contemplated under the new scheme;

(c) what additional cost is likely to be incurred thereunder; and

(d) how soon the proposal is expected to be put into effect?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) (d). A proposal was received from the Government of Assam for the sanction of some additional police staff to strengthen patrolling and vigilance on the Indo-Pakistan border against infiltration of Pakistani nationals from East Pakistan and to take effective action against those who after coming to Assam with valid travel documents do not leave the country on the expiry of their authorised period of residence. The proposal, which involves an expenditure of Rs. 6.85 lakhs (annual) and Rs. 2.92 lakhs (non-recurring), has since been approved.

Metal and Steel Factory, Ichapore

{ **Shri H. P. Chatterjee:**
*437. { **Shri Daji:**
 { **Shri S. M. Banerjee:**

Will the Minister of Defence be pleased to state:

(a) whether production in 1961 in Metal and Steel Factory, Ichapore has increased to a great extent;

(b) if so, to what extent; and

(c) how it compares with figures of 1960?

The Minister of State in the Ministry of Defence (Shri Raghuramiah):

(a) Yes, Sir.

(b) The value of output during 1960-61 has increased by 48 per cent as compared to 1957-58.

(c) The increase is by about 23 per cent as compared to 1959-60.

Well No. 1 At Rudrasagar, Assam

***438. Shri Hem Barua:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether the work over rig was made available for Well No. 1 at Rudrasagar, Assam in time; and

(b) if so, what is the latest position in relation to this Oil Well at present?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) There has been some delay in putting the work over rig in operation at Well No. 1.

(b) During production testing the interval from 3086 metres to 3101 metres initially indicated traces of oil, but had later started producing mainly water. The next higher interval from 3048 metres to 3053 metres is being tested at present.

Training of Engineers in Steel Processing

***439. Shri Mohammad Elias:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that Government have sought facilities from the French Government for training Indian engineers in steel processing;

(b) if so, what will be the method of selecting the trainees; and

(c) how many engineers will be going for training at a time?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) Yes, Sir.

(b) Suitable candidates are selected by Hindustan Steel Ltd. for training in different fields taking into consideration their qualifications and experience and requirements of the steel plants.

(c) Approximately 15 officers are expected to be sent for training.

Oil in Jammu & Kashmir

***440. Shri Inder J. Malhotra:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether any survey has been undertaken by Government to explore the possibilities of finding oil in certain areas of Jammu and Kashmir; and

(b) if so, the result thereof?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) Yes, Sir.

(b) Surface mapping surveys indicate the existence of an anticline in the foothills. Further geophysical investigations will have to be carried out before the oil and gas potential of this area can be tested by deep drilling.

Mining of Copper ore at Khetri

***441. { Shri Subodh Hansda:
Shri S. C. Samanta:**

Will the Minister of Mines and Fuel be pleased to state:

(a) whether the mining and concentration of Copper Ore at Khetri has started; and

(b) if so, the total quantity of ore mined?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) No, Sir. The mining and concentration of copper ore at Khetri are expected to commence in 1965.

(b) Does not arise.

Free and Compulsory Education

- *442. { Shri S. M. Banerjee:
 { Shri Subodh Hansda:
 { Shri S. C. Samanta:

Will the Minister of Education be pleased to state:

(a) what further progress has been made to have free and compulsory education to the children upto the age of 11 years; and

(b) number and names of the States where this has been implemented?

The Minister of Education (Dr. K. L. Shrimall): (a) and (b). A statement is laid on the Table of the House.

Statement

Primary Education in Classes I to V is already generally free in all parts of the country. Fees are charged only in a few private primary schools to which parents send their children voluntarily.

Laws regarding compulsory primary education exist in all States; but most of them were passed long ago and need revision.

In the States of Andhra Pradesh, Gujarat, Madhya Pradesh, Mysore and Punjab, new laws have recently been passed based broadly on the Delhi Primary Education Act, 1960.

In the States of Assam, Bihar, Jammu & Kashmir, Maharashtra, Orissa, Rajasthan and Uttar Pradesh, the question of enacting new laws is under the consideration of the State Governments.

In the States of Kerala, Madras and West Bengal the State Governments feel that no action is called for in this respect.

Children's Museum, New Delhi

*443. **Shri Raghunath Singh:** Will the Minister of Education be pleased to state whether the scheme to open a Children's museum in New Delhi has been finalised?

The Minister of Education (Dr. K. L. Shrimall): Yes, Sir.

Industrial Management Pool

*444. **Shri Vidya Charan Shukla:** Will the Minister of Home Affairs be pleased to state:

(a) the main reasons why 69 out of 212 candidates selected by U.P.S.C. have declined to join the Industrial Management Pool of the Government of India;

(b) whether it is a fact that 5 candidates selected by the Union Public Service Commission for this pool have yet to be given jobs; and

(c) what reasons have caused this delay in giving them appointments?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) The main reason why most of the 69 out of 212 candidates declined the offer of appointment to the Industrial Management Pool was because they were not prepared to accept the posts in the respective grades for which they were selected by the Union Public Service Commission or the initial pay offered to them. A few candidates rejected the offer for personal reasons.

(b) and (c) There are 2 candidates yet to be appointed to the Industrial Management Pool. The delay in offering them appointments is due to the fact that placements of these officers depend on demands from the undertakings. These undertakings are autonomous bodies, and according to para 10 of the Industrial Management Pool Scheme, it is not obligatory on them to accept a member of the Pool for every vacancy. Efforts are, however, being made to find suitable postings for these 2 candidates as early as possible.

Interest on Life Insurance Policies

*445. **Shri Morarka:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the interest earned by the policy holder

even under endowment assurance policies is only about 1 per cent in India as compared to 4 per cent in England and other countries;

(b) if so, the reasons for the same; and

(c) the steps proposed to be taken by the Life Insurance Corporation to improve the position?

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

(a) From the data available to it the Life Insurance Corporation does not think that such a factual conclusion is warranted.

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

Reorientation Course to Students going abroad

***446. Shri P. R. Chakravarti:** Will the Minister of Education be pleased to state:

(a) the conditions that the recipients of scholarships for studies abroad have to fulfil;

(b) whether there is any provision for giving them short-term reorientation course before they leave the country; and

(c) in case of failure to abide by the prescribed conditions, what penalties are imposed on these scholars?

The Minister of Education (Dr. K. L. Shrimall): (a) to (c). A statement is laid on the Table of the House. [See Appendix I, annexure No. 77].

रानीपुर (उत्तर प्रदेश) में भारी विद्युत उपकरण कारखाना

***४४७. श्री सरजू पाण्डेय :** क्या इस्पात और भारी उद्योग मंत्री २० नवम्बर, १९६१ के तारांकित प्रश्न संख्या २ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि सोवियत विशेषज्ञों की सहायता से जो भारी विद्युत उपकरण कारखाना रानीपुर (उत्तर प्रदेश) में स्थापित किया जाने वाला

था उसमें इस बीच क्या प्रगति हुई है ?

इस्पात और भारी उद्योग मंत्री (श्री बि० सुब्रमण्यम) : प्रायोजना के लिये अपेक्षित भूमि में से अधिकतम भूमि राज्य सरकार द्वारा सौंपी जा चुकी है। स्थल पर अस्थायी कार्यालयों तथा संग्रह-स्थान के निर्माण कार्य प्रगति में है और इनके शीघ्र ही पूरे हो जाने की आशा की जाती है। संयंत्र-स्थलों को समतल करने और संवारने, प्रशिक्षण स्कूल का निर्माण करने, सड़कें बनाने, संयान-पथिका तथा जलनिकास के काम हाथ में ले लिये गये हैं।

Correspondence Courses

***448. Shri Maheshwar Naik:** Will the Minister of Education be pleased to state:

(a) whether the proposal to introduce correspondence courses in the colleges and universities has now been implemented;

(b) if so, the number of colleges and universities which have adopted this method of teaching;

(c) whether Government are aware of the existence of bogus institutions offering correspondence courses of teaching and conferring bogus degrees and diplomas; and

(d) if so, what steps are being taken against such bogus institutions springing up in the country?

The Minister of Education (Dr. K. L. Shrimall): (a) and (b). A statement is laid on the Table of the Sabha.

STATEMENT

(a) and (b). Details of the Scheme for starting Correspondence Courses in selected Universities are being worked out by an Expert Committee under the Chairmanship of Dr. D. S. Kothari. In accordance with recommendation of this Committee, Delhi University proposes to start Corres-

pondence Courses from July, 1962. Apart from Delhi University, the Universities of Aligarh, Bhagalpur, Bihar, Gauhati, Gujarat, Ranchi, Vikram, Saugar, S.N.D.T. (Women's) and Jabalpur have expressed their willingness to start Correspondence Courses. At a meeting held on 29th January, 1962, the Expert Committee on Correspondence Courses and Evening Colleges recommended that Correspondence Courses should be started at Delhi University and the results watched. Other Universities that wish to start the Courses should, in the meanwhile, work out the details of their scheme, observing for a period of about six months the Delhi experiment in such courses.

(c) Yes, Sir.

(d) The Government has cautioned the public in press releases against such institutions.

Sub-Level Caving in Coal Mines

*449. **Shri Mohammad Elias:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether it is a fact that the National Coal Development Corporation has requested the French Government to help it in applying French methods of sub-level caving in coal mines; and

(b) if so, the details thereof?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) Yes.

(b) The details of the plan operations are that two high officials, one from the National Coal Development Corporation and one from the Inspectorate of Mines will visit France for about 3 to 4 weeks to study the safety problems of the "Sub-level caving" method followed by the deputation of four mining engineers of the National Coal Development Corporation to undertake detailed study of and training in the method of "Sub-level caving". This will be followed by a visit of a team of French Mining experts who will bring with them necessary equipment for demonstrating,

for a period of 6 to 8 months, in the National Coal Development Corporation's mines the "Sub-level caving" method.

अखिल भारतीय माध्यमिक शिक्षा बोर्ड

४४५०. श्री बिशनवास सेठ : क्या शिक्षा मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत सरकार ऐसा निश्चय करने जा रही है कि एक अखिल भारतीय माध्यमिक शिक्षा बोर्ड नियुक्त किया जाये जो सब राज्यों में सेकण्डरी शिक्षा सम्बन्धी निरीक्षण का कार्य सम्भाले;

(ख) इस बोर्ड से क्या लाभ होने की सम्भावना है ;

(ग) क्या इस सम्बन्ध में सभी राज्य सरकारों से परामर्श किया गया है और उनकी स्वीकृति प्राप्त हो गई है ;

(घ) इस बोर्ड के कृत्य क्या होंगे; और

(ङ) क्या इस बोर्ड के अन्तर्गत राज्य बोर्ड भी स्थापित किये जायेंगे ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली)

(क) जी, नहीं ।

(ख) से (ङ) प्रश्न नहीं उठता ।

Merit Scholarships in Residential Schools

638. **Shri Sezhiyan:** Will the Minister of Education be pleased to state the number of applications, the number of persons selected and the amount of scholarships given, under the Merit Scholarships' Scheme in residential Schools, for the past three years, year, year-wise and State-wise?

The Minister of Education (Dr. K. L. Shrimali): The information is given in the statement laid on the Table of the House. [See Appendix I, annexure No. 78].

Allotment of Funds for Welfare Schemes of Scheduled Castes and Scheduled Tribes

639. **Shri Siddiah:** Will the Minister of Home Affairs be pleased to state:

(a) whether the allotment of funds provided for the Welfare Schemes of the Scheduled Castes and Tribes in the Second Five Year Plan was fully utilised;

(b) if not, the amount spent under various schemes for Scheduled Castes and Tribes separately;

(c) the reasons for not spending the entire allotment; and

(d) the results achieved?

The Minister of State in the Ministry of Home Affairs (Shri Datar):

(a) No, Sir.

(b) and (d). The information is given in the statement [See Appendix I, annexure No. 79].

(c) A major portion of the unspent amount relates to the State Sector of the Plan and is due to non-availability of funds to the full extent of the plan outlays, because of lack of adequate resources with the State Governments. The short-falls may also be ascribed to certain administrative difficulties of the State Governments in the earlier years of the Second Plan.

“भारतीय कविता”

६४२. श्रीमती विनीमाता: क्या वैज्ञानिक अनुसंधान और सांस्कृतिक कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) साहित्य अकादमी के वार्षिक ग्रन्थ “भारतीय कविता” का प्रकाशन कितने वर्षों से रुका पड़ा है; और

(ख) क्या अकादमी इसे जल्दी प्रकाशित करने का कोई प्रयत्न कर रही है ?

वैज्ञानिक अनुसंधान और सांस्कृतिक कार्य मंत्री (श्री हुमायून कबिर) : (क) “भार-

तीय कविता” वार्षिक प्रकाशन नहीं है। पहला भाग १९५७ में निकाला गया था और उसमें वे कवितायें थीं जो मूलतः १९५३ में प्रकाशित की गई थीं ? १९५४-५५ के वर्षों की कवितायों वाला दूसरा भाग १९६१ में प्रकाशित किया गया। १९५६-५७ के वर्षों की कवितायों वाला तीसरा भाग प्रेस में है। १९५८-५९ और १९६०-६१ वाले भाग तैयार किये जा रहे हैं।

(ख) जी, हां।

Investigation into the Bomb Explosion in Delhi

643. { **Shri D. C. Sharma:**
Shri Bhakt Darshan:

Will the Minister of Home Affairs be pleased to state:

(a) the latest position with regard to the investigations in the explosion behind Harey Bharey Mazar, opposite Jama Masjid, Delhi on the 12th February, 1962; and

(b) the result thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The case is still under investigation.

Copper in Khasi Hills

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

Will the Minister of Mines and Fuel be pleased to state:

(a) whether it is a fact that copper has been discovered in the Khasi Hills of Assam;

(b) if so, the details thereof; and

(c) the time by which it will be exploited?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) Government have no information regarding any such discovery in the recent past.

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

Population of Scheduled Castes in States and Union Territories

645. Shri Siddiah: Will the Minister of Home Affairs be pleased to state the population of the Scheduled Castes in each of the States and Union Territories as ascertained by the Census of 1961?

The Minister of State in the Ministry of Home Affairs (Shri Datar): These figures are not yet available; they are expected to be published by the end of 1962.

Reservation of Posts for Scheduled Castes and Scheduled Tribes

**646. { Shri Siddiah:
Shri Ram Sevak Yadav:**

Will the Minister of Home Affairs be pleased to state:

(a) which are the States and Union Territories that have implemented the order reserving posts for Scheduled Castes and Scheduled Tribes in promotion; and

(b) whether a copy of the order is used by the State Governments and Union Territories in that behalf will be laid on the Table?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The orders of the Central Government regarding reservations in promotions are applicable to services under the Union Territories Administrations but not to the Services of the States, which are constitutionally competent to make their own orders. As far as known to the Central Government, the only State Governments which have made reservations in promotion are the Governments of Andhra Pradesh and Uttar Pradesh. A copy of the order of the Government of India applicable to the Services under the Union Territories Administrations is laid on the Table of the House. [See Appendix I, annexure No. 80].

Mixed Colonies in Mysore State

647. Shri Siddiah: Will the Minister of Home Affairs be pleased to state:

(a) how many mixed colonies have been started in Mysore State during the years 1960-61 and 1961-62; and

(b) the places in which they have been started?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The information has been called for from the Government of Mysore. A statement will be laid on the Table of the House soon after it is received.

Backward Class Students in Public Schools

648. Shri Siddiah: Will the Minister of Education be pleased to state:

(a) whether admission to the pupils of Scheduled Castes and Scheduled Tribes is secured in each of the Public Schools in the country;

(b) if so, the number of students admitted in each of the institutions in the years 1960-61 and 1961-62; and

(c) what are the educational facilities given to them by the State Governments and the Central Government during those years?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c). The Public Schools are private institutions and the Government of India have no administrative control over them. However, under the Government of India Scheme for the grant of merit scholarships, which are tenable at public schools, 8 scholarships were granted for Scheduled Castes and Scheduled Tribes students in 1960-61 and 4 in 1961-62.

Mahabharata in Persian

649. Shri Shree Narayan Das: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that a Persian translation of the epic Mahabharata done by Abul Faizi, a scholar

during the reign of Emperor Akbar, is in the possession of a Delhi jeweller;

(b) whether any steps have been taken by Government to acquire it; and

(c) if so, the result thereof?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) We have no information about any translation of the Mahabharata by any person called Abul Faizi. Abul Fazl, the Prime Minister of Akbar wrote an introduction to a translation of the Mahabharata undertaken at the request of the Emperor.

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

Regional Conference of Development Banks

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

(a) the important subjects discussed and considered and conclusions reached by the Regional Conference of Development Banks held recently in Bombay;

(b) whether Government were in any way associated with the Conference;

(c) if so, the manner of their association;

(d) whether the recommendations which concerned the Central Government have been considered; and

(e) if so, with what result?

The Minister of Finance (Shri Morarji Desai): (a) The Conference was convened by the Industrial Credit and Investment Corporation of India Limited, Bombay. Among the subjects discussed were the role of entrepreneurship in development, identifying industries for development, technical aspects of appraising projects for financial assistance, financial resources and equity: debt ratio for Development Banks, spread on interest rates charged and taxation problems etc. The Conference was held for an

interchange of views and experience between the different corporations represented and no specific conclusions were reached.

(b) and (c). A Government official was deputed to attend the Conference, mainly as an observer.

(d) and (e). No formal recommendations were made at the Conference.

Seizure of Contraband Gold

651. Shri Raghunath Singh: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that from the trunk of a passenger who arrived by sea, contraband gold worth Rs. 3 lakhs was seized by the Customs authority at the Bombay harbour on the 28th March, 1962; and

(b) if so, the details thereof?

The Minister of Finance (Shri Morarji Desai): (a) and (b). On 28th March, 1962, contraband gold worth approximately Rs. 3,54,000 was seized by the Customs authorities at Bombay from two passengers who arrived from Mombassa by the s.s. "STATE OF BOMBAY". The gold was concealed in the false bottoms of their trunks as well as on the person of one of them. The passengers held British Passports issued at Nairobi. They were produced before the Chief Presidency Magistrate who ordered them to be released on bail, pending filing of a prosecution complaint.

Arrest of Pakistani Constable at Haridaspore

652. Shri Raghunath Singh: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that a Pakistani armed constable belonging to East Pakistan Rifles was arrested at Haridaspore in 24 Parganas District on the 1st April, 1962; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). A police constable of Jessore District (East Pakistan) was arrested at Petrapole, Police Station Bongaon, District 24 Parganas, for staying illegally in India. The case is still under investigation.

पंजाब में कोयले की कमी

६५३ { श्री म० ला० द्विवेदी :
श्री स० चं० सामन्त :

क्या खान और ईंधन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सोनीपत के २०० कारखाने कोयले की कमी के कारण बन्द होने वाले थे ;

(ख) कोयले की कमी को दूर करने के लिये क्या किया गया है ताकि नगर के उद्योगों को हानि न हो; और

(ग) क्या यह सच है कि इस नगर के कारखानेदारोंको उन्हें उपलब्ध थोड़ी मुविधा में लाभ उठाने के लिये ३० मील से कोयला लाना पड़ता है ?

खान और ईंधन मंत्र. (श्री क० दे० मालवीय) : (क) और (ख) मौजूद महीनों के दौरान में सोनीपत में किसी भी फैक्टरी के लगभग बन्द होने की विशेष रिपोर्ट प्राप्त नहीं हुई थी। तो भी यह तथ्य है कि कभी कभी कोयले की सप्लाई उन क्षेत्रों की, जो कि उपरि-मुगलसराय दिशा (above Mugal sarai direction) में शामिल हैं, आवश्यकताओं से कम हो जाती है सोनीपत भी इस श्रेणी के अन्तर्गत है। किन्तु जब कभी कोयले की कमी के कारण बड़े उद्योगों (कारखानों) के लगभग बन्द होने की रिपोर्ट प्राप्त होती है तभी विशेष नियत (allotments) द्वारा और दूसरे उप-भोक्ताओं से कोयले को लेकर सप्लाई करने लिए तदर्थ (ad hoc) कदम उठाये जाते हैं। वर्तमान में सरकार द्वारा यह नया विचार

किया जा रहा है कि सामान्यतया कोयले की प्रेषण को बढ़ाने की पद्धति को विचार में रखा जाए।

(ग) बड़े उपभोक्ताओं को, जब तक उनकी अपनी रेलवे साइडिंग नहीं होती है ग्राम तौर पर रेलवे स्टेशन पर ही माल छड़वाना पड़ता है और उस बिन्दु (रेलवे स्टेशन) से फैक्टरी तक प्रेषण सड़क द्वारा किया जाता है। यह बात केवल सोनीपत के बारे में लागू नहीं होती है किन्तु सारे स्थानों के लिए, जहाँ पर रेल द्वारा प्रेषण किया जाता है, लागू होती है।

Central Loans to States

654. Shri Harish Chandra Mathur: Will the Minister of Finance be pleased to state:

(a) which of the State Governments have represented for a revision in the terms and conditions of Central loan to the State Governments; and

(b) what is the nature of State Governments submission and Central Government's reaction in the matter?

The Minister of Finance (Shri Morarji Desai): (a) No such representation has been received.

(b) Does not arise.

चुनावों में प्रयुक्त की जाने वाली स्याही

६५५ { श्री विभूति मिश्र :
श्री डा० ना० तिलारो :

क्या विधि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि निशान लगाने वाली स्याही जो चुनाव के सिलसिले में व्यवहार में लायी जाती है उसमें कुछ खामियां हैं;

(ख) यदि हां, तो क्या यह सच है कि कि चुनाव आयोग न इस मामले में वैज्ञानिक तथा औद्योगिक परिषद् से सहायता मांगी थी;

यदि हां, तो परिषद् ने क्या सहायता दी ?

बिधि मंत्रालय में उपमंत्री (श्री हजर-नरसिंह): (क) से (ग) ग्राम चुनावों के दौरान में मतदाताओं के सामने निशान लगाने के लिए इस्तेमाल होने वाली अनमिट स्याही की किस्म के बारे में निर्वाचन आयोग के पास शिकायतें पहुंची हैं, किन्तु तो भी आयोग के ध्यान में ऐसी एक घटना नहीं आई गई। जहां किसी मतदाता ने इस स्याही के निशान को मिटा कर दोबारा मतदान किया हो। आयोग ने वैज्ञानिक तथा औद्योगिक अनुसन्धान परिषद् को यह जानने के लिए एक पत्र लिखा था कि क्या परिषद् किसी ऐसी तरकीब का सुझाव दे सकती है जिससे खाल को क्षति पहुंचे बिना स्याही का धब्बा मिटाना असम्भव नहीं तो भी कठिन अवश्य हो जाए। परिषद् से इससे उत्तर की प्रतीक्षा की जा रही है।

Results of General Elections

656. **Shri S. M. Banerjee:** Will the Minister of Law be pleased to state:

(a) whether some of the candidates won in 1962 general elections as a result of recounting;

(b) if so, the number of such candidates; and

(c) number of votes gained as a result of recounting?

The Deputy Minister in the Ministry of Law (Shri Hajarnavis): (a) Yes.

(b) Three.

(c) In one case, the returned candidate secured a net gain of 35 valid votes on recount; in the second case, the returned candidate's valid votes were reduced by 135, and in third case, the returned candidate gained 34 votes at the recount.

It may be added that every one of these elections has been called in question by means of an election petition.

Scholarships to Backward Class Students in U.P.

657. **Shri S. M. Banerjee:** Will the Minister of Education be pleased to state:

(a) whether Government have sanctioned less amount in 1961-62 than in 1960-61 for the grant of scholarships to the Scheduled Caste and Scheduled Tribe students in U.P.;

(b) if so, the amount sanctioned in 1961-62; and

(c) the reasons for the reduction?

The Minister of Education (Dr. K. L. Shrivastava): (a) (i) Same amount was sanctioned for Scheduled Castes during 1961-62 as was given in 1960-61.

(ii) There are no Scheduled Tribes in U.P.

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

Violation of Foreign Exchange Regulations

658. **Shri S. M. Banerjee:** Will the Minister of Finance be pleased to state:

(a) whether prosecution proceedings have been completed against one of the industrialists of Jagadari for violation of foreign exchange regulations;

(b) whether this industrialist is connected with Indian Sugar Mills Association; and

(c) if so, the name of this person?

The Minister of Finance (Shri Morarji Desai): (a) to (c). Adjudication proceedings were held against Shri D. D. Puri, who is an industrialist of Jagadari, for violation of the provisions of Section 4(1) of the Foreign Exchange Regulation Act, 1947. The Director of Enforcement found him guilty and imposed a penalty of Rs. 1,500 on him.

Shri Puri is reported to be the President of the Indian Sugar Mills Association.

U.S. Loan to India

659. **Shri P. C. Borooah:**
Shri Prakash Vir Shastri:

Will the Minister of Finance be pleased to state:

(a) whether an agreement for a loan of Rs. 256.8 crores from the U.S.A. to India for her economic development was signed in March this year; and

(b) what are the main projects for which this amount is to be appropriated?

The Minister of Finance (Shri Morarji Desai): (a) Yes, Sir. The loan is being made available from the rupee sale proceeds of agricultural commodities supplied under the PL 480 agreement signed on 4th May, 1960.

(b) The projects, which will be financed out of the amount available under the loan, have yet to be formally agreed upon between the Government of India and the U.S. Government.

Aid received from World Veterans' Organisation

660. **Shri P. C. Borooah:** Will the Minister of Defence be pleased to state:

(a) the aid that has been received from the World Veterans Organisation during each year since its inception;

(b) how it has been utilised; and

(c) how much more aid is expected during the ensuing year?

The Minister of State in the Ministry of Defence (Shri Raghuramiah): (a) to (c). The Ministry of Defence have not received any aid from the World Veterans Federation (not Organisation). It has been ascertained, however, that the Federation provided the services of one Physiotherapist from the 25th September 1955, to 18th November 1956, and of another one from 19th January, 1957 to 31st October, 1959, to the All India Institute

of Physical Medicine and Rehabilitation, Bombay. This Institute was then a joint venture of the United Nations and Allied Agencies, the Government of India in the Ministry of Health and the then Government of Bombay. Bombay Municipal Corporation and the Society for the Rehabilitation of Crippled Children, but has now been taken over by the Government of India, Ministry of Health as their subordinate office.

The All India Gorkha Ex-Servicemen's Welfare Association which is a member of the Federation is trying to get some financial aid for the Poultry Farming Scheme which they propose to start in Dehra Dun for the benefit of Gorkha Ex-Servicemen.

University at Kanpur

661. **Shri S. M. Banerjee:** Will the Minister of Education be pleased to state:

(a) whether Government have agreed to give financial assistance to the U.P. Government for having a residential University in Kanpur;

(b) if so, the amount sanctioned or promised; and

(c) whether more Universities are to be established in U.P.?

The Minister of Education (Dr. K. L. Shrimall): (a) No, Sir.

(b) Does not arise.

(c) There is a proposal to this effect.

Demands of All India Insurance Employees Association

662. **Shri S. M. Banerjee:**
Shri K. N. Pande:

Will the Minister of Finance be pleased to state:

(a) whether Life Insurance Corporation has discussed the charter of demand put forward by the All India Insurance Employees Association; and

(b) if so, the reaction of the L.I.C.?

The Minister of Finance (Shri Morarji Desai): (a) and (b). Discussions on the charters of demands put forward by the All India Insurance Employees' Association and the All India Life Insurance Employees' Association are proceeding between the Corporation and these two Associations jointly.

Accounts in Foreign Banks

663. { **Shri S. M. Banerjee:**
Shri Ram Sewak Yadav:

Will the Minister of Finance be pleased to state:

(a) whether some of the persons have already declared their foreign currency accounts in pursuance of the notification issued by Government of India;

(b) if so, the number of such persons; and

(c) total amount revealed in Dollars and Sterling areas?

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

(b) 950 accounts have been declared to the Reserve Bank of India by the prescribed date i.e., 12th November, 1961.

(c) The total amount held in these accounts is of the order of Rs. 330 lakhs out of which Rs. 161 lakhs is in Sterling, Rs. 67 lakhs in Dollars and the balance of Rs. 102 lakhs in other currencies.

Nationalisation of Private Forests in Kerala State

644. { **Shri Warior:**
Shri Vasudevan Nair:

Will the Minister of Home Affairs be pleased to state:

(a) whether Government have received the draft of the Bill with the object of nationalising private forests in Kerala State; and

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

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Government have received the Kerala Private Forests (Acquisition) Bill.

(b) The matter is under correspondence with the State Government.

Damage to Crops

665. { **Shri Warior:**
Shri Vasudevan Nair:

Will the Minister of Finance be pleased to refer to the reply given to Unstarred Question No. 2320 on the 24th August, 1961 and state:

(a) whether any financial aid had been sought for by the State Government to compensate the losses sustained by cultivators due to damage to their crop on account of floods; and

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

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

(b) Does not arise.

हिमाचल प्रदेश प्रशासन

६६६ { **श्री म० ला० द्विवेदी:**
श्री स० चं० सामन्त:

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि हिमाचल प्रदेश प्रशासन में हिन्दी का कार्य करने वाले कितने अधिकारी, सहायक, प्रासूलिपि-टीपक अथवा लिपिक हैं और अंग्रेजी के कितने ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री बातार) : हिन्दी और अंग्रेजी में काम करने के लिए अलग अलग अधिकारी, सहायक इत्यादि नहीं रखे गये हैं। एक ही आदमी अंग्रेजी के अलावा हिन्दी में भी आवश्यकता अनुसार काम करता है।

मणीपुर प्रशासन के प्रकाशन

६६७ { **श्री म० ला० द्विवेदी**
श्री स० चं० सामन्त

क्या गृह-कार्य मंत्री यह बताने की कृपा

करेंगे कि :

(क) मणिपुर प्रशासन द्वारा इस समय अंग्रेजी में कितने प्रकाशन निकाले जाते हैं और उनमें से कितने हिन्दी में निकाले जाते हैं ; और

(ख) जो प्रकाशन अभी हिन्दी में नहीं निकाले जा रहे हैं सरकार उन्हें हिन्दी में छापने के लिये क्या कदम उठा रही है ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री दातार) : (क) और (ख). सूचना इकट्ठी की जा रही है और यथा समय सभा पटल पर रख दी जाएगी ।

Mazagon Docks Ltd.

668. Shri Raghunath Singh: Will the Minister of Defence be pleased to state:

(a) whether the plan of the ship ordered to be constructed at Mazagon Dock Ltd. at Bombay for Andaman Service has been examined by experts to avoid complications which occurred with the ship built by Hindustan Shipyard for Andaman service; and

(b) if so, the result thereof?

The Minister of State in the Ministry of Defence (Shri Raghuramaiah):

(a) Yes, Sir. The hull design of the ship, stability and hydrostatic particulars have been prepared with the assistance of a reputable foreign firm of consultants and the model design of the ship has been tested in a Model Basin in the Continent. Also the flooding and sub-division calculations have been approved by the Mercantile Marine Dept. of the Government of India.

(b) The construction of the ship is according to the design finalised as described above, with the advice of experts.

Fertilizer Plant in Madhya Pradesh

669 { Shri Birendra Bahadur Singh:
Shrimati Maimoona Sultan:

Will the Minister of Steel and Heavy Industries be pleased to state:

382 (Ai) L.S.D.—3.

(a) whether a final decision has been taken for the establishment of a fertiliser plant in Madhya Pradesh in the private sector with foreign collaboration;

(b) what are the details of the foreign collaborators' terms with the private firm; and

(c) whether Government set any target date for the setting up of the plant?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam):

(a) and (b). The party who had been granted a licence for setting up a fertilizer factory in Madhya Pradesh has just informed the Government that they are unable to proceed with the scheme as they have not succeeded in securing a suitable foreign collaborator.

(c) The expectation was that the factory would be set up before the end of the Third Plan period.

पवन शक्ति विभाग

६७०. श्री भक्त दर्शन श्या वंजानिक अनुसंधान और सांस्कृतिक कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पवन शक्ति का अध्ययन करने और उसका उपयोग करने के उद्देश्य से कुछ पहिले एक विशेष डिवाजन खोला गया था ;

(ख) यदि हां, तो उस डिवाजन ने अपने कार्य में अब तक क्या प्रगति की है ; और

(ग) उस डिवाजन द्वारा उत्तर प्रदेश के पर्वतीय क्षेत्रों विशेषकर गढ़वाल जिले में पवन शक्ति का उपयोग करने के लिये कौन-कौन से विशेष कदम उठाये जा रहे हैं ?

वंजानिक अनुसंधान और सांस्कृतिक कार्य मंत्री (श्री हुमायून कबीर) : (क) और (ख). माननीय सदस्य का ध्यान २६ मार्च, १९२६

के तारांकित प्रश्न संख्या २६८ के उत्तर की ओर दिलाया जाता है।

(ग) गढ़वाल जिले में सर्वे का काम जल्दी ही शुरू किया जायगा जिससे उस क्षेत्र में पवनशक्ति की संभावनाओं का अंदाज लगाया जा सके।

Bharatiya Gyanpeeth Seminar

671. { Shri Bhagwat Jha Azad:
Shri Raghunath Singh:

Will the Minister of Education be pleased to state:

(a) whether the Government's attention has been drawn to a seminar organised by Bharatiya Gyanpeeth in New Delhi;

(b) whether the decisions arrived at the seminar have reached the Government; and

(c) whether any assistance or help has been asked for from Government to implement the decisions?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). Government has seen press reports on the seminar.

(c) No, Sir.

Failures of Indian Cricket Team in West Indies

672. **Shri D. C. Sharma:** Will the Minister of Education be pleased to state:

(a) whether it is a fact that the Indian Cricket Team which visited West Indies recently failed in all the Test Matches; and

(b) if so, the steps proposed to be taken to better the standard of the game in the country?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) The Board of Control for Cricket in India is the body mainly responsible for promotion and development of Cricket in the country. The Government is always willing to assist

the Board in every feasible manner in its endeavours to raise the standard of cricket. The Government of India have already established in Patiala a National Institute of Sports where training in coaching technique in various sports including cricket is being imparted. The Institute also makes available the services of experienced coaches for training players.

Survey of Mineral Resources of Mysore

673. **Shri Basappa:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether any geological survey of Mineral resources was carried out in Mysore during the Second Five Year Plan period; and

(b) if so, the area where such survey was carried out?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) Yes, Sir—by the Geological Survey of India.

(b) Systematic mapping on 1:63,360 scale and preliminary mineral assessment of an area of 7439 s. kms. was carried out in parts of Chitaldrug, Dharwar, Hassan Mandya, Mysore, North Kanara, Shimoga and Raichur district

Large scale mapping of an area of 276 square kms. and mineral investigations were carried out in the mineralised areas of Kolar, Mysore, Hassan, Chitaldrug and Dharwar districts.

The details of the investigations carried out by the Geological Survey of India during the Second Five Year Plan period are laid on the Table of the House. [See Appendix I, annexure No. 81].

Hindustan Machine Tools Ltd., Bangalore

{ Shri Basappa:
674. { Shri Subodh Hansda:
{ Shri S. C. Samanta:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether the Hindustan Machine Tools Ltd., Bangalore is starting more

new projects in different parts of India; and

(b) if so, how many and where?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). Hindustan Machine Tools Ltd., Bangalore proposes to set up two new machine tool plants in the public sector during the course of the Third Five Year Plan. One of these will be located in Pinjore in the Punjab. Orders for plant and equipment have been placed. Proposals for the second

बुनियादी शिक्षा

६७५. श्री बाल्मीकी : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बुनियादी शिक्षा की प्रगति मन्दगति से चल रही है ;

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

(ग) स्थिति में सुधार के लिये क्या कार्यवाही की गई है अथवा करने का विचार है ?

शिक्षा मंत्री (डा० का० ला० श्रीमान्) :

(क) जी, हां :

(ख) कारण निम्नलिखित हैं :—

(i) निधि की कमी, और

(ii) प्रशिक्षित व्यक्तियों की कमी ।

(ग) सरकार ने निश्चय किया है कि तीसरी पंचवर्षीय आयोजना के अन्त तक देश के सभी प्राथमिक स्कूलों को बुनियादी पद्धति की ओर अनुस्थापित कर दिया जाएगा ।

इस विषय में की गई प्रगति का समय-समय पर पुनर्विलोकन करने और नीतियां अपनाने के संबंध में सरकार को सलाह देने के लिए बुनियादी शिक्षा के एक राष्ट्रीय बोर्ड की भी स्थापना की गई है ।

ग्रामीण क्षेत्रों में हायर सेकेंडरी शिक्षा

६७६. श्री बाल्मीकी : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले १० वर्षों में (अप्रैल, १९६२ तक) ग्रामीण क्षेत्रों में राज्यवार हायर सेकेंडरी शिक्षा की प्रगति ; और

(ख) सबसे अधिक उन्नति किस राज्य में हुई ?

शिक्षा मंत्री (डा० का० ला० श्रीमान्) :

(क) और (ख). राज्यों और संघीय क्षेत्रों में सूचना मांगी गई है और यथा समय एक विवरण सभा-पटल पर रख दिया जाएगा ।

दिल्ली में हत्याएँ

६७७. श्री बाल्मीकी : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली प्रशासन के क्षेत्र में अप्रैल, १९५९ से १९६२ तक कितनी हत्याएँ हुई ;

(ख) सब से अधिक हत्याएँ किस भाग में हुई ; और

(ग) ये हत्याएँ किन कारणों से हुई ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री बातर) : (क) १८५ (१-४-५९ से १५-४-६२ तक)

(ख) सब्जीमंडी

(ग) (i) पिछली दुश्मनी ४२

(ii) मुजरिमों द्वारा चोरी करते समय की गई

हत्याएं १०

(iii) रुपये पैसे पर झगड़े १६

(iv) औरतों के मामले ३२

(v) बच्चों के झगड़े १

(vi) मालिक मकान और किरायेदार के झगड़े ४

(vii) अकस्मात झगड़ा १४

(viii) घरेलू झगड़े १७

(ix) विविध कारण अज्ञात ४९

आई० एस० ए० और आई० पी० एस०
परीक्षाओं में हिन्दी में उतार देने की
छूट

६७८. श्री प्रकाशवीर शारदा : क्या
गृह कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) आई०एस० और आई० पी०
एस० की परीक्षाओं के माध्यम के संबंध में जो
हिन्दी को मान्यता दी गई थी क्या वह लागू
हो गई है ; और

(ख) यदि नहीं, तो इस के क्या कारण
हैं और कब से वह लागू होगी ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री
बातार) : (क) तथा (ख). राष्ट्रपति के
तारीख २७ अप्रैल, १९६० के
आदेश में यह कहा गया है कि कुछ समय के
बाद हिन्दी को वैकल्पिक माध्यम बनाया जाये
सरकार इस मामले पर विचार कर रही है ।
और यथा समय यह घोषित कर दिया जायेगा
कि किस तारीख से हिन्दी को वैकल्पिक माध्यम
बनाया जाये ।

Coal Quota to Sugar Industry

{ Shri P. C. Borooah:
679. } Shri Bhagwat Jha Azad:
 { Shri Bishwanath Roy:
 { Shri A. K. Gopalan:

Will the Minister of Mines and Fuel
be pleased to state:

(a) whether Government have re-
ceived a memorandum from Indian
Sugar Mills Association expressing
concern over the cut imposed on the
quota of coal and coke for sugar in-
dustry for 1962-63;

(b) if so, what are the main points
made therein; and

(c) what is the Government's deci-
sion thereon?

The Minister of Mines and Fuel
(Shri K. D. Malaviya): (a) and (b).
Yes, the Indian Sugar Mills Associa-
tion have represented to the Govern-
ment against the cut in the quota of
coal and non-allocation of bye-product
hard coke to sugar industry.

(c) The movement quota for sugar
industry has been reduced from West
Bengal/Bihar and outlying coalfields,
but additional coal for this industry
would be supplied from the Assam
coalfields to the sugar mills which
are situated in U.P. and Bihar and
are served by metre gauge. The
figures of revised quota are exclusive
of the supplies which would be given
from Assam coalfields by metre gauge.
The sugar mills in Bihar can also draw
coal by road. Thus taking into ac-
count movement by rail, (including
that from Assam) and provided move-
ment by road is resorted to, the total
supplies are expected to be not less
than what they were last year.

The supply of bye-product hard coke
has been restricted to essential con-
sumers who cannot do without it. The
sugar mills have instead been given
bee-hive hard coke.

Delhi Police

680. Shri Birendra Bahadur Singh:
Will the Minister of Home Affairs
be pleased to state:

(a) whether it is a fact that the
Central Government propose to raise
the status of Delhi Police;

(b) if so, what are the changes con-
templated; and

(c) how far these changes will
make the Delhi Police more efficient
and at par with the Police of Bom-
bay, Calcutta etc?

The Minister of State in the Minis-
try of Home Affairs (Shri Datar): (a)
to (c). The matter is expected to re-
ceive consideration in due course.

दिल्ली में नये हायर सेकेंडरी
स्कूल खोलना

६८१. श्री नवल प्रभाकर : क्या शिक्षा
मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में कितने नये उच्चतर
माध्यमिक स्कूल नये सेशन में खोले जायेंगे;
और

(ख) ये कहाँ-कहाँ खोले जायेंगे ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली):

(क) १६ ।

(ख) लड़कों के लड़कियों के

१. जामा मसजिद	—	१
२. मुनीरका	१	१
३. सरोजिनी नगर	१	१
४. श्रीनिवासपुरी	—	१
५. कीर्ति नगर	—	१
६. माडल बस्ती	—	१
७. पुल बंगश	—	१
८. सब्जीमण्डी (किदार बिल्डिंग)	—	१
९. निकलसन रोड	—	१
१०. मोती नगर	१	—
११. तिलक नगर	१	—
१२. करमपुरा	१	—
१३. रूप नगर	१	—
१४. झील कुरंजा	सह शिक्षा	

पलाई बैंक का परिसमापन

६८२. श्री प० ला० बारूपाल :
क्या वित्त मंत्री यह बताने की कृपा करेंगे कि ।

(क) पलाई बैंक के फेल हो जाने पर सरकार ने भारत में बैंकिंग प्रणाली को मजबूत बनाने के लिये क्या कदम उठाया है ;

(ख) क्या भारत में सब व्यापारी बैंकों की ब्याज की दर एक है; और

(ग) देश में बैंकों के राष्ट्रीयकरण की क्या कोई योजना है ?

वित्त मंत्री (श्री मोरारजी देसाई) :

(क) केन्द्रीय सरकार और रिजर्व बैंक ने,

बैंकिंग समवाय अधिनियम, (बैंकिंग कम्पनीज ऐक्ट) के अनुसार, आवश्यक होने पर, बैंकों की कर्ज चुकाने की मीयाद बढ़ाने और अनिवार्य रूप से उन्हें नये सिरे से संगठित करने और दूसरे बैंकों में मिला देने के आदेश जारी करने के अधिकार प्राप्त कर लिये हैं। अब तक ३० बैंक दूसरे बैंकों में मिला दिये गये हैं। जमाकर्ताओं के हितों की रक्षा करने के लिये जमा बीमा निगम (डिपॉजिट इश्योरेस कारपोरेशन) की स्थापना की गई है।

(ख) जमा रकमों और पेशगियों के ब्याज की दरें समान नहीं होतीं; उन्हें अलग-अलग बैंक अपने-अपने हिसाब से निर्धारित करते हैं। फिर भी, रिजर्व बैंक ने अनुसूचित बैंकों की, कर्ज देने की कम से कम दर ५ प्रतिशत निश्चित कर दी है।

(ग) नहीं।

Oil Royalty

683. Shri A. S. Saigal: Will the Minister of Mines and Fuel be pleased to state:

(a) whether it is a fact that question of paying oil royalty to the State Governments has not been finalised so far;

(b) if so, what is the delay in its finalisation;

(c) whether the reduction in well head price of crude oil will drastically result in paying royalty; and

(d) how much royalty is estimated to be paid to the Assam State Government?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) No Sir; royalty is payable to State Governments in accordance with the Petroleum and Natural Gas Rules, 1959 or the Petroleum Concession Rules, 1949.

(b) Does not arise.

(c) The rate of royalty being a fixed percentage of the well head value, any reduction in the latter will affect the quantum of royalty.

(d) Royalty is payable to Assam Government at 5 per cent of the well head value of crude oil produced by the Assam Oil Company and 10 per cent of the well head value of crude oil produced by the Oil India Ltd. The actual amount of royalty would depend upon the quantities of oil produced by the two companies.

Ph. D. to Service Candidates

684. Shri A. S. Saigal: Will the Minister of Education be pleased to state:

(a) whether it is a fact that no University allows candidates who are in service to do Ph. D. as a private candidate;

(b) if so, such students who worked in that particular research subject to be taken in the field in their service are also obstructed from getting this advance study and knowledge; and

(c) what action Government are taking to provide this facility to such service employees who are desirous of taking Ph. D. in the particular subject in which they work in field?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). Information is being collected and will be laid on the Table of the House.

(c) None, Sir.

Coal Production

685. Shri Morarka: Will the Minister of Mines and Fuel be pleased to state:

(a) the production of coal in collieries under National Coal Development Corporation during the year 1961, month-wise;

(b) the despatches during the above months; and

(c) stocks at the pit heads at the end of each month?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) to (c). A statement giving the required information is laid on the table of the House. [See Appendix I, annexure No. 82].

Ecafe Report for 1961

686. Shri Morarka: Will the Minister of Finance be pleased to state:

(a) whether the attention of Government has been drawn to the observation in the recent ECAFE Report for 1961 that the "Saving facilities, moreover, while expanding, are inadequate and rewards unattractive"; and

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

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

(b) While Government do not agree with the view expressed in the ECAFE Report, the question of encouraging savings is continuously under review and measures are taken from time to time to improve existing facilities for saving. Attention is invited in this connection to paragraphs 14 and 32 of the Budget Speech of April 23, 1962.

Territorial Army

687. Shri Daji: Will the Minister of Defence be pleased to state:

(a) how many units of the Territorial Army have been raised in the country; and

(b) how many of these have been raised from the State of Madhya Pradesh?

The Minister of State in the Ministry of Defence (Shri Raghuramiah):

(a) It is not in the public interest to give this information on the floor of the House.

(b) The Territorial Army consists of two types of units, the Provincial and the Urban.

2. For purposes of recruitment to Provincial units, the country has been divided into various zones and resi-

dents of each zone are eligible for enrolment into the units allotted to their respective zones.

The number of Provincial units in the zone in which the State of Madhya Pradesh is included works out to 23.5 per cent of the total number of Provincial units in India.

3. Recruitment to Urban units is restricted to the towns where such units are located.

4. Number of Urban units in Madhya Pradesh is 1.2 per cent of the total number of Urban units in the country. This is principally because urban units are largely concentrated in bigger towns or where the type of personnel required are readily available. Over 60 per cent of the Urban units are in only six towns.

Applications under Article 72 of the Constitution

688. **Shri Shree Narayan Das:** Will the Minister of **Home Affairs** be pleased to state:

(a) the number of applications received, considered and finally disposed of under clauses (b) and (c) separately of article 72 of the Constitution of India during 1961 and 1962 so far;

(b) the number of cases in which pardons, reprieves, respites or remission of punishments were granted or the sentences were suspended, remitted or commuted of persons convicted of different offences during the same period; and

(c) the number of cases still under consideration?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). A statement giving the required information is placed on the table of the House. [See Appendix I, annexure No. 83].

Shortage of Coal in Punjab

689. **Shri Bagri:** Will the Minister of **Mines and Fuel** be pleased to state:

(a) how much coal was supplied to the State of Punjab in the last three years;

(b) whether it is a fact that there is acute shortage of coal in Punjab; and

(c) if so, when Government propose to remove the coal shortage?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) The figures of actual supply of coal to the Punjab during the last three years are given below:

Year	Despatches (in wagons)
1959	65,503
1960	53,101
1961	60,784

(b) There have been reports of occasional shortages at some centres in the Punjab due to difficulties of movement.

(c) Government have already taken certain steps such as increasing the block rakes and in BOX type wagons, creation of coal dumps at suitable consuming Centres, etc., to improve supplies of coal and coke to all the States, including Punjab.

Further, Government is giving fresh thought to all questions concerning increased production of coal and ensuring greater satisfaction to consumers by increasing the movement by various means. Supplies to Punjab and other States are being kept in view in examining these question.

Local Purchase by Workshops

690. **Shri S. M. Banerjee:** Will the Minister of **Defence** be pleased to state:

(a) the amount spent for the local purchase of stores in the following workshops for the year 1961-62;

(i) 505 Army Base Workshop, Delhi Cantt.;

- (ii) 510 Army Base Workshop, Meerut;
- (iii) 509 Army Base Workshop, Agra;
- (iv) 507 Army Base Workshop, Kankinara;
- (v) 515 Army Base Workshop, Bangalore;
- (vi) 512 Army Base Workshop, Kirkee;
- (vii) 508 Army Base Workshop, Allahabad; and

(b) what steps the Ministry of Defence have taken to cut down the local purchase of stores for the Defence requirements?

The Minister of State in the Ministry of Defence (Shri Raghuramaiah):

(a) The total amount of local purchase of stores in the Army Base Workshops at Delhi Cantt. Meerut, Agra, Kankinara, Bangalore, Kirkee and Allahabad for the year 1961-62 is Rs. 56 lakhs approximately.

(b) Most of these local purchases pertain to spares for vehicles and other equipments. Local purchase is resorted to when the spares are not readily available in stock in order to avoid hold-ups in the Repair Programme. Such purchases are restricted to actual requirements and cannot be avoided.

Mid-day Meals to Students

691. Shri P. R. Chakraverti: Will the Minister of Education be pleased to state:

(a) whether some States have made arrangements for the supply of mid-day meals to primary school students;

(b) if so, the incidental cost that is on the average incurred per head per month and measures adopted for raising the wherewithal;

(c) what is the extent of the improvements brought about both in the mind and physique of the students enjoying these benefits; and

(d) whether Government have already suggested to the other States to emulate this healthy example?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) The cost of the mid-day meal is about 10-12 naye paise per child per day. At present the cost is met by mobilising contributions from the local community, and the funds provided by the State Government, supplemented by assistance where available from outside agencies.

(c) No detailed studies have yet been made; but it is obvious that a programme of mid-day meals will have a healthy effect on the mind and body of the students.

(d) Efforts are being made to expand this programme in all parts of the country.

Labour and Social Welfare Camps

692. Shri P. R. Chakraverti: Will the Minister of Education be pleased to state:

(a) the arrangements that have been made in organising labour and social service camps for under-Graduate students of universities;

(b) what has been the response so far received from teachers and students; and

(c) whether such voluntary participation rather than the introduction of any form of compulsion will be effective?

The Minister of Education (Dr. K. L. Shrimali): (a) No special arrangements have been made for organising Labour and Social Service Camps for under-Graduate students, though whenever such camps are organised under the scheme of the Ministry of Education, under-Graduate students are free to join them.

(b) Does not arise, as no special camps are organised for under-Graduate students and teachers.

(c) Does not arise.

National Discipline Scheme in Delhi

693. Shri Bishwanath Roy: Will the Minister of Education be pleased to state:

(a) whether the National Discipline Scheme has been started in the Higher Secondary Schools at Delhi or New Delhi; and

(b) if so, whether any work of physical labour has been prescribed as compulsory for the school students?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) No, Sir.

Law and Order Situation in Hill Areas of Manipur

694. Shri Rishang Keishing: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the law and order situation in the hill areas of Manipur specially Ukhrul and Tamenglong sub-divisions has deteriorated much after the last General Election; and

(b) if so, the security measures Government have taken there?

The Minister of State in the Ministry of Home Affairs (Shri Datar):

(a) No. There was some increase in Naga hostile activity just before the recent General Elections. The law and order situation in these areas has shown marked improvement since then.

(b) The orders under Section 3 of the Armed Forces (Assam and Manipur) Special Powers Act, 1958, declaring Ukhrul, Tamenglong and Mao Maram sub-divisions as disturbed areas have been extended up till the end of May 1962 as a precautionary measure. The West Bengal Security Act, 1950, has also been extended up till the end of May 1962 as a precautionary measure. The West Bengal Security Act, 1950, has also been extended to Manipur, to enable

the Administration to take effective measures against the activity of Naga hostiles. Security forces are carrying out intensive patrolling.

Repeal of Hill Village Authority Act

695. Shri Rishang Keishing: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the tribal people of Manipur have represented to the local Government as well as the Government of India for repeal of the Hill Village Authority Act;

(b) if so, whether any step has been taken to that end; and

(c) if not, whether any other step has been taken?

The Minister of State in the Ministry of Home Affairs (Shri Datar):

(a) Yes.

(b) and (c). The matter is under consideration.

The Winter and the Hill Allowances to Manipur Schools

696. Shri Rishang Keishing: Will the Minister of Education be pleased to state:

(a) whether it is a fact that Manipur Administration accepted to grant the Winter and the Hill allowance to all schools in the tribal areas of Manipur which are receiving grants in the 90 per cent deficit grant system;

(b) whether it is also a fact that the Manipur Territorial Council, as directed by the Manipur Administration, submitted the estimated amount of the allowances for the year 1961-62;

(c) if so, why the schools have not been paid the allowances up till now; and

(d) whether payment of the allowances will be expedited in view of the critical financial position of the schools?

The Minister of Education (Dr. K. L. Shrimali): (a) to (d) The information is being collected from the Manipur Administration and will be laid on the Table of the Lok Sabha in due course.

Elementary School Teachers

697. Shri Yallamanda Reddy: Will the Minister of Education be pleased to state:

(a) whether it is a fact that all India Primary Teachers' Federation has made representation to Government requesting to enfranchise elementary school teachers in the elections to the legislative councils from the teachers constituency; and

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

The Minister of Education (Dr. K. L. Shrimali): (a) Yes Sir.

(b). The Government of India do not consider the suggestion feasible.

Grants Commission for Secondary Education

698. Shri Yallamanda Reddy: Will the Minister of Education be pleased to state:

(a) whether the All India Federation of Educational Associations has recently requested Government to constitute a Grants Commission for Secondary Education; and

(b) if so, the action taken in this regard?

The Minister of Education (Dr. K. L. Shrimali): (a). No. Sir, but this point was raised in the Memorandum of the All India Secondary Teachers' Federation.

(b) The suggestion is not considered feasible.

Election Expenditure in Punjab

699. Shri D. C. Sharma: Will the Minister of Law be pleased to state:

(a) the amount of money that has been spent to conduct the Lok Sabha

elections in Punjab held in February, 1962;

(b) whether the entire amount was borne by the State Government; and

(c) if not, what was the amount contributed by the Central Government?

The Deputy Minister in the Ministry of Law (Shri Hajarnavis): (a) As the General Elections have just concluded, it will take some time for the Government of Punjab to collect and compile the figures of expenditure incurred on the conduct of Lok Sabha elections in Punjab held in February, 1962, from the various district authorities concerned.

(b) and (c). The entire amounts is to be borne initially by the State Government. The Central Government's share, i.e. 50 per cent, will be reimbursed to them in due course.

Post Matric Scholarships to Backward Class Students

700. Shri Jena: Will the Minister of Education be pleased to state:

(a) whether the quantum of Post Matric Scholarships paid to Backward Class students belonging to the same standard in different States is the same as previously when the scholarships were awarded by the Central Government; and

(b) if not, the States awarding minimum and maximum of such stipends to students studying in the same standard?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) Does not arise.

Fourth Steel Plant

**701. { Shri Warrior:
Shri Vasudevan Nair:
Shri M. K. Kumaran:**

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether the recent increase in the price of steel in the United States will adversely affect our import of that material from America;

(b) whether the cost of the fourth Steel Plant at Bokaro will go up as a result of the above; and

(c) the extent to which the difference in prices will work out in terms of our imports for the Third Five Year Plan?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) to (c). Increase in price announced by the U.S. Steel Mills has been rescinded and therefore the issue raised does not arise.

Income of Canteen Stores Deptt. (India)

702. Shri U. M. Trivedi: Will the Minister of Defence be pleased to state:

(a) the net income of the Canteen Stores Department (India) during the years 1950 to 1960;

(b) what income tax has been paid by the Canteen Stores Department (India) from 1950 upto 1960;

(c) whether Government have formulated any scheme to run this essential service efficiently and economically; and

(d) if so, the details thereof?

The Minister of State in the Ministry of Defence (Shri Raghuramaiah):

(a) The net income of the Canteen Stores Department (India) for the years 1950—60 is as given below:—

	Rs.	As.	Ps.
1950-51 .	19,42,180	4	9
1951-52 .	23,14,776	1	0
1952-53 .	21,39,666	0	0
1953-54 .	19,52,837	0	0
1954-55 .	19,63,073	0	0
1955-56 .	14,58,442	0	0
1956-57 .	16,72,433	0	0
1957-58 .	18,01,840	0	0
1958-59 .	22,47,822	0	0

1959-60 . 26,39,318 0 0
1960-61 . 37,09,753 0 0

(b) Canteen Stores Department (India) is not liable to pay income tax.

(c) and (d). Canteen Stores Department (India) is being run as efficiently and economically as possible under the overall supervision of a Board of Control with high ranking representatives of the Ministries of Defence and Finance (Defence) and Services Headquarters as its Members.

Survey of Indian Projects

703. Shri S. M. Banerjee: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the total number of projects with their names in which Survey of India is allotted the survey work during the Third Five Year Plan;

(b) the amount sanctioned for such survey works; and

(c) the amount spent so far?

The Deputy Minister in the Ministry of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) A list of projects for which Surveys have been taken up during 1961-62 is laid on the Table. [See Appendix I, annexure No. 48]. Details of projects surveys to be undertaken during the remaining period of the Third Plan are yet to be finalised by indenting agencies.

(b) The expenditure on project surveys is met from within the normal budget of the Department and separate allocations are not sanctioned.

(c) Rs. 27.58 lakhs during 1961-62.

Compensation for Acquired Land in Deosole

704. Shri Maheshwar Naik: Will the Minister of Defence be pleased to state:

(a) whether the owners of land which was acquired in Deosole in the erstwhile State of Mayurbhanj during

the second World War for construction of an air base by the Defence Department have been fully compensated;

(b) to what purpose those land and structures have been or are proposed to be put now that the lands have been abandoned;

(c) whether any arrears of compensation to the owners of lands are still outstanding; and

(d) if so, what action is being taken for clearance thereof?

The Minister of State in the Ministry of Defence (Shri Raghuramiah):

(a) Certain lands for Amarda Road Air Field in village Deosole were requisitioned during the last war. No land has, however, been acquired so far. The question of payment of compensation for acquisition does not, therefore arise at present.

(b) The possibility of using the Air-field is under consideration of Government.

(c) and (d). The local civil authorities are competent to make payment of recurring compensation for requisitioned lands. Suitable instructions have also been issued to clear the arrears, if any, of recurring compensation.

आय-कर का वसूल

७०५. { श्री राम सेवक यादव :
श्री धर्म लिंगम :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केन्द्रीय सरकार को मिलन वाले आय कर की भारी रकम बकाया है ;

(ख) यदि हाँ, तो आय कर आयुक्तों के परिमण्डलों के अनुसार कितने वर्षों का कुल कितना आय कर बाकी है इसका अलग-अलग विवरण देने की कृपा करेंगे ?

वित्त मंत्री (श्री मोरारजी देसाई) :

(क) १ जनवरी, १९६२ को आयकर की वसूल होने योग्य बकाया रकम ११८ करोड़ रुपया थी ।

(ख) सभा की मेज पर एक विवरण रख दिया गया है जिसमें आवश्यक सूचना दी गई है [शिविर परिशिष्ट १ अनुबन्ध संख्या ८५] ।

अरुण की खेती

७०६. श्री राम सेवक यादव : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) देश के किन-किन राज्यों में अफीम की खेती होती है ।

(ख) क्या हर राज्य के लिये किसानों को दिया जाने वाला रेट अलग-अलग है; और

(ग) यदि हाँ, तो अलग-अलग रेट क्या हैं और ऐसा क्यों ?

वित्त मंत्री (श्री मोरारजी देसाई) :

(क) उत्तर प्रदेश, मध्य प्रदेश, और राजस्थान ।

(ख) जी नहीं ।

(ग) यह सवाल पैदा ही नहीं होता ।

अरुण का निर्यात

७०७. श्री राम सेवक यादव : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) १९६१-६२ में भारत से किन-किन देशों को अफीम भेजी गई ; और

(ख) यह कितनी मात्रा में और किस भाव से भेजी गई ?

वित्त मंत्री (श्री मोरारजी देसाई) :

(क) और (ख). सूचना इस प्रकार है :

देश का नाम	निर्यात की गई मात्रा (टनों में)
अमेरिका	१८४
ब्रिटेन	१८३
सोवियत समाजवादी जन- तंत्र संघ	६०
फ्रांस	६०
पश्चिम जर्मनी	१८
जापान	१०
इटली	६
बेल्जियम	५
अर्जेंटीना	४
पाकिस्तान	२

जोड़	५६५

लगभग ६० डिग्री घनत्व वाली
अफीम की वृद्धियों का मौजूदा बुनियादी
निर्यात मूल्य, जिसमें कलकत्ते में जहाज
पर पहुँचाने का खर्च शामिल है, प्रति किलो
प्रति एकक मारफीन १.५५ डालर या
७.३६ रुपया है।

Primary Education for Tribal Children

708. Shri H. C. Soy: Will the Minister of Education be pleased to state:

(a) what the number of tribal students have been during the First and Second Five Year Plans and the first two years of the Third Five Year Plan, State-wise, for the whole of India;

(b) what expenditure, if any, has been incurred by the Central Government and State Governments during

the same period to see that the tribal children get the benefit of being imparted primary education in their own tribal languages; and

(c) whether Government propose to re-orient syllabus to suit the needs of tribal children?

The Minister of Education (Dr. K. L. Shrimali) (a) to (c). Information is being collected from the State Governments and Union Territories and will be placed on the table of the House in due course.

Oil Refinery in Cauvery Basin

709. Shri Umanath: Will the Minister of Mines and Fuel be pleased to state:

(a) whether there is any proposal for the starting of an oil refinery in the Cauvery basin of Madras State to be included in the Third Five Year Plan; and

(b) if so, the details thereof?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) No, Sir.

(b) Does not arise.

Geological Survey in Ramanathapuram

710. Shri Umanath: Will the Minister of Mines and Fuel be pleased to state:

(a) whether any geological survey has been undertaken in Ramanathapuram District of Madras State; and

(b) if so, its details and the result so far?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). Yes, Sir. Systematic geological mapping of Ramanathapuram district was completed by the Geological Survey of India during 1948 to 1956. The following minerals were recorded.

Building Stones.

The following occurrences were located:

Quartzite occurrence near Kumudi; gneisses from Kaviadipatti; Calcareous

sandstone at Terka Narippaiyur; gneisses at Manamadurai; gneisses at Varappur granite and gneisses at Poonamaravatti granite and gneiss at Pulangurichi; gneiss at Thenimalai; gneiss around Kunnakkurli and Pillayaratti; charnockites at Kambanus.

Kanpur:

The following kankar occurrences are recorded:—

Kovilankulam; Pullandai; Perunali.

Gypsum:

Near Avattandai, Kokkadi, Peraiyur and Appanur gypsum occurs in minor quantities in the saline black soils. The reserves of Kokkadi-Avattandai area were estimated at 23,000 tonnes and that of Periyar area at 350 tonnes. The occurrences at Ariyanavaram, Appanur, Oppilan, Muttuchellayyapuram and Krishnapuram are not of economic importance.

Tile Clay:

Small occurrences of tile clays are recorded south-east of Manamadurai. They are locally used for the manufacture of earthen ware.

Coral Limestone deposits:

Coral reef limestone deposits are noted in the northern portion of Rameswaram island. The minimum reserves are estimated at 5 million tonnes of limestone suitable for cement manufacture.

Ochres:

Yellow and red clays are being dug from many small pits north of Anavari village. These clays are gritty and are not suitable for the manufacture of paints.

The yellow shales near Sivaganga are found to be suitable as ochres in the manufacture of paints. The reserves are estimated at 2.78 million tonnes. Yellow and red shales also occur at Ramachandrapuram, Uruli, Nattarasankottai, Kusvan, Udaippur and at Vittanerpudukkudi.

Tourmaline:

Tourmaline bearing pegmatites are recorded at Pudur and Varappur. But they are of no use.

Clays:

White and buff clays near Muttupatti and Madalampatti are worth bearing considered for ceramic materials.

Iron ore:

Small lenses and pockets of magnetite (iron ore) occurring in gneisses are recorded at 2.5 kilometres south-west of Elayirampennai. These are uneconomic.

Limestone:

The following crystalline limestone deposits were noticed.

Locality	Reserves	Quality
tons	tonnes	
Pandalkudi	340,000	345,000—Cement grade
Alangulam	200,000	203,000—Grade not
Kallamanikkanpatti	100,000	101,000—available

Geological Survey in Maharashtra.

711. Shri D. R. Chavan: Will the Minister of Mines and Fuel be pleased to state:

(a) whether geological survey has been undertaken in the District of Ratnagiri, Kolaba and Kolhapur of the Maharashtra State; and

(b) if so, the details thereof?

The Minister of Mines and Fuel (Shri K. D. Malaviya): A statement giving the required information is laid on the Table [See Appendix I, annexure No. 86]

Labour in Tea Gardens of Assam

712. Shri Basumatari: Will the Minister of Home Affairs be pleased to state:

(a) whether Government of Assam made any recommendation to accept the labour people in the tea gardens of Assam (those who are tribals in their respective original States) as more backward and sanctioned some amount for their educational and other development; and

(b) if so, the reactions of the Government of India thereto?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No such recommendation has been received by the Government of India. The State Governments are constitutionally competent to define who the socially and educationally backward classes (these are known as 'other backward classes') are, and they have done so. The category of persons referred to in the question comes within the definition of 'other backward classes' in Assam.

In the Third Five-Year Plan of Assam, Rs. 35 lakhs have been provided for schemes of education or the benefit of 'other backward classes'.

(b) Does not arise.

Pay Scales of Employees of Tripura

713. Shri Biren Dutta: Will the Minister of Home Affairs be pleased to state:

(a) whether Tripura Administration have introduced West Bengal Scales of Pay for a section of employees of Tripura;

(b) whether Tripura Administration have received any instruction from Ministry of Home Affairs to revise the pay scale of Tripura making it at par with West Bengal Scales of Pay; and

(c) if so, what are the reasons for delay in implementing the decision of the Ministry of Home Affairs in respect of all categories of employees of Tripura?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). The scales of pay of the employees of the Tripura Administration are generally based on the

pattern of West Bengal Scales of Pay for the equated posts. Orders revising the scales of pay of the Administration's employees on that basis, were issued in 1961. The West Bengal Government have since again revised the scales of pay of their employees. The Tripura Administration have been asked to formulate their proposals for the revision of the scales of pay of various posts on the basis of latest scales of pay of the West Bengal employees.

Compulsory Primary Education in Madras

715. Shri Elayaperumal: Will the Minister of Education be pleased to state:

(a) whether Government of Madras have asked the Centre for assistance in the matter of expansion of free and compulsory primary education in Madras; and

(b) if so, what help is given or is proposed to be given in this regard?

The Minister of Education (Dr. K. L. Shrimali): (a) In accordance with the existing procedure for sanctioning central assistance for schemes included in the third five year plans of the State Governments, it is not necessary for any State Government to ask for such assistance. A part of the admissible assistance is automatically released as "Ways and Means Advances" and the final payment sanction is issued on receipt of expenditure figures from the State Governments.

(b) The pattern of central assistance for schemes relating to elementary education is as follows from 1962-63 onwards:—

- (1) Special schemes relating to girls' education. —Grant—100%
- (2) Teachers' training —Grant—100%
- (3) Appointment of additional teachers for primary schools. Grant—50%

- (4) Scholarships for primary school students. Grant—75%

All other educational Schemes also participate in the block central assistance which is given for the plan as a whole.

Amount spent by Madras Government for Welfare of S.C. and S.T.

716. Shri Elayaperumal: Will the Minister of Home Affairs be pleased to state:

(a) whether any amount was surrendered as unspent by the Madras Government in 1959-60 and 1960-61 under the State and Centrally sponsored programmes for the Welfare of the Scheduled Castes and Scheduled Tribes; and

(b) if so, what is the total amount year-wise?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The information is being collected and will be laid on the table of the House as soon as it is available.

All India Service Officers

717. Shri Harish Chandra Mathur: Will the Minister of Home Affairs be pleased to state:

(a) what action has been taken against the All India Cadre Officers against whom strictures were passed by Court in connection with the case of Mr. Grewal of Indian Police Service (Punjab);

(b) whether Mr. Grewal has been re-instated and if not, the reasons therefor; and

(c) what is the nature of the charges for which departmental enquiry was to be held?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) The Government of Punjab have appointed a retired Chief Justice of the Oudh High Court to inquire into the charges framed against an I.P.S. Officer against whom strictures were passed by the Court in connection

with the case of Shri Grewal of the Indian Police Service (Punjab).

(b) No; the oral inquiry is in progress.

(c) The charges relate to certain alleged misconduct committed by Shri Grewal including mis-use of official position, falsification of Government documents, claiming of false T.A. and mis-appropriation of Government petrol.

Retirement Age of High-Court Judges

718. Shri A. V. Raghavan: Will the Minister of Home Affairs be pleased to state:

(a) whether the Government of India propose to amend the Constitution to raise the retirement age of High Court Judges from 60 to 62; and

(b) if so, whether the opinions of the Bar Associations were taken into consideration?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes,

(b) No.

Deputy Commercial Tax Officers of Madras State

719. Shri N. Sreekantan Nair: Will the Minister of Home Affairs be pleased to state:

(a) whether the Deputy Commercial Tax Officers of Madras State have been equated with the I Grade Sales Tax Officers of Travancore-Cochin in the integration of Services;

(b) whether, prior to integration, the I Grade Sales Tax Officers of Travancore-Cochin were Gazetted Officers, while the Deputy Commercial Tax Officers of Madras State were non-Gazetted Officers;

(c) what were the recommendations of the Chatterjee Committee regarding the II Grade Sales Tax Officers of Travancore-Cochin and the Deputy Commercial Tax Officers of Malabar area in Madras;

(d) whether the Assistant Sales Tax Officers of Travancore-Cochin Area have been equated with the Upper Division Clerks of Malabar area of the Madras State; and

(e) if so, on what grounds?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) Yes.

(c) The equation recommended by the Chatterjee Committee, *inter-alia*, was:—

Sales Tax Officers } Deputy Commercial	
Grade I (Rs. 200—300) }	Tax Officers (Rs. 200—300)
Sales Tax Officers } Grade II (Rs. 150—250) }	

(d) No.

(e) Does not arise.

Angi Tribes of Andaman

720. Shri Basumatari: Will the Minister of Home Affairs be pleased to state:

(a) Whether it is a fact that the Angi tribes of Andaman are still completely backward;

(b) if so, whether any scheme has been drawn by the Government to rehabilitate them properly; and

(c) whether any suggestion has been made by the Chief Commissioner to send some batch of social workers there to work among them?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) Yes, the Onge (not Angi) tribes is backward.

(b) Yes. The Third Five Year Plan has schemes for coconut cultivation and plantation of fruit trees etc., and for presentation of gifts of cloth, food articles, axes, fishing hooks, buckets etc. Some wells and model huts have been already constructed. Seasonal dispensary also functions every year during fair weather.

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(c) No. The work of welfare is looked after by the officer in charge of anthropological survey.

न्यायाधीशों की सेवानिवृत्ति की आयु

७२१. श्री बड़े : क्या गृह-कार्य मंत्रालय

यह बताने की कृपा करेंगे कि :

(क) क्या उच्चतम न्यायालय के न्यायाधीशों की सेवानिवृत्ति की आयु सीमा ६५ वर्ष है ;

(ख) क्या राज्यों में उच्च न्यायालयों के न्यायाधीशों की सेवानिवृत्ति की आयु सीमा ६० वर्ष है ;

(ग) यदि हां, तो क्या सरकार मजिस्ट्रेटों और निम्न न्यायालयों के सिविल न्यायाधीशों की आयु सीमा बढ़ा कर ६५ वर्ष करने का विचार कर रही है ;

(घ) यदि नहीं, तो इस के क्या कारण हैं ; और

(ङ) क्या राज्य न्यायालयों में अनेक पद खाली पड़े हैं ?

गृह कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) : (क) जी हां ।

(ख) जी हां ।

(ग) से (ङ). प्राथमिक रूप से यह मामला राज्य सरकारों से सम्बन्धित है ।

12:07 hrs.

OBITUARY REFERENCE

Mr. Speaker: I have to inform the House of the sad demise of Shrimati Kesar Kumari Devi who passed away on the 3rd May, 1962 at Raipur at the age of 57.

Shrimati Kesar Kumari Devi was a sitting Member of this House from Raipur constituency of Madhya Pradesh. She was also a Member of the Second Lok Sabha.

[Mr. Speaker.]

We deeply mourn the the loss of Shrimati Kesar Kumari Devi and I am sure the House will join me in conveying our condolences to the bereaved family.

It is all the more tragic because that lady took her oath so lately and joined this Lok Sabha perhaps with some hopes, and we had also hopes that she would make useful contributions and serve the country for some time. Death has taken all that away. It is a tragic thing.

May I request the House to stand in silence for a short while to express its sorrow.

The Members then stood in silence for a short while.

12.08 hrs.

PAPERS LAID ON THE TABLE

ANNUAL REPORT OF THE FERTILIZER CORPORATION OF INDIA LIMITED AND REVIEW BY THE GOVERNMENT ON THE WORKING OF THE CORPORATION.

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): Sir, I beg to lay on the Table a copy each of the following papers:

- (i) Annual Report of the Fertilizer Corporation of India Limited, New Delhi for the year 1960-61 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon under sub-section (1) of section 619A of the Companies Act, 1956.
- (ii) Review of the Government on the working of the above Corporation.

[Placed in Library. See No. LT-76/62].

NOTIFICATIONS RE: DELHI (URBAN AREAS) TENANTS' RELIEF RULES AND DELHI LAND HOLDING (CEILING) RULES, 1961.

The Minister of State in the Ministry of Home Affairs (Shri Datar): Sir,

I beg to lay on the Table a copy each of the following Notifications:—

- (i) Notification No. F. 3-A/LRO/61 published in Delhi Gazette dated the 4th December, 1961 containing the Delhi (Urban Areas) Tenants' Relief Rules, 1961, under sub-section (2) of section 8 of the Delhi (Urban Areas) Tenants' Relief Act, 1961. [Placed in Library. See No. LT-77/62].

- (ii) Notification No. F.63/LRO/61-62/178 published in Delhi Gazette dated the 5th April, 1962 containing the Delhi Land Holdings (Ceiling) Rule, 1961, under sub-section (3) of section 27 of the Delhi Land Holdings (Ceiling) Act, 1960. [Placed in Library. See No. LT-78/62].

12.09 hrs.

MESSAGE FROM THE PRESIDENT

Mr. Speaker: I have to inform the House that I have received the following message from the President dated 3rd May, 1962:

"I have received with great satisfaction the expression of thanks by the Members of Lok Sabha for the Address I delivered to both the Houses of Parliament assembled together on the 18th April, 1962."

12.09½ hrs.

BUSINESS OF THE HOUSE

The Minister of Parliamentary Affairs (Shri Satya Narain Sinha): With your permission, Sir, I rise to announce that Government Business in this House during the week commencing 7th May, 1962, will consist of—

- (1) General Discussion of General Budget for 1962-63.
- (2) Discussion and voting on the Demands for Grants relating to the Ministry of Community Development and Co-operation.

I may also inform the House that the discussion and voting on the Demands for Grants relating to the various Ministries will be taken up in the following order:—

Community Development and Co-operation.

External Affairs.

Mine and Fuel.

Steel and Heavy Industries.

Irrigation and Power.

Transport and Communications.

Food and Agriculture.

Scientific Research and Cultural Affairs.

Health.

Education.

Information and Broadcasting.

Law.

Defence.

Works, Housing and Supply.

Home Affairs.

Labour and Employment.

Commerce and Industry.

Finance.

Shri Hari Vishnu Kamath (Hoshangabad): In this connection, Sir, may I request that the order of sequence suggested by the Minister of Parliamentary Affairs be strictly adhered to and not deviated from at short notice as has happened in the past?

Mr. Speaker: We discussed that in the Business Advisory Committee and the Minister has given that assurance that as far as possible it will be adhered to.

Shri Satya Narayan Sinha: As far as possible it will be adhered to un-

less some unforeseen things happens. But generally we will adhere to it.

Shri Hari Vishnu Kamath: Generally?

Shri Satya Narayan Sinha: Yes. 12.20 hrs.

*DEMANDS FOR GRANTS (RAILWAYS)—
Contd.

Mr. Speaker: The House will now take up discussion and voting on the remaining Demands for Grants in respect of the Budget (Railways) for 1962-63. The time allotted is three hours. I think the House would agree that we might take this business up to 3 O'clock and finish it and then take up non-official business.

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr Speaker: Motion moved:

"That a sum not exceeding Rs. 2,10,11,000 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 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr Speaker: Motion moved:

"That a sum not exceeding Rs. 21,06,000 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 'Payments to Worked Lines and Others'."

DEMAND NO. 4—WORKING EXPENSES— ADMINISTRATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 31,88,34,000 be granted to the President to complete the sum

[Mr. Speaker.]

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 'Working Expenses—Administration'."

**DEMAND NO. 5—WORKING EXPENSES—
REPAIRS AND MAINTENANCES**

Mr Speaker: Motion moved:

"That a sum not exceeding Rs. 101,03,49,000 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 'Working Expenses—Repairs and Maintenance'."

**DEMAND NO. 6—WORKING EXPENSES—
OPERATING STAFF**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 62,07,77,000 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 'Working Expenses—Operating Staff.'"

**DEMAND NO. 7—WORKING EXPENSES—
OPERATION (FUEL)**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 62,02,97,000 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 'Working Expenses—Operation Fuel'."

**DEMAND NO. 8—WORKING EXPENSES—
OPERATION OTHER THEN STAFF AND
FUEL**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 20,97,13,000 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 'Working Expenses—Operation other than Staff and Fuel'."

**DEMAND NO. 9—WORKING EXPENSES—
MISCELLANEOUS EXPENSES**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 22,60,16,000 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 'Working Expenses—Miscellaneous Expenses'."

**DEMAND NO. 11—WORKING EXPENSES—
LABOUR WELFARE**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 9,34,41,000 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 'Working Expenses—Labour Welfare'."

**DEMAND NO. 11—WORKING EXPENSES—
APPROPRIATION TO DEPRECIATION
RESERVE FUND**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 50,25,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of pay-

ment during the year ending the 31st day of March, 1963, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

DEMAND No. 12—PAYMENTS TO GENERAL REVENUE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 81,85,34,000 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 'Payments to General Revenues'."

DEMAND No. 13—OPEN LINE WORKS (REVENUE)—LABOUR WELFARE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,11,53,000 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 'Open Line Works (Revenue)—Labour Welfare'."

DEMAND No. 14—OPEN LINE WORKS (REVENUE)—OTHER THAN LABOUR WELFARE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 8,25,59,000 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 'Open Line Works (Revenue)—Other than Labour Welfare'."

DEMAND No. 15—CONSTRUCTION OF NEW LINES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 38,69,41,000 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 'Construction of New Lines'."

DEMAND No. 16—OPEN LINE WORKS—ADDITIONS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,68,28,00,000 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 'Open Line Works—Additions'."

DEMAND No. 17—OPEN LINE WORKS—REPLACEMENTS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 83,96,31,000 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 'Open Line Works—Replacements'."

DEMAND No. 18—OPEN LINE WORKS—DEVELOPMENT FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 17,23,50,000 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 'Open Line Works—Development Fund'."

DEMAND No. 20—APPROPRIATION TO DEVELOPMENT FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 23,21,97,000 be granted to the

[Mr. Speaker.]

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 'Appropriation to Development Fund'."

Shri Nambiar (Tiruchirapalli): I have given notice of about 30 cut motions, coming under the three main groups, namely, working expenses, administration and staff (operating) and labour welfare. Yesterday, we heard the hon. Railway Minister saying that rule 149 of the Railway Establishment Code is not used against any trade union movement or for any political purposes.

Mr. Speaker: There is one thing which I might say just now. The hon. Member referred to the cut motions. Those hon. Members who want to move their cut motions may kindly intimate the table the number of the cut motions they are anxious to move.

Shri S. M. Banerjee: We have already done that.

Mr. Speaker: That is all right. Those who have not given notice so far may now do so. Because are taking these three demands, it would be preferable if they specify the numbers.

Shri Nambiar: The hon. Minister said yesterday that rule 149 would not be used for political purposes or against trade union activities. If that is the position, then I would suggest that he may refer all the cases that are brought to his notice to a tribunal which will satisfy us as well as the employees concerned. Now there is terror in the minds of the railway employees that for any and every reason this rule 149 would be applied and I hope the hon. Railway Minister will look into it and allay the reasonable fears of the railway employees.

I would like to refer to the non-confirmation of employees in various departments like accounts, traffic, transport, engineering etc. Those employees who have put in more

than five to eight years of service are still kept unconfirmed even though there are a lot of permanent vacancies. Instead of confirming those temporary employees in those permanent vacancies what they generally do now is to engage casual labour at the market rate of Rs. 1/8 or Rs. 2 per day, and in the name of economy it is being encouraged right through. I know of instances where casual labour are sent on the locomotives even though they have no experience of maintenance, running or operation of locomotives which is likely to result in many accidents. I hope the hon. Minister will kindly look into these things and see to it that no casual labour is employed on such important works. There is a general ban against the recruitment of labour in workshops and loco-sheds, which was confirmed by the Minister in answer to a question the other day, and that is being strictly employed by workshops in Golden Rock, Perambur and Hubli in the Southern Railways.

Then I come to the short supply of materials. Materials like bolts and nuts, wooden or iron sleepers and many other such elementary things which are required for the maintenance of the railways are in short supply. I know specific cases where locomotives that are to go to take a train immediately have taken materials from another locomotive that has come to the shed and adjusted afterwards, resulting in both the locomotives going out of order very soon; apart from the extra labour and heavy burden put on the staff, such locomotives often fail in the lines resulting in accidents. I know many such instances. I would request the hon. Minister, who is new to the railway administration and railway transport, to kindly look into these things, not basing his conclusions entirely on the reports that he gets from the Railway Board or the officials below, because there are certain things, certain true facts, which those reports would not reveal.

In this connection I want to bring to the notice of the House one report

which I have got from Dhanbad relating to the accident that we had recently. I got a letter from the Communist Party office. It is from a very reliable source. The Secretary of the Party writes to me on the 30th April 1962 saying that the accident that we had at the level crossing at Dhanbad was a very serious accident and the number of passengers involved was about 70 to 80. The bus as well as the electric supply truck also got involved. The death roll that has been given is not correct.

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): What is the death roll according to him?

Shri Nambiar: It will be about 40.

Shri Shahnawaz Khan: No.

Shri Nambiar: Not only that, as a result of that accident a high tension electric wire of 25,000 voltage that was there was broken and many persons who went there to rescue the people got electrocuted. These are the facts. These will come out in the enquiry.

Here I mention all this because the wagons that were used were out of order. They were condemned ones. Seven wagons got involved in it. They did not have the necessary brakes. They did not have the necessary certificate for road usage. These wagons were condemned but were used only the previous day. I submit that they did not possess the certificate from the Train Examiner which is necessary. I would also add that these wagons did not have hose pipes, siphon pipes or brake blocks.

Further, this is not the first accident of this type there. On the same line this is the third accident. The two accidents which we had previously did not result in any loss of life and the Railway officials did not care seriously about them. Only a week prior to this accident there was an exhibition or demonstration at the same level crossing. They had the idea of bringing an automatic gate with a track circuiting system which was found to be very useful and ne-

cessary. But I do not know whether this idea of changing this gate into that is finally agreed upon. There was also a demand for an overbridge which was long pending. It was also neglected by the Railway officials.

This accident at Dhanbad requires not only a departmental enquiry but must have a judicial enquiry of the sort that we had in regard to the Ariyalur accident because it reveals the utter carelessness and indifference of officialdom, of the officials that are concerned. This also would reveal a lot of instances of bad maintenance, neglect and indifference. If it is not curbed even at this stage, I submit, several more accidents of this type would occur.

I had the good fortune or the misfortune of taking part in the enquiry that was held immediately after the Ariyalur accident. The enquiry continued for 1½ months and was conducted by an eminent judge of the Calcutta High Court. There was a report even. But unfortunately the main recommendations were not implemented. Not only that, the officials who were found guilty of neglect were not punished even. I know the Engineer, the Assistant Engineer and the PW Inspector against whom there were strictures by the Judge. Unfortunately I could not come to the last Parliament and pursue the matter. Till I was here I pursued the matter and in the reply given to me they said that they would look into it, but everything went off quietly and these officials have even got their promotions today. I would request the hon. Minister to go into these cases.

Many of these accidents are due to bad maintenance as also due to shortage of staff. This I reiterate. I want to see that such sort of accidents are stopped and our passengers go in the trains with confidence. That is why I reiterate it here.

Coming to other points about labour welfare, there are a few more points. Shortage of housing: this is a very chronic disease in the case of rail-

[Shri Nambiar].

waymen. We have 11 lakh railwaymen. We do not have even 15 per cent of them with quarters. At this rate of construction, it will take at least a century for us to give quarters to all these railwaymen. I would request that the co-operative housing system be introduced. There are waste lands,—a lot of land—in the railway A and B class areas which could be used. The railway employees can be given loans or subsidies and they may be encouraged to construct houses. Many of them would come forward to construct houses. In that way, ways and means can be found to reduce this difficulty.

The question of increase of house rent for railwaymen is creating a lot of discontent among the railwaymen. These houses were constructed during the British days, 25 years or 30 years back. Without any improvement whatsoever, for the simple technical reason, the house rent of the railway employees has been increased tenfold, five-fold. I know houses, the rent of which was Rs. 6 a few years back, are now charged Rs. 24. There are instances which go even beyond that. The justification given is that in the Railway Convention Committee and in certain Railway enquiry committees, there was a recommendation that railway houses should be charged at the rate of 4 per cent on the capital cost. Due to that, the Railway administration has brought this into effect and charged the railwaymen so heavily. I can understand such a procedure being followed for the new houses that are constructed, for the new money that we invest. I do not understand why they should charge so exorbitantly on the money that we spent 25 or 30 years ago, the capital of which has already come back in terms of depreciation and the money is already in the exchequer. Therefore, it is a very hard thing that they should tax the railway employees so heavily. They give Rs. 4 or 5 more in the name of dearness allowance or in some other form and take double that

amount with the left hand and say that the railway employees are paid more. With this, I submit, there is terrible discontent. The hon. Minister will say that I am provoking this discontent, that the trade unions are provoking. It is not so. I would submit in all humility that what we request is that the railwaymen's discontent may be reduced so that our Railways may flourish. I am not making this an opportunity for grievance-mongering. Let them at least understand that we are not doing for that purpose with a negative approach.

About passes and P.T.O.s, the other day, a question was raised here and the Railway Deputy Minister said that the question of curtailment of passes and P.T.O.s is under active consideration of the Government because of the recommendations of the Second Pay Commission. I submit that passes and P.T.O.s are a privilege which the railwaymen enjoy not only in this country, but in the whole world. If we want to curtail that for the simple reason that the Pay Commission has recommended that, I submit, in all humility, that we are inviting trouble in the Railways. If passes and P.T.O.s are stopped, the railways also will stop that day. I am not saying this for any grievance-mongering. I am not saying for any other reason. I submit a reality. I know the burning mind of the railwaymen. I would submit, let us not indulge in such sort of thinking now when we are in the Third Five Year Plan, when we find that something more is to be done to the Railways and something better is turned out in the Railways.

Shri Shah Nawaz Khan: Is that your contribution towards the better running of Railways?

Shri Nambiar: My contribution is to bring home to the mind of the Railway Ministry a real fact that is in the mind of the railwaymen. If by doing so, if the Railway Ministry could be persuaded not to indulge in that kind

of stopping of passes and P.T.O.s, I think I would have made a great contribution to the better running of the railways.

That is my humble submission.

Then, there is the question of non-payment of arrears of travelling allowances. There is also the question of annual increments not being paid. You know, Sir, that I had the misfortune. . .

Mr. Speaker: I have only to warn the hon. Member that he would be depriving one of his colleagues from participating in the discussion, if he were to take more time.

Shri Nambiar: I shall finish in two minutes.

I had the misfortune or the good fortune to go on a hunger-strike before the General Manager of the Southern Railway in 1958 . . .

Mr. Speaker: I am sure he would not do it here.

Shri Nambiar: No, Sir, I had the misfortune or the good fortune to go on a hunger-strike in 1958 for no additional demand but for the clearance of arrears of travelling allowances and for payment of annual increments. The money that was due to the employees normally was not paid, and I had to go on that hunger-strike, which resulted in the payment of several crores of rupees to the railwaymen immediately after my hunger-strike. I may not go on a hunger-strike here, but if this kind of thing repeats, then I may again go before the General Manager at Madras and go on a hunger-strike.

Mr. Speaker: I must see that the hon. Member does not exhaust himself here by speaking more.

Shri Nambiar: So, I request that the arrears may be cleared off, and instructions may be issued to the officials to clear them off.

There are other grievances also, but I shall try to ventilate them through other means.

In conclusion, I would submit that what I have urged is for the benefit and improvement of the railways and not with any *mala fide* intentions.

Mr. Speaker: Now, Shri Surya Prasad. The hon. Member is not here. Now, Shrinati Renu Chakravarty.

Shrimati Renu Chakravarty (Barackpore): I have only to say a few words on Demand No. 15 relating to the construction of new lines. When we were asked to give cut motions, it was very clearly stated in the grants made by Government that there was going to be a new line from Kharagpur to the proposed port at Haldia. But I have just received a very urgent communication saying that there is now a proposal to change this alignment and to take the line to Pashkura. I would like the hon. Minister to tell us whether that is a fact, because the people in that area are deeply agitated on this point and they are wondering how this change could suddenly have taken place, in spite of the fact that everything has gone ahead on the basis that there will be a railway line between Haldia and Kharagapur, which would mean that through Kharagapur, there will be a direct connection in three directions, namely to Bombay, Madras, and through Gomoh to the Bihar coal-fields. I want to know why suddenly there is a change in the original proposal and the line is now going to go through Pashkura. If this has come about as a result of pressure from certain Members of Parliament, I would request the hon. Minister to look into the question and see whether this will serve our national purpose, and not look at it from the point of view of one constituency or one district of West Bengal.

The reason why I object strongly to the change in the alignment is this. As is well known, the section between Kharagpur and Howrah is already very hard pressed. To have a connec-

[Shrimati Renu Chakravartty].

tion with Pashkura would mean that there will be further increase in traffic in this section. As you know, Kharagpur is at a distance of 44 miles from Howrah, and in between Howrah and Kharagpur is Pashkura which is at a distance of about 28 miles. This section has got to bear heavy traffic, and any slight dislocation will press hard on this area, and there will be complete chaos. This kind of thing should be avoided by linking Haldia directly with Kharagpur or by laying two more lines between Howrah and Kharagpur.

I believe that the one main consideration which may be put forward as an excuse is that there will be a lessening of the cost by a few lakhs of rupees, because there will not be the need for having a bridge over the Casai river. But I think that this is a very short sighted approach. I would urge that Government should definitely not change the alignment, and Haldia should be linked with Kharagpur directly and not with Pashkura. I should like my hon. friend the Railway Minister to satisfy very clearly the people of Bengal that this line is not going to be diverted at all, because Haldia is one of the new ports which are going to be developed. It is not only for West Bengal but for the whole of India, for Madras, for Bombay as well as for the coal-bearing areas of Bihar.

The second point on which I would like to support my hon. friend Mr. Nambiar is on the question of labour welfare. There are two important points which I wish to stress again on this occasion. One relates to the question of rent of quarters. Originally these quarters were meant to be allotted on a no-profit no-loss basis. But this policy has been changed. But what is most objectionable is that the rent of the quarters is being calculated on the present market rate of the land and the buildings. This I think is most unfortunate, because land which used to cost a few rupees are now valued at ten times their original price. When rent is being com-

pute on the present value of the plot the amount is very high. Then again there are many very old type houses, with thatch or asbestos roofing, the value of which would have been not more than Rs. 500 or Rs. 600. Many railway employees occupy these, but they have to pay the same rent as those who are occupying the new type quarters. This, I think, should not happen. Not only that. The Railway Board have said that ten percent would be deducted from railwaymen occupying railway quarters. Only 30 per cent of the railway employees are provided railway quarters. Although the number of railway quarters has doubled within the last few years, no arrangements have been made for their maintenance—there has been no increase in I.O.W. Staff—with the result that the old quarters are in a dilapidated condition. There is no proper maintenance of the new quarters. In regard to quarters which have been electrified, the rent has been increased from Re. 1 to Rs. 2 as capital cost.

The electricity charges for quarters round about Calcutta has also gone up. The old rate was 11 naye Paise; then it was increased to 20 naye Paise; it has now been further enhanced to 31 naye Paise. The rate we pay in Calcutta is only 10 naye Paise, which has been increased slightly recently. This again will bear very heavily on the railway workers. In the matter of conservancy charges, even where there are sanitary latrines, the conservancy charges are levied.

With regard to PTO and passes, I would urge upon the Government to implement the entire Central Pay Commission's award and not only those that go against the interest of the workers. In the old days when we were children, we used to hear that people chose to join the railways because of two benefits—the PTOs or passes, and the benefit of cheap railway quarters. Both these have been taken away and only the shell is left now.

I would like to say a few word about the house rent and city compensatory allowance. The original rule was that house rent allowance was to be granted if only both the place of duty and the place of residence was within a qualifying city. What has happened now is that even if the place of residence is within a qualifying city, the employee is not eligible for the grant of city compensatory allowance. From round about the city of Calcutta people come to work in the Kancharapara workshops. It is very difficult for the railways to provide quarters for all the railway employees working in the Kancharapara workshops. They come by the suburban trains. By this order now, those who are living in Calcutta, where the rates are higher are not entitled to get the city compensatory allowance and the house rent allowance. This is very hard upon the railway workers and I would urge upon the Railway Ministry to look into this matter. For months on end we have been talking about it and writing to the authorities. We have sent so many letters and remainders. But nothing has happened. This question of payment of house rent and city compensatory allowance for all the big cities round about which there are workshops should be considered, whether it is Calcutta or Madras. Madras, of course, is not an A class city. But this point should be considered and I would request the hon. Minister to give a reply on these points.

12.36 hrs.

[SHRI JAGANATHA RAO in the Chair]

श्री बा बर्मा (खेरी) : सभापति महोदय, मैं आपका बहुत अनुग्रहीत हूँ कि आप ने मुझे यहां पर अपने विचारों को रखने का समय दिया है। मंत्री महोदय ने जो डिमांड्स रखी हैं उन का मैं पूर्णतया समर्थन करता हूँ। लेकिन कुछ ऐसी बातें हैं जिन पर मुझे अपना विचार रखना आवश्यक मालूम होता है।

सभी रेलवेज के लिये डिमांड्स में काफी

एलोकेशन रखे गये हैं मगर दुःख के साथ कहना पड़ता है कि एन० ई० रेलवे के लिये वहां पर कुछ नहीं है। नहीं मालूम उसके साथ यह स्टेपमदरली टोटमेंट क्यों रक्खा गया है। जहां तक मुझे मालूम है जबसे रेलवेज बनी हैं एन० ई० रेलवे में कोई विशेष परिवर्तन नहीं किया गया है। कम से कम जिस क्षेत्र में मैं आ रहा हूँ, अर्थात् लखीमपुर खेरी डिस्ट्रिक्ट, वहां पर अब भी वैसे ही स्थिति है जैसी कि उस समय थी जब कि रेलवे शुरू की गई थी। निघासन तहसील, जो कि एक बहुत बड़ी तहसील है, वहां अब भी बहुत में ऐसे क्षेत्र हैं जहां के निवासियों ने रेलवे लाइन नहीं देखी है। जहां तक मुझे मालूम है, एलेक्शन के दौरान में मुझे वहां पर जाने का मौका मिला, पलिया कलां से लेकर हसनपुर खटौली तक ६० मील लम्बा और कम से कम ४० मील चौड़ा क्षेत्र ऐसा है जहां पर रेलवे के साधन नहीं हैं। वहां बहुत से लोग हैं जिन्होंने अब तक रेलवे लाइन नहीं देखी है। चुनाव के समय जब मेरी जीप वहां जाती थी तो बूड़ों से लेकर औरतों बच्चों तक, सब वहां जमा हो जाते थे, यह देखने के लिये कि कौन सी चीज आई है। ऐसी जगह पर रेलवे का होना बहुत ही जरूरी है। वह ऐसा क्षेत्र है जहां पर ईश्वर ने विशेष तौर से उर्वरा शक्ति दे रखी है और प्राकृतिक साधनों से परिपूर्ण बना रक्खा है। लेकिन रेलवे लाइन के न होने से वहां बहुत कठिनाई होती है। वहां पर जहां तक मुझे मालूम है पांच या छः कंश फ्राप्स होते हैं, खास तौर से जूट, गन्ना, मूंगफनी आदि, लेकिन उनको मंडियों तक ले जाने में जो कठिनाई होती है उसका अनुभव तो वहां जाने पर ही हो सकता है। वहां के लोग अपने सामान को लखीमपुर खेरी मंडी तक लाने के लिये गाड़ियों से ले आते हैं और उस का किराया उनसे ३६० मन तक लिया जाता है। रास्ते में नदी नाले काफी पड़ते हैं, जिसकी वजह से वहां पर हफ्तों लग जाते हैं और काफी तैयारी करने के बाद ही वह लखीमपुर आ

[श्री बा० वर्मा]

जा पाते हैं। पलिया कलां से हसनपुर खटौली तक जो ६० मील लम्बा इलाका है यदि वहां रेल लाइन कर दी जाये तो शायद वहां के लोगों की कठिनाइयां दूर हो सकती हैं। जिस तरफ का ज़िफ़ मैं कर रहा हूँ उस तरफ न तो नदी पड़ती है और न नाला पड़ता है। इसमें रेलवे मिनिसट्री का कोई विशेष खर्च होने वाला नहीं है, सिवा बलाइन बिछाने के लेकिन इस से वहां की जनता को काफी सुख मिलेगा।

इसके अलावा मैं अपने चुनाव क्षेत्र की एक और परेशानी को आप के सामने रखना चाहता हूँ। वहां पर रात में दो ट्रेन चलती है एक एक्सप्रेस गाड़ी है जो कि काठगोदाम को जाती है और दूसरी कासगंज को जाती है। मेरे जिले में सिर्फ ६ स्टेशन पड़ते हैं, लेकिन उन ६ स्टेशनों में से कुल ४ स्टेशनों पर गाड़ी रुकती है और बाकी २ स्टेशनों पर नहीं रुकती है। आप अन्दाजा लगाइये कि १५ मील के अन्दर रहने वाले आदमी को यदि कचेहरी के काम से लखीमपुर आना हो तो उस को एक दिन जाने में, एक दिन काम करने में और फिर एक दिन, यानी तीन दिन घर वापस आने में लगते हैं। यदि वे गाड़ियां वहां पर भी रुका करें तो उन की कठिनाई दूर हो सकती है। मेरी समझ में नहीं आता कि इस में कौन सी परेशानी है अगर पैसेंजर गाड़ी को वहां रोक दिया जाय। लखनऊ से जान में हर जगह गाड़ी रुकती है तो क्यों लखीमपुर खीरी के जिले में वह नहीं रुकती है? अगर वह गाड़ियां वहां पर रुकें तो जनता की काफी परेशानियां दूर हो जायेंगी।

इसके अलावा लखीमपुर खीरी भी अन्य शहरों की तरह काफी तरक्की कर रहा है, लेकिन जो रेलवे क्रासिंग है वहां पर लोगों को काफी कठिनाई उठानी पड़ती है। शंटिंग वगैरह के वक्त में वहां घंटों खड़ा रहना पड़ता है और मुझ यह मालूम हुआ है कि एक बहुत

होई अच्छे उद्योग के मैनेजर को रेलवे क्रासिंग पर घंटे डेढ़ घंटे रुका रहना पड़ा और शायद वह इसके लिये रेलवे मंत्रालय पर मुकदमा चलाने जा रहा है। ऐसी नीबत क्यों आती है। यदि वहां अंडरब्रिज बना दिया जाए तो आसानी से यह समस्या हल हो सकती है और इस प्रकार की परेशानियां दूर हो सकती हैं।

मैलानी जंक्शन एक बहुत ही महत्वपूर्ण जंक्शन है। वहां से कुड़ियाला घाट और दुधवा तक गाड़ियां जाती हैं। लखनऊ से बरेली जाने वाली गाड़ी पास होती है वहां से काफी पैसेंजर आते हैं लेकिन दुःख की बात है कि जो अग्रर क्लास का वेटिंग रूम बना हुआ है उसमें शायद तीन चार से ज्यादा आदमी नहीं बैठ सकते। यदि उस वेटिंग रूम को पश्चिम की तरफ एक्सटेंड कर दिया जाए तो यह परेशानी हल हो सकती है। मुझे भी वहां रुकने का मौका मिला है। तो वहां बैठने की जगह नसीब नहीं हुई। इससे वहां बड़ी परेशानी हो जाती है।

इसके अलावा वहां के थर्ड क्लास के वेटिंग रूम की तरफ भी आपका ध्यान आकर्षित करना चाहता हूँ। मुझे तो ताज़्जुब होता है उस इंजीनियर की योग्यता पर कि जिसने उसका नक्शा बनाया और उसको बनवाया। उसको वेटिंग रूम कहा जाय या हाथीखाना कहा जाय यह मेरी समझ में नहीं आता। वह किसी भी मौसम में तो सुविधाजनक नहीं है। गरमी में उसमें लू सीधी आती है, जाड़ों में सीधी हवा उसमें लगती है और बरसात में यदि हवा तेज हो तो आदमी को भीगने से बचना मुश्किल है। न मालूम किस दृष्टि कोण से उसको बनाया गया है। इसके अलावा इस मुसाफिर खाने से स्टेशन तक कोई ठका रास्ता नहीं है जिससे बरसात के दिनों में मुसाफिर स्टेशन तक जा सकें। यदि गाड़ी आ गयी हो और पानी बरस रहा हो तो आप मुसाफिरों की परेशानी

का अन्दाजा लगा सकते हैं। वह बगैर भीगे नहीं रह सकते। स्टेशन से डेढ़ सौ गज के फासले पर यह मुसाफिर खाना बना हुआ है और स्टेशन तक आने के लिये कोई ढका स्थान नहीं है ताकि मुसाफिर बिना भीगे आ सके। तो उस ओर ध्यान देने की आवश्यकता है।

जहां कहीं भी जंकशन हैं वहां ओवर ब्रिज की सुविधा प्रदान की गयी है। लेकिन मलानी जंकशन में जो कुड़ियालाघाट और दुधवा को दूसरी तरफ से गाड़ी जाती है उस तक जाने के लिये ओवर ब्रिज नहीं है। गाड़ियों को पार कर के आदमियों को जाना पड़ता है। बच्चे और बूढ़े लोगों को खास तौर से मर्ने टकरा कर गिरते हुए देखा है। स्टेशन के दूसरे तरफ जाने में बड़ी कठिनाई का सामना करना पड़ता है। यदि वहां ओवर ब्रिज बना दिया जाये तो यह परेशानी दूर हो सकती है।

इसके अलावा कुछ और बातें भी मैं आपके सामने रखना चाहता हूं।

शाहजहापुर और खेरी में करीब ४० मील की दूरी है। लेकिन उनके बीच में कोई रेलवे कनेक्शन नहीं है। मलानी से शाहजहापुर तक सन् १९१४ के पहले एक छोटी सी लाइन थी लेकिन लड़ाई के दौरान में वह लाइन वहां से उखाड़ दी गयी। वहां ट्रैफिक ज्यादा है। गवर्नमेंट बसेज चलती हैं लेकिन वे उस ट्रैफिक के लिये काफी नहीं हैं। उस रेलवे लाइन को फिर बनाना चाहिये। गोला गोकर्न नाथ में हिन्दुस्तान शुगरमिल है और वहां पेपर फैक्ट्री भी खोलने की योजना है। यदि गोला गोकर्न नाथ को ब्राडगेज लाइन से मिला दिया जाए तो काफी उन्नति हो सकती है। पेपर मिल के मैनेजर से मेरी बातचीत हुई। उन्होंने बताया कि यदि ब्राडगेज लाइन खुल जाती है तब तो वह पेपर मिल खोलने का विचार करेंगे नहीं तो रोमा करना मुमकिन नहीं होगा। यह गन्ने

का भी क्षेत्र है। ट्रकें इसको ले जाती हैं लेकिन ट्रकें उसके लिये काफी नहीं होतीं और हर साल काफी गन्ना छट जाता है। अगर रेलवे हो जाये तो सामान लाने लेजाने में काफी सुविधा हो सकती है।

बरसात के दिनों में जब गोमती का पोनटन ब्रिज तोड़ दिया जाता है तो सीतापुर हो कर जाना पड़ता है और यह चालीस मील का जो फासला है उसके बाजाए सवा सौ मील का चक्कर काट कर आना होता है। इसलिये यहां ब्राडगेज की लाइन का होना आवश्यक है। मेरी अर्ज है कि रेलवे मंत्री महोदय इस ओर विशेष ध्यान देने की कृपा करें।

अन्य जगहों की जो रेलवे लाइनें पहले उखाड़ ली गयी थीं उनकी फिर से बनाया जा रहा है। मेरी प्रार्थना है कि शाहजहापुर और लखीमपुर खेरी की जो लाइन उखाड़ी गयी थी उसको भी पुनर्जीवित किया जाए। इस तरफ मैं आपका ध्यान दिलाना चाहता हूं।

अब मैं रेलवे की एफीशेंसी के बारे में कुछ कहना चाहता हूं। रेलवे की एफीशेंसी एम्पलाईज की एफीशेंसी पर निर्भर करती है। मैं ने सुना था कि रेलवे विभाग में डिस्क्रिमिनेशन चला करता है और उसको स्वयं देखने का मौका मिला है। अभी दो तीन साल हुए लखीमपुर खेरी में एक टी० टी० ई० ने कम से कम ढाई लाख रुपया डाकुओं के हाथ से छीना अपनी जान को खतरे में डाल कर। उसको यहां से प्रेसीडेंट मैडिल और ५०० रुपये का इनाम दिया गया। लेकिन यही काफी नहीं है। यदि हमारा कोई कर्मचारी योग्यता और साहस का काम करता है और ईमानदारी का परिचय देता है तो उसको बढ़ावा देने की आवश्यकता है। वह व्यक्ति अभी मुझे मिला। मैंने उसे उन्हीं पुराने कपड़ों में देखा और उससे पूछा कि क्या हा है तो उसने कहा कि यहां तो वही हाल चल

[श्री बा० बर्मा]

रहा है कोई विशेष सुनवाई नहीं है। मैं आशा करता हूँ कि रेलवे मंत्रालय कम से कम ईमानदार और साहसी लोगों को बढ़ावा देगा :

Mr. Chairman: The hon. Member should conclude now. He has taken more than the allotted time now.

Shri B. Verma: I am concluding just now.

Mr. Chairman: He will please resume his seat.

Mr. Chairman: Shri Shahnawaz Khan.

Shri Nambiar: There is no Minister available. All the three have spoken. Fourth Minister is not there.

Mr. Chairman: He has himself spoken a number of times.

The Minister of Railways (Shri Swaran Singh): Don't bother. Your turn will come.

Mr. Chairman: He has spoken twice.

Shri Shahnawaz Khan: I would normally have not intervened, but I have been provoked to intervene by my hon. friend Shri Nambiar, and what has provoked me to get up, Mr. Chairman, is his remark that if a change is made in the PTOs and passes of the railway employees, if these are stopped, then the trains will also stop. I will be very lenient, very polite and calculating in the use of my words. It is very ungenerous of him to use this language.

The House is aware that my hon. friend, Shri Nambiar is accustomed to making statements like that.

Shri U. M. Trivedi (Mandsaur): You need not be touchy about that.

Shri Shahnawaz Khan: He made such a statement during the last strike of the Central Government

employees. We remember his statement, 'rail ka chakka nahin chalega', no train will move.

An Hon. Member: He does not know Hindi.

Shri Shahnawaz Khan: But, in spite of his best efforts, the trains did move; and they moved best in the Southern Railway where Shri Nambiar is working. (Interruption). And, I would like to express my sense of appreciation to those patriotic and loyal workers who, in spite of his exhortations, kept the trains moving. I can assure Shri Nambiar that the trains will move, whatever he might say or he might want to do. I can assure him that we and the Railway Administration have taken note of what he has said and we shall bear that in mind.

Shri Nambiar: Not to curtail the passes at least.

Shri Shahnawaz Khan: Now, regarding the PTOs and the passes, the recommendation of the Pay Commission is there. As the House would remember, the previous Minister, Shri Jagjivan Ram gave an assurance to the House that before any change is made he would consult the representatives of labour organisations or the representatives of the employees. In keeping with that promise, we have consulted the National Federation of Indian Railwaymen and the All India Railwaymen's Federation. We have consulted them. We are aware of their views on the subject; and we will keep them in view when coming to a final decision.

My hon. friend, Shri Nambiar, whenever he gets an opportunity makes much of the indiscriminate and heartless use of rule 149(1) in a brutal way, and that the Railway Ministry is using this to victimise

trade union workers. The only instances in which this rule is used are in cases where there has been gross neglect leading to accidents. The House, more than once, expressed its apprehension about accidents; and several hon. Members, on occasions, have said that the Railways are not awarding strong enough and prompt punishments. We use this rule to award quick punishments to the employees who show gross negligence in dealing with the safety of train operations. That is one kind of cases in which we use it.

The other type of cases is where we find that corruption has been established. It is there; but, if we take it to law courts, it may be a long-drawn out process. We want to stop corruption and we use this to produce quick and effective results.

These are the types of crimes in which this section is used. We use it where there is gross indiscipline. And, my hon. friend opposite knows very well what gross indiscipline means. There have been instances where railway employees have been incited to walk into the office of the Works Manager and assault him in his office. Can we permit this sort of thing on Railways? How would the Government function if we allow such indiscipline? And, the only way to deal with such indiscipline is to award quick and deterrent punishment. That is what we have done. (Interruption). That is the heartless way in which we have been using that rule. And, I am sure I shall have the blessings of the whole House in using this for these offences.

Regarding the confirmation of employees, that is constantly under review. And, whenever we have met the General Managers this has been one of the foremost points that have been discussed with them. We will be having a meeting with the General Managers again in the next few days; and we shall, certainly, take that up too.

My hon. friend, Shri Nambiar, talked about poor maintenance of the railway stock—how poor the maintenance of the rolling stock is—leading to accidents. Here are some of the figures which would speak about the maintenance of the railway stock. The percentage of locomotives or rolling stock under or awaiting repairs has been brought down to 14.45 per cent in 1960-61 from 15.83 per cent in 1956-57. The corresponding figures for passenger coaches are 8.26 and 9.44. Another very important index for judging the efficiency of maintenance is the hot box per million wagon miles. That is an excellent index for judging the efficiency of maintenance. In 1956-57 the number of hot boxes per million wagon miles was 9.69 and in 1960-61 it has been brought down to 8.53. On the metre-gauge from 5.43 it has been brought down to 3.79. The percentage of over-aged POH wagons on the metre-gauge on 31st March 1956 was 17.27. That figure has been brought down to 7.79 on 31st March 1961.

Shri Sinhasan Singh (Gorakhpur): There must be a period for declaring a wagon to be over-aged. Has that period been increased?

Shri Shahnawaz Khan: The House is aware how the loads are increasing, how the goods traffic is increasing. In spite of carrying additional traffic the number of over-aged wagons has been brought down very considerably. I need not say anything more.

Shri Nambiar: Dhanbad accident is a specific case where wagons were concerned. Why generalise things?

Shri Shahnawaz Khan: Why isolate it? About the Dhanbad accident I read a statement in this House the other day. In the case of a serious accident the Government Inspector of Railway Safety—the old name is the Government Inspector of Railways—is there and he is the competent and independent authority to give his final judgment, which I hope he will give if he thinks proper. It is too early to come to any final decision.

[Shri Shahnawaz Khan].

The question of arrears is constantly under review. I have been personally looking into this matter and the position has improved considerably. If the hon. Member has any specific instances, I shall be very grateful to have them and to look into them.

The hon. lady Member was very apprehensive about the Kharagpur-Haldia line. I can say that no decision has been taken to alter the line. The line will be constructed to be in tune with the development of the Haldia port and we are not aware of any change being made. My hon. friend Shri Nambiar in his usual way of exaggerating things beyond recognition said that if the present rate of construction of quarters continues even for one century the people will not be housed. He knows very well that we are constructing 10,000 quarters every year. During each Plan 50,000 quarters are constructed. We have 11 lakh employees—

13 hrs.

Shri Nambiar: So, he has calculated it at this rate, for 11 lakh employees. Therefore, my calculation is correct. It would take 110 years then. Just multiply it!

Shri Shahnawaz Khan: About 30 to 40 per cent of our essential staff are housed.

Shri Priya Gupta (Katihar): How many officers are without quarters?

Mr. Chairman: Order, order.

Shri Shahnawaz Khan: We are fully aware of the need to house our employees and we are making our best efforts, and God willing we will increase the tempo of construction of quarters.

Shri Priya Gupta: Let the austerity be shared by the officers also in respect of these quarters.

Mr. Chairman: Order, order.

Shri Shahnawaz Khan: The hon. lady Member also said that there is an exorbitant rate for electricity. That is a point which we will certainly look into. If the railway employees are being charged at higher rates than the civilian population, then we will certainly find out why and what is the reason for it. With these remarks, I close.

Shri Nambiar: On a point of explanation. I never said that I was wanting a strike. I only said that there was a danger of it. He misunderstood me and said that I am threatening. I am very sorry for him.

श्री प्रिय गुप्त : सभापति महोदय, मिनिस्टर साहब ने यह नहीं बताया कि एक भी आफिसर विदाउट क्वार्टर नहीं है, जब कि क्लाम था और फोर के आफिसरों के लिये सिर्फ तीस परसेंट क्वार्टर हैं। क्या वह रेलवे-वाइज एक भी आफिसर का नाम बता सकते हैं, जिस के पास क्वार्टर नहीं है ?

Mr. Chairman: Order, order. The hon. Minister will reply at 2.20.

Shri Priya Gupta: They are all in saloons.

Mr. Chairman: Order, order. Shri Y. S. Chaudhary.

श्री यु० सि० चौधरी (महेन्द्रगढ़) : माननीय सभापति जी, रेलवेज के बारे में काफी कुछ बातें कही गयीं हैं। मैं भी अपने क्षेत्र के बारे में, जिसमें अच्छे-बुरा हाटका नार्दन रेलवे के बीकानेर डिवीजन का आता है, अपनी कुछ राय जाहिर करूँगा।

मुझे देश के बाकी हिस्सों के बारे में पता नहीं है, लेकिन जहाँ तक बीकानेर डिवीजन का सवाल है, उस में जो बड़े स्टेशन हैं, आजादी के बाद दरअसल उनकी अच्छा-खासी तरक्की हुई है और सेंटर के और महकमों के मुकामिलों में अधिक अच्छा काम

हुआ है। हिसार और रेवाड़ी आदि जो बड़े स्टेशन हैं, या भटिण्डा आदि जो जंकशन स्टेशन हैं, वहां पैर प्लैटफॉर्म, लैट्रिन्ज, और स्टेशनों पर मुसाफिरों को दी जाने वाली सब सुविधायें काफी अच्छे तरीके से मुहैया की गई हैं और इसके लिये रेलवे मंत्रालय धन्यवाद का पात्र है।

मगर इस बारे में एक बात मैं आप से कहना चाहता हूँ कि जहां तक इन छोटी लाइनों का सवाल है—छोटी लाइनों से पैरा मत्सव ब्रांच-लाइनों से है, मीटर-गेज लाइनों से नहीं—वहां पर चलते वाली गाड़ियों में जो डिब्बे लागाये जाते हैं, वे मेन लाइन्ज के मुकाबले में कुछ बुरी हालत में हों। अगर उन गाड़ियों में हमारे कारखानों में बनाये जाते वाले नये डिब्बे लगाए जायें, जिन में मुसाफिरों के लिये सब तरह के सुविधाएँ होती हैं, तो इस से लोगों को बहुत संतोष होगा। जो डिब्बे आज कल वहां हैं, वे पुरानी बी० बी० एंड सी० आई० रेलवे के हैं, जिन के दरवाजे बाहर की तरफ खुलते हैं, जिस से एक्सीडेंट का भी काफी खतरा रहता है, और जिन में पंखों के मिवाये आज कल की कोई भी नई सुविधा उपलब्ध नहीं है। अगर नए डिब्बे उन गाड़ियों में लगाए जायें, तो वहां की जनता को पता लगेगा कि आजादी के बाद हमारी लाइनों पर सुधार हुआ है। इस लिये मैं माननीय मंत्री जी से निवेदन करूंगा कि अगर छोटी ब्रांच-लाइनों पर कम से कम आधे डिब्बे ऐसे लगा दिये जायें, जो कि माड्रन एमिनिटीज से फिटिड हों, तो बहुत अच्छा होगा।

थर्ड क्लास के कम्पार्टमेंट्स में जो बेतहाशा भीड़ बढ़ रही है, उस की ओर भी मैं रेलवे मंत्रालय का ध्यान आकर्षित करना चाहता हूँ। जहां एक तरफ किराया बढ़ाया गया है, वहां दूसरी तरफ अगर गाड़ियां और थर्ड क्लास के डिब्बे बढ़ा दिये जायें, ताकि थर्ड क्लास के मुसाफिरों को कम से कम भीड़ से तो इतनी तकलीफ न हो, तो शायद वह

इस किराये को महसूस न करें। सब से बड़ी मुसीबत यह है कि जब थर्ड क्लास का मुसाफिर गाड़ी पर बैठ चढ़ने के लिये जाता है, तो एक तरफ तो उस को टिकट के पैसे ज्यादा देने पड़ते हैं और दूसरी तरफ उस को बैठने के लिये भी जगह नहीं मिलती और उस को कई स्टेशनों तक खड़ा हो कर जाना पड़ता है। इस वजह से वह किराया उस को बहुत अखरता है और जो कुछ रेलवे मंत्रालय या सरकार ने उस के लिये किया है, उन दोनों का जब वह मुकाबला करता है, तो उस में फस्ट्रेशन की भावना पैदा होती है। रेलवे मंत्रालय को इस बात का ध्यान रखन चाहिये कि जिन क्षेत्रों में रेलवेज का बसिज साथ कम्पीटीशन है, वहां उस कम्पीटीशन को मोट करने के लिये कामशाल वे अपनाना चाहिये और गाड़ियों में नये माड्रन डिब्बे लगाने चाहिये, जिस से रेलवे को भी आमदनी होगी और साथ ही थर्ड क्लास के मुसाफिर भी बगर तकलीफ के सफर कर सकेंगे। यहां पर रात को सोने का सवाल नहीं है। वह तो एक बड़ी समस्या है और उस को किसी और स्टेज पर हल किया जा सकता है। लेकिन आज-कल तो मुसाफिर सिर्फ यह चाहते हैं कि वे सफर के दौरान में आराम से बैठ सकें। जहां तक किराया बढ़ाने का सवाल है, वह तो तकरीबन हर साल बढ़ाया जाता है। लेकिन मैं माननीय मंत्री जी से दरखास्त करूंगा कि वे गाड़ियां जरूर बढ़ायें। गाड़ियां बढ़ाने में रेलवे मंत्रालय पर कोई बर्झन नहीं पड़ता है, बल्कि ऐसा करने से उस को आमदनी होती है और मुसाफिरों को ज्यादा सुविधा होती है। पहले सराय सहेला स्टेशन से एक डीजल-कार हिसार रेलवे स्टेशन तक जाया करती थी। वह पिछले एक साल, या छठ नौ महीनों से बन्द है। जब हमने कुछ रेलवे अधिकारियों से हिसार गैरह स्टेशनों पर इस का कारण पूछा, तो उन्होंने बताया कि हमें उस गाड़ी को चलाने से कोई खास आमदनी नहीं होती है। मैं अर्ज करना चाहता हूँ कि दरअसल बात यह थी कि सराय सहेला से जब यह गाड़ी

[श्री यु० सी० चौधरी]

चलती थी, तो उस के बिसकुल आगे बीस, पच्चीस मिनट, आध घंटा पहले रेवाड़ी स्टेशन से एक पैसेंजर ट्रेन हिसार की तरफ जाती थी, जो कि भटिण्डा जाती थी। इसी तरह जब वह डीजल कार सबेरे हिसार से वापस आती थी, तो उस से करीब आध घंटा पहले पैसेंजर ट्रेन हिसार से रेवाड़ी आती थी, जो कि तकरीबन सारी की सारी सवागियों को ले जाती थी। अगर रेलवे मंत्रालय ऐसे समय में उस गाड़ी को चलाये, जिस से उन दोनों ट्रेन्स के बीच में गैप हो और वह दिन के समय हो, जब कि मुसाफिर उसका उपयोग कर सकें, तो शायद यह समस्या सामने न आये।

अगर माननीय मंत्री इस गाड़ी को न चला सकें, तो वह उस प्लान पर गौर करें, जो कि मैं उन के सामने रखना चाहता हूँ। सारय ग्रेन्डा स्टेशन से एक डीजल सादुलपुर जाती है, जिस को हमारी तरफ राजगढ़ कहते हैं। अगर वह ट्रेन वहां से जूपा होकर हिसार आ जाये और हिसार से रेवाड़ी चरी जाये, तो इस तरह जो ट्राइएंगल त्रिकोन बनता है, उस से रेलवे मंत्रालय को फायदा होगा और उस को कोई नुकसान नहीं होगा, क्योंकि हिसार से राजगढ़ के इलाके में सिर्फ दो गाड़ियां चलती हैं और दिन में कोई ट्रेन नहीं चलती है। वहां पर बसों के अलावा मुसाफिरों के लिये आने-जाने का कोई साधन नहीं होता है। अगर इस प्लान पर अमल किया गया, तो मैं समझता हूँ कि बहुत सी समस्याएँ हल हो जायेंगी और शायद दूसरी डीजल कार को इन्ट्रोड्यूस करने की जरूरत नहीं रहेगी।

जैसा कि हरियाना के एक दो वक्ताओं ने कहा है, भाखरा कानाल के आने के बाद पंजाब में हरियाना का पिछड़ा हुआ क्षेत्र काफी तरक्की कर रहा है। जैसा कि उन्होंने कहा, लायलपुर और भिन्टगुमरी के जिलों के

मुकाबले में हिसार और रोहतक का इलाका आने वाले सालों में बहुत अनाज, कपास और गन्ना पैदा करेगा। चना तो अब भी वहां पैदा होता है। उस को ढोने के लिये रेलवे मंत्रालय की तरफ से नए कार्यक्रम शुरू किये जाने चाहियें, एक दो नई लाइनें बिछाई जानी चाहिये और कुछ नई गाड़ियां चलाई जानी चाहिये। जब कुछ समय के बाद भाखरा डैम कम्पलीट हो जायगा, तो उस समय यह समस्या रेलवे विभाग के सामने आने वाली है। अगर यह प्रश्न थर्ड फाइव यीअर प्लान में नहीं आता है, तो कम से कम रेलवे मंत्रालय अभी से कोई टम्पोरेरी प्लान आने वाली समस्या को हल करने के लिये बनाए और उस पर अमल करना शुरू कर दे।

जैसा कि एक कांग्रेसी सदस्य ने भी कहा है, अगर गद्दी हरसरू-फरखानगर लाइन को अज्जर से हो कर भवानी या दादरी तक मिला दिया जाय, तो इस से अज्जर के इलाके में, जो कि एक अच्छा खासा टाउन है और जो भाखरा कानाल से कवर होता है, रेलवे लाइन आ जायगी, आवागमन का साधन हो जायगा और माल और मुसाफिरों को ढोने की समस्या का समाधान हो जायगा। जज्जर भिवानी या दादरी तक गडिहरमुरु-फरखानगर लाइन को एक्सटेंड कर दिया जाय तो इससे बहुत सी तकलीफें दूर हो सकती हैं। रेलवे प्रशासन की दृष्टि में भी यह बहुत आवश्यक है कि इस को डाइवर्ट कर दिया जाय ताकि रश कम हो सके। बीकानेर डिवीजन में से बीकानेर और जोधपुर जैसी मेल ट्रेन रिवाड़ी शहर को आती हैं और उन को आध आध घंटा आउटर सिगनल पर रोक देना पड़ता है क्योंकि चारों तरफ से गाड़ियां रिवाड़ी आ रही होती हैं। अधिकारी जानते हैं कि कितनी मुसीबत का उनको सामना करना पड़ता है। उनको बड़ी बड़ी गाड़ियों तक को लेट करना पड़ता है। अगर मेरे इस मुद्दाव को मान लिया

जाय और इसको इस तरह से डाइवर्ट कर दिया जाय तो जो हिसार की तरफ, भटिंडा की तरफ और फाजिलका की तरफ जाने वाली गाड़ियां हैं, उन की समस्या हल हो सकती है। रिवाड़ी के लिये मैं माननीय मंत्री जी से विशेष तौर से दरखवास्त करता हूँ कि वह उस ओर ध्यान दें। मेरी अपनी कंस्टिट्यूएँसी से इसका कोई ताल्लुक नहीं है, लेकिन जो आम तकलीफ है उसकी तरफ मैं उनका ध्यान दिख रहा हूँ और मैं आशा करता हूँ कि वह इसके बारे में कुछ न कुछ करने की अवश्य कोशिश करेंगे।

अब मैं माल के डिब्बों के बारे में कुछ कहना चाहता हूँ। और किसी मामले में रिश्वतखोरी का बोलवाला हो या न हो लेकिन जहाँ तक माल के डिब्बों का सम्बन्ध है, व्यापारी लोग जब भी रेल वाद्यों के पास माल के डिब्बे रिजर्व कराने के लिये आते हैं तो अक्सर उनका काम बिना कुछ दिये हुए नहीं बनता है। यह चीज मैंने डिविजनल हैडक्वार्टर्स के ऊपर भी देखी है, वहाँ जो स्टेशन हैं, उनमें भी देखा है। पैसा ले कर ही माल गाड़ी के डिब्बे दिये जाते हैं। मैं प्रार्थना करता हूँ कि कम से कम छोटी लाइनों पर तो इसकी व्यवस्था कर दी जाय कि बिना कुछ दिये हुए माल के डिब्बे व्यापारियों को मिल सकें ताकि अनाज इधर से उधर जा सके तथा अनाज लाने के जाने की समस्या हल हो सके।

Shri Karuthiruman (Gobichettipalayam): Mr. Chairman, Sir, while supporting the demands, I would suggest one thing to the hon. Minister for Railways. Already in the reply to the debate yesterday, the Minister said that construction of every new line is so important. I would like to plead for the construction of a new line, whose technical survey was finished about 20 to 30 years back. It is the Chamarajanagar-Satyamangalam line. The inclusion of that line is very important in many ways.

Firstly, it will connect the two States of Mysore and Madras. Secondly, the backward areas of Madras and Mysore States would be interlinked by the construction of this new line. Further, after the completion of the Lower Bhawani project which is irrigating about 2 lakhs of acres, the agricultural produce is to be taken from one place to another through this line. This line is so important and vital for the agricultural sector. It will be of great benefit both to the passenger traffic and also goods traffic.

Further, if this line is included and taken up, along the west coast if it is connected to Erode and to Poona via Hubli, it will be a straight course and 150 miles will be saved. Of course, Bangalore-Salem line is important and it has already been included in the list. But even before that, the technical survey of the Chamarajanagar-Satyamangalam line was completed. I do not grudge the inclusion of the Bangalore-Salem line. But Chamarajanagar-Satyamangalam line is so important when it is connected to Erode via Gobichettipalayam. It should be connected to Dindigul, so that Cochin Harbour will be very much benefited by this new line.

The hon. Minister may say that only industrial sectors should be developed and new lines should be constructed where there are steel projects like Rourkela, Bhilai and Durgapur projects. But we should remember that ours is an agricultural country and agriculture should be given an equal chance. The agricultural sector should be developed. If that is accepted, this line becomes very important and it should be taken up in the Third Plan. I had been in the Madras Assembly for two terms and the Madras Government have recommended this Chamarajanagar-Satyamangalam line. But I am disappointed to find that this line is not included in the new construction of lines to be taken up in the Third Plan.

[Shri Karuthiruman].

So, I request the Minister to reconsider the matter and see that the line is taken up immediately. The technical survey has already been completed. It was said some years back that Satyamangalam is not a railway end. If they want a railway end, they can take it up to Erode via Gobichettipalayam, where there is a third grade municipality and it will serve 5 lakhs of people.

There was a proposal to include one intra-State line. For the inclusion of that intra-State line, they have taken up Mangalore-Hassan railway. After the formation of linguistic States, that intra-State line is gone now. If there is to be an intra-State railway, Satyamangalam-Chamarajanagar stands a good chance. I request the Minister to bestow some attention and include this line, so that there may be a good communication between the two backward areas. Even if you look at the map, there is a very vast gap between Chamarajanagar and Erode. That is the only plea I want to make.

Regarding overcrowding, the second class is worse than the third class. I would request the Minister to abolish the second class once for all, because the second class is just like Trishankuswarga. There are no facilities at all, except that cushioned benches are provided. There is not even a full second class bogie; generally it forms a portion of a first class bogie or a third class bogie. I, therefore, suggest that second class may be abolished and in its place, more third class bogies may be attached. I suggest there should be only two classes in the railways—the first and the second. The present third class may be converted into second class. It will be a good thing to abolish the second class.

With these words, I support the demands.

श्री विश्राम प्रसाद (लालगंज) : रेल के भाड़े में बढ़ोतरी के सम्बन्ध में जो आपने तजवीज रखी है, उस पर कई कट मोशंज दी गई है। जहाँ तक भाड़े का सम्बन्ध है वह अवश्य बढ़ना चाहिये। जबकि देश तरक्की की तरफ जा रहा है तो भाड़े की दर बढ़नी ही चाहिये और यह जरूरी भी है। प्लानिंग वगैरह जो आप कर रहे हैं, उसके लिये भाड़ा बढ़ाना बहुत जरूरी है। लेकिन इसके साथ ही साथ आपको यह भी सोचना चाहिये कि अगर भाड़ा बढ़ाया जाता है तो उसका जनता के ऊपर क्या असर पड़ेगा। आप को चाहिये था कि आप देश की हालत को देखते, देश में लोगों की आर्थिक स्थिति को देखते और तब जा कर आप भाड़ा बढ़ाने की बात करते। आप देखें देश की गरीबी कितनी बढ़ती जा रही है। इस के बावजूद भी आप भाड़ा बढ़ाते जा रहे हैं। आज देश का आमदमी बोझ से लदा हुआ है और आप उस पर और भी बोझ डालते चले जा रहे हैं। इस सब बोझ की वह कहां तक सहन कर सकता है। अगर देश की हालत भी सुधरती जाती और आप भाड़ा बढ़ाते जाते, तो कोई एनराज वाली बात नहीं थी और उमसे जनता को कोई तकलीफ न होती। आज इस देश की जनता कितनी गरीब होती जा रही है। इतना ही नहीं, आप ने कित पर किराया बढ़ाने के साथ १६० कोलो मीटर पर १ रु० फ़ैट भी बढ़ा दिया है। वह बढ़े हुए भाड़े का बोझ भी उन्हीं लोगों पर पड़ने वाला है जो सामान को इस्तेमाल करने वाले हैं। इसी तरह से भाड़े की बढ़ोतरी का प्रभाव रोजगार पर भी पड़ेगा, एक्सपोर्ट और इम्पोर्ट पर भी पड़ेगा। सन् १९४७ में गरीब और अमीर को आमदनी का फर्क १ और ११० के अनुपात से था, आज वह बढ़ कर १ और ३०० का हो गया है। क्या आप ने जो किराया बर्ड और फ़स्ट क्लास का बढ़ाया है १० परसेन्ट और १५ परसेन्ट, वह इसी हिसाब से बढ़ाया है। गरीब और अमीर का जो फर्क है क्या वही अनुपात आप ने बढ़े हुए किराये में रक्खा है? पिछले

दिनों उपमंथी जी विदेशी रेलों के बारे में बतला रहे थे, लेकिन क्या विदेशों की रेलवे में भी सिर्फ इसी तरह की अमेनिटीज दी जाती हैं जिस तरह से यहां दी जाती हैं थर्ड क्लास के पैसेंजर्स को ? आप जिन से भाड़ा वसूल करते हैं उन के लिये आप ट्रेनों नहीं बढ़ाते हैं लेकिन भाड़ा बढ़ाते जाते हैं। आज तीसरे दर्जे के यात्रियों का हाल यह है कि वे पटरियों पर बैठ कर चलते हैं और छतों पर बैठ कर चलते हैं। मैं आप को एक किस्सा बतलाना चाहता हूं। बनारस में नार्दन रेलवे और नार्थ ईस्टर्न रेलवे की क्रॉसिंग है। ऊपर से छोटी लाइन जाती है और नीचे से बड़ी लाइन जाती है। कभी कभी छतों पर बैठ हुए यात्रियों के सर धड़ से अलग हो जाते हैं। आप किराया अवश बढ़ावें, लेकिन साथ साथ यात्रियों की तकलीफों का भी खयाल रखें। बसेज में उतने ही टिकट इश्यू होते हैं जितने पैसेंजर्स की सीट्स होती हैं। अगर कंडक्टर ज्यादा पैसेंजर्स को बिठला ले तो उस का चालान हो सकता है ; लेकिन रेलवे में थर्ड क्लास में चाहे जितने पैसेंजर भर दिये जायें, उन के लिय कोई चैक नहीं है। अगर देखते हैं कि हमारे देश में कभी कभी मेले भी होते हैं, ग्रहण होते हैं, शादियां होती हैं गठगा स्नान होते हैं। लेकिन बाहर के देशों की तरह कभी यात्रियों को सुविधा पहुंचाने की बात नहीं सोची गई। इस अवसर पर क्या यह जरूरी नहीं है कि हम अपनी ट्रेनों की संख्या बहुत दें या ज्यादा स्पेशल ट्रेन्स चला दें। आज कल गर्मी के दिन हैं, आज कल हमारे ज्यादातर किसान बेकार होते हैं। शादी और विवाह भी होते हैं। लोग भूसे की तरह भरकर गाड़ियों में जाते हैं। इसलिये मेरी प्रार्थना है कि जैसा समय हो, स्नान या मेले का, उस समय ट्रेनों की संख्या बढ़ा दी जाय या स्पेशल ट्रेन्स चला दी जायें।

जिन सज्जनों ने अभी भी बनारस से गोरखपुर तक सफर किया है, उन्होंने देखा होगा कि थर्ड क्लास में इतनी भीड़ चलती

है कि आदमी लॉग पटरियों और छतों पर बैठ कर चलते हैं। अगर वह लाइन दोहरी, अर्थात् डबल, नहीं की जा सकती तो वहां पर एक या दो ट्रेनें इस तरह से बढ़ा दी जायें जिस से वहां के पैसेंजर्स को काफी सहूलियत हो सके।

यहां पर बहुत सी बातें प्रतीक्षालयों के बारे में, ट्वायलेट्स के गन्दे होने के बारे में, सामान को सुरक्षा के बारे में, गाड़ियों में चोरियों के बारे में, कत्ल और लूट के बारे में पुलिस के डीलेपन के बारे में, कही जा चुकी है। मैं उन को दोहराना नहीं चाहता, लेकिन एक बात जरूर कहूंगा। एक गाड़ी लखनऊ से दिल्ली के बीच चलती है। उस में थर्ड क्लास की स्लीपिंग कार होती है जिस में ऊपर नीचे तीन बर्थ होती हैं। अगर वे तीनों बर्थ गिरा दी जायें तो आदमी उन पर बैठ नहीं सकते हैं। आप ३२० ७० नये पैसे रिजर्वेशन फीस लेते हैं तो क्यों नहीं उन में तीन बर्थों के बजाय दो बर्थ कर देते हैं ? यदि ऐसा हो जाय तो पैसेंजर्स को काफी आराम मिल सकेगा।

यहां पर रिटर्न टिकेट्स की बातें कही गई, करप्शन की बातें भी कही जा चुकी हैं। एक चीज मुझे कहनी है जो कि टिकेट्स के बारे में है। आप ने ४३ पैसे, ४७ पैसे आदि के टिकट रखे हैं। इस तरह के दाम रखने से जो किसान लोग टिकट खरीदने आते हैं उन को बहुत तकलीफ होती है। अगर वह ४५ या ५० पैसे देते हैं तो बुकिंग क्लर्क कहता है कि उस के पास २ नये पैसे खुले हुए नहीं हैं अगर टिकट खरीदने वाला उस को ३ नये पैसे दे तो वह पांच नये पैसे वापस दे सकता है। चूंकि गाड़ी पकड़ने की उसे जल्दी होती है इसलिये वह पैसे छोड़ कर चला जाता है। इस तरह से एक एक टिकट पर २ या ३ पैसे कर के बहुत से पैसे बुकिंग क्लर्क को मिल जाते हैं। मेरी प्रार्थना है कि टिकट का दाम जो हो वह ५, १०, १५, २० या ५ का हो

[श्री विश्राम प्रसाद]

कोई मल्टिपल रक्खा जाय ताकि इस तरहकी बातें जो भ्राज होती हैं व न हो सकें।

टाइम टेबल के बारे में मुझे यह कहना है कि जोनपुर और ओड़िहार नार्थ ईस्टर्न रेलवे के स्टेशन हैं। ७० डाउन २०.०० बजे चलती है और ओड़िहार २१.४५ पर पहुंचती है। अगर किसी पैसेंजर को वारणसी जाना होता है तो उस को ६७ अप २.३४ पर मिलती है यानी उस को कम से कम पांच घंटे उन छोटे से स्टेशन पर गुजरने पड़ते हैं। यह हिस्ट्री को चीज है कि जब से जोनपुर ओड़िहार लाइन बनी है वह लूप लाइन थी और एक गाड़ी जोनपुर से ओड़िहार आया-जाया करती थी। लेकिन पिछले दिनों वह रिडाइरेक्ट कर दी गई छपरा को और अभी वह गाड़ी रिडाइरेक्ट कर दी गई भटनी को। भटनी से जो गाड़ी आती है, ओड़िहार में उस के ६० या ६५ फी सदी आदमी दूसरी गाड़ी पकड़ते हैं। इन तरह से जल्दी में गाड़ी पकड़ना होता है और उन का काफी गामान छूट जाता है। जो गाड़ी हमेशा भटनी से बनारस आया जाया करती थी, उस में पता नहीं किस सज्जन का हाथ था जिन्होंने उस गाड़ी को जोनपुर रिडाइरेक्ट कर दिया, जब कि उस गाड़ी में जोनपुर से जाने वाले पैसेंजर कतई नहीं होते हैं। मेरी यह प्रार्थना है कि जोनपुर ओड़िहार के बीच जो गाड़ी चला करती थी उस को फिर उधर से रिडाइरेक्ट करते हुए उसी स्थान से चलाया जाय यानी बनारस से भटनी को।

विनोदगढ़ा जंक्शन जो नार्थ ईस्टर्न रेलवे पर है और अलीपुर दुआर स्टेशनों पर १८-६-६१ से पहले बैड बंदर अलाउंस मिला करता था। लेकिन १८-६-६१ के बाद जो आदमी ट्रांसफर हो कर वहां जाता है उस को वह अलाउंस नहीं दिया जाता है। अगर कोई अफसर किसी से नाराज हो तो वह उस को एक महीने के लिये और जगह ट्रांसफर कर के

फिर वहीं पर बुला लेता है और उस का बैड बंदर अलाउंस बन्द कर देता है। यह दो तरह की पालिसी ठीक नहीं है। आप या तो सब को वह अलाउंस दीजिये या किसी को भी न दीजिये। अगर बैड बंदर अलाउंस वहां पर दिया जाता है तो चाहे जो आदमी वहां जाय, सब को वह मिलना चाहिये।

इसी प्रकार बनारस और मडुआडीह में सिटी अलाउंस दिया जाता है। जब बनारस से बी क्लास डिक्लेअर हो गया है तो बी क्लास का अलाउंस वहां सब आदमियों को मिलना चाहिये।

जोनल यूजर्स कन्सल्टेटिव कमेटी जो है उस में मेरी प्रार्थना है कि हर पार्टी के लोग लिये जाने चाहिये। यह नहीं होना चाहिये कि एक ही पोलिटिकल पार्टी के मेम्बर ले लिये जायें।

एक ट्रेन जय नगर से कुनौली एन० एफ० रेलवे पर है। भारत और नेपाल की सीमा पर यह है। उस में २०, २० मील पर स्टेशन है। निर्मला से कुनौली तक भी रेलवे लाइन बनाई जाय। इस से भारत और नेपाल के व्यापार में वृद्धि होगी।

इन शब्दों के साथ मैं अपनी बात समाप्त करता हूं।

Shri A. T. Sarma (Chatrapur): Mr. Chairman, I am thankful to you for giving me this opportunity to participate in this discussion. I want to speak about the grievances of my own State. We are experiencing every day . . .

Mr. Chairman: The hon. Member is not audible. He may come to the front and speak.

Shri A. T. Sarma: I will speak only about the grievances relating to the railway administration in my own

State. My first complaint is that most of the trains in that area run in the dead of night with the result that all passengers, especially those who travel from Berhampur to Cuttack or vice versa have to wait at the stations in the night for a long time. Further, these trains never run in time. When we ask the station masters about the arrival of the trains they inform us that the trains are running in time but when we actually arrive at the station we find that the trains are running late by two or three hours. This is the experience of all those who travel by trains in our part of the country.

Puri is an important pilgrim centre and people from all parts of the country go there to have a holy bath and darshan of the swami. But, unfortunately, excepting the Howrah-Puri Express which reaches there at about 8 p.m., all the other trains reach Puri at the dead of night, or after 1 A.M. with the result the pilgrims do not get an opportunity to take a bath on that day and have to arrange for accommodation for their stay there. For example, the Asansol-Puri Passenger reaches there at 1 O'clock in the dead of night. The Talcher-Puri train also reaches there after 1 a.m. So, the pilgrims are put to a lot of difficulties. As they reach there late in the night, they get neither food nor shelter.

Besides, there is no through train except one from Howrah to Madras. Hitherto, there was a Janata express running from Madras to Kharagpur. Now it has been diverted to Howrah-Hyderabad. There was another train running from Waltair to Kharagpur. Now it is stopped at Khurda Road. This is inconveniencing the travelling public quite a lot.

Then, apart from the trains running in the dead of night, most of the compartments do not have lights. So, thefts and pick-pocketings are committed taking advantage of the want of lights. This is common in the railways in the State of Orissa.

Further, there are two light railways in my State in Parlakimed and Mayurbhanj. The trains in these railways never run in time. The engines of these railways were built centuries ago and for want of proper maintenance they do not work at all. So, passengers who want to go to either Parlakimed or Baripada prefer to travel by bus rather than depending on these trains. The accidents on these lines are also quite frequent. Because people prefer to travel by buses, these lines are running at a loss. If only the engines are repaired and the trains are made to run in time, I am sure the number of passengers on this line will increase and the loss can be made up.

There are many other inconveniences which we are facing in these trains. I will give you only one or two instances. Golantra is noted for its pan which is exported to other parts of India. But pan can be exported only if wooden floor wagons are supplied to the merchants. But, instead of wooden floor wagons, they are being supplied with iron floor wagons, which are not at all suited for despatch of pan. So, the merchants are facing a lot of difficulties and they are even thinking of giving up their business. Already, there is a fall in this business and the freight carried by this line is gradually going down. Similarly, in Cuttack the merchants never get coal in time due to lack of wagons. Even though they go on asking for more wagons, I regret to say that nothing is being done in this direction.

Then, there are many level crossings which have neither under-bridge nor over-bridge. Though we have been pressing for this all these years, nothing seems to have been done so far. There are two very important level-crossings,—one near Cuttack and another near Berhampur—where people have to wait for hours to cross the line because a train would be passing that way every few minutes. There were some accidents also at that level crossing. Once an ambulance was

[Shri A. T. Sarma].

detained for two hours near the railway level crossing as a result of which a poor lady who badly needed treatment died and there was some agitation for the immediate construction of the level crossing.

As most of the trains in our area run only in the night, pick-pocketing and thefts are quite common in our trains. So, people are generally afraid of travelling in trains.

Then, there is a group of businessmen who take cart-loads of luggage from Sompeta, Ichapur and Berhampur to Kharagpur by train without purchasing tickets. Because they are in the good books of the ticket examiners, they never care for the convenience of the other passengers. They keep their cart-loads of luggage inside the bogies and make the other travelling public to stand throughout the journey. Even when the travelling public complain, there is nobody to heed it because the officials are on the side of the businessmen.

These are some of the difficulties and inconveniences which we face in the railways in our State. I hope the Railway authorities will take immediate steps to redress these grievances.

श्री गौरी शंकर (फतेहपुर) : सभापति जी, रेलवे के विषय में कई दिनों से बराबर चर्चा हो रही है और थर्ड क्लास के किरायों के बढ़ोत्री के बारे में और तकलीफों के बारे में भी कहा गया है।

जहां तक कि किराया बढ़ाने का सवाल है, इसमें कोई शुबह नहीं कि किराया तो बढ़ाया जा सकता है मगर सवाल यह पैदा होता है कि किराया बढ़ाने के लिये आरक्षों अपना केस बनाना चाहिये। १५१ कारण है कि आप थर्ड क्लास के मुसाफिरों को कोई भी सुविधा नहीं देते। जैसी १५१ उनकी पहले थी उसी प्रकार की दशा आज भी है। तो आपके पास कोई कारण किराया

बढ़ाने का नहीं है। अगर बहालत मौजूदा देखा जाए तो थर्ड क्लास में चलने वालों को जो तकलीफें पहले थीं उनसे और ज्यादा तकलीफें बढ़ गयी हैं।

जहां तक बैठने का सवाल है बैठने के लिये जगह उनको नहीं मिलती। उनको प्यास लगने पर पीने के लिये पानी नहीं मिलता। इसका क्या कारण है? मैं तो आपके द्वारा इस ओर मंत्री जी का ध्यान आकर्षित करना चाहता हूं।

आजकल रोडवेज की बसें चलने लगी हैं और वे काफी यात्रियों को एक जगह से दूसरी जगह ले जाती हैं। यदि रोडवेज न होती और वह पैसेंजर्स को इस प्रकार की सुविधा न देती तों मेरी समझ में नहीं आता कि उनकी रेलवे में क्या दशा होती। शायद उनकी हालत बहुत खराब हो जाती। इसलिये मेरा कहना है कि अगर आप किराया बढ़ाते हैं तो किराया बढ़ाने के लिये आपको अपना केस मेक आउट करना चाहिये, आप उनको उसी अनुपात में सुविधाएं दें तो फिर आपका किराया बढ़ाना जायज हो सकता है।

इस के अतिरिक्त एक चीज मुझे और निवेदन करनी है। आप को कुछ सीमा निर्धारित अवश्य करनी है ताकि उस निर्धारित सीमा के आगे कभी किराया बढ़ोत्री का प्रश्न न उठे। अक्सर यह होता है कि बीच बीच में आप मेले के नाम पर पिलग्रिमेज के नाम पर ज्यादा जो किराया लेते रहते हैं वह एनक्रीज में शुमार नहीं होता है।

इस के बाद मुझे एक और विशेष चीज के ऊपर आप के द्वारा मंत्री जी का ध्यान आकर्षित करना है और वह रेलों में सुरक्षा की समस्या है। इधर पिछले कई वर्षों से यह देखा गया है कि रेलवेज में एक्सीडेंट बहुत ज्यादा तादाद में होने लगे हैं। इस के अतिरिक्त यानी चाहे वह थर्ड, सेकंड या फर्स्ट क्लास का हो अपने मकान से जब बच्चों

आदि को लेकर रेल की यात्रा करता है तो उसको सदैव रास्ते में अपनी जान और माल का खतरा बना रहता है और सुरक्षा की दृष्टि से चिंतित रहता है कि पता नहीं कब क्या हो जाय। इस तरह की कई घटनायें घटी हैं जिसमें फर्स्ट क्लास के पैसेंजर को जान से मार दिया गया और उसका सामान लूट लिया। कभी कभी तो ऐसे इंसीडेंट्स भी हुए हैं जिनमें सेकेंड क्लास या फर्स्ट क्लास के पैसेंजर को ट्रेन से बाहर घसीट कर फेंक दिया और उनका सामान लूट लिया गया। इस तरह की चीजें रोज बरोज बढ़ रही हैं। मैं उत्तर प्रदेश की ही घटना आपको बताऊं कि आगरा जिला परिषद् के अध्यक्ष पालीवाल जी के साथ रेल के सफर में दुर्घटना हुई और उसमें उनकी मृत्यु हो गयी। रेल के सफर में सुरक्षा न होने के क्या कारण है? मेरी समझ में इसका एक ही मूल कारण है और वह यह कि रेलवेज ने सुरक्षा के लिये जो फोर्स रखी है, इस डिफेंस फोर्स के कर्मचारियों को यह अधिकार नहीं है कि वे स्वयं मुकदमा चला सकें। स्वयं प्रीसीक्यूशन लांच कर सकें और स्वयं ही इनवैस्टीगेट कर सकें। मैं ने यह देखा है और यह मेरा अनुभव है कि जब कभी इस प्रकार की पावर्स कर्मचारियों को दी जाती हैं जोकि नामुक्तमिल पावर्स हैं तो फिर रैगुलर पुलिस फोर्स में और उनके दरमियान में एक स्टैप-मदरली ट्रीटमेंट हो जाता है। पुलिस का मुझे यह अनुभव है कि जब उनको सीधे सीधे अस्तित्वार किसी मुकद्दमें में नहीं मिलते हैं और दूसरे मुहकमें के कर्मचारियों द्वारा जो मामलात उन तक पहुंचाये जाते हैं उनमें वह बिल्कुल दिलचस्पी नहीं लेती है। मेरा विश्वास है कि वाच एण्ड वार्ड डिपार्टमेंट जो पहले होता था तब सुरक्षा कुछ बेहतर थी। अगर मौजूदा सेंट अप जो सुरक्षा का है उनको यह पावर दे दी जाय कि वह स्वयं कैसेज को इनवैस्टीगेट करें, स्वयं कैसेज को लांच करें तो मैं समझता हूं कि यह सुरक्षा को समस्या सुधर सकती है। यह व्यवस्था मौजूद न रहने से होता यह है कि

किन्हीं दुर्घटनाओं में कभी तो पुलिस चार्जशी - नहीं लगा पाती है तो कभी किसी केस में कनक्वशन नहीं हो पाता है। इसलिये म मुझाव दूंगा कि सुरक्षा के जो कर्मचारी हैं उनको रेलवे विभाग द्वारा स्वयं इनवैस्टीगेट करने, और मुकदमा चलाने की पावर मिलनी चाहिये ताकि पुलिस की मुहताजगी न रहे।

जहां तक कैटरिंग का संबंध है सदन में इस बारे में बहुत कुछ कहा गया है। यह बड़े हर्ष की बात है कि कैटरिंग का काम जोकि पहले प्राइवेट ठेकेदारों के हाथ में था उसको रेलवेज ने अपने हाथ में ले लिया है। मगर कई एक सवाल इसमें सामने आ रहे हैं। यह अनुभव हुआ है कि जहां पर रेलवे ने कैटरिंग को अपने हाथ में ले लिया है उन स्टेशनों पर भोजन भी ठीक नहीं मिलता है और उसके दाम भी ज्यादा बढ़े हुए होते हैं। कारण यह है कि रेलवे के मूपरिन्टेण्डेंट या कैशियर जो इस चीज को देखते हैं उनको इस का अनुभव नहीं रहता है और इस में रेलवे विभाग की आमदनी में भी काफी कमी हो जाती है। लेकिन मैं हरगिज यह नहीं चाहूंगा कि जो पहले बल्लभ दास वगैरह कंटेक्टर्स थे उनको रिवाइस कर दिया जाय। इसके लिये मैं आपके द्वारा मंत्री जी का ध्यान इस ओर आकर्षित करूंगा कि कैटरिंग की व्यवस्था अलग से पैसा खर्च करके रेलवे कर्मचारियों से करने के बजाय यदि इसके लिये कोई कर्मचारियों की एक सोसाइटी बना दी जाय, कंज्यूमर्स स्टोर्स बनाये जायें जो कि इन चीजों को देखें तो ज्यादा सुविधा होगी।

अन्त में मुझे अपने जिले फतेहपुर के बारे में विशेष तौर पर दो, तीन बातें कहनी हैं। फतेहपुर जिला जिसके कि एक तरफ कानपुर और दूसरी तरफ इलाहाबाद है, उत्तर प्रदेश का एक बहुत ही पिछड़ा हुआ जिला है। वहां पर एक विशेष चीज यह है कि उसके एक तरफ तो गंगा जी की सरहद है और दूसरी तरफ

[श्री गौरी शंकर]

जमुना जी की सरहद है और बीच में यह जिला स्थित है। बहुत जबरदस्त समस्या इस बात की है कि पांच जिले उत्तर प्रदेश के जो कि फतेहपुर से मिले हुए हैं अर्थात् बांदा, हमीरपुर, रायबरेली, उन्नाव और फतेहपुर, उनमें आपस में यातायात नहीं हो पाता है।

13.45 hrs.

[SHRI SHAM NATH in the Chair]

इसका कारण गंगा और जमुना के ऊपर पुल की व्यवस्था न होना है। मैं आपके द्वारा मन्त्री महोदय का ध्यान इस ओर आकर्षित करूंगा कि गंगा और जमुना के ऊपर यदि एक पुल बन जाय तो उत्तर प्रदेश के इन पांच पिछड़े हुए जिलों में काफी तरक्की हो सकती है।

इसका एक कारण यह भी है कि इन जिलों में बुंदेलखण्ड का जो रकबा है उसमें उत्पादन बहुत होता है। बांदा जिले में विशेष तौर से गल्ले की उपज ज्यादा होती है मगर यातायात की ठीक व्यवस्था न होने के कारण किसानों को उनके उत्पादित माल का ठीक मूल्य नहीं मिल पाता है। अब जबकि हमारी सरकार इस दृष्टिकोण को लेकर काम कर रही है कि जनता को फायदा हो और पैसा अधिक मिले तो मैं आप के द्वारा मन्त्री महोदय का ध्यान आकर्षित करूंगा कि यह केवल एक जिले फतेहपुर की ही बात नहीं है बल्कि पुल के बनने से पांचों पिछड़े हुए जिलों की उन्नति हो सकती है। रेलवे का एक पुल बांदा से फतेहपुर आने के लिए और उधर रायबरेली जाने के लिए गंगा जमुना पर बनाने में काफी पैसा खर्च आयेगा लेकिन इससे पांचों जिलों को फायदा होगा।

एक छोटी सी चीज जिसको कि लेकर फतेहपुर निवासियों की दिक्कत होती है उस की ओर भी मैं हाउस का ध्यान दिलाना चाहूंगा। फतेहपुर रेलवे स्टेशन पर दो रेलवे

क्रॉसिंग हैं। एक पश्चिम की तरफ है और दूसरी पूर्व की तरफ है। रेलवे क्रॉसिंग के एक तरफ कचहरी है, पुलिस आफिस डिस्ट्रिक्ट कोऑपरेटिव बैंक और दीवानी है और नतीजा यह होता है कि आने जाने में लोगों को काफी बड़ी असुविधा का सामना करना पड़ता है। मैं आपके द्वारा मन्त्री जी को बतलाना चाहता हूँ कि लोगों को इस पार से उस पार जाने में एक, एक घण्टा समय नष्ट करना पड़ता है। वहां पर बाजार है और मण्डी है। वहां पर अगर आने जाने के लिए अण्डरग्राउण्ड ब्रिज की व्यवस्था हो जाय तो यह दिक्कत दूर हो सकती है।

थर्ड क्लाम की एर्मिनिटीज का जहां तक सवाल है मुझे आप से यह निवेदन करना है कि बहुत सी ऐसी छोटी छोटी चीजें हैं जिनकी कि ओर यदि थोड़ा सा ध्यान दिया जाय तो वगैरह ज्यादा पैसा खर्च करे तीसरे दर्जे के मुसाफिरों की मौजूदा दिक्कतों को दूर किया जा सकता है।

जहां तक पानी की व्यवस्था का सवाल है मैं यह चाहता हूँ कि यह थर्ड क्लाम, सेकेंड और फर्स्ट क्लास की बोगियां एक तरतीब से रखी जायें। एक मज्जन ने यह भी निवेदन किया था कि अक्सर यह होता है कि जब कोई बड़े मन्त्री वगैरह आते हैं तो अभी यह पता नहीं चलता है कि उन की बोगी किस जगह पर होगी। इसलिए अगर थर्ड क्लास, सेकेंड क्लास और फर्स्ट क्लास की बोगीज तरतीब से लगाई जायें तो फिर पानी की उचित व्यवस्था करना ज्यादा मुश्किल न होगा। थर्ड क्लास की बोगीज जो एक जगह पर हैं उनके बीच में एक पानी की टंकी वगैरह बना कर अर्थात् एक रेफ्रिजरेटर टाइप चीज बना कर वहां रख दी जाय तो लोगों को पानी की सुविधा हो जायगी।

जहां तक सुरक्षा का सवाल है, यह सम्भव हो सकता है कि ट्रेन्ज पर जो सुरक्षा कर्मचारी

हैं, उन के आन-जाने के लिए थर्ड क्लास बोगीज में एक कारीडार कायम कर दिया जाये। अगर दो व्यक्ति भी वहां पर गाड के लिए रहें और रेगुलर पैट्रोलिंग करते रहें, तो इस तरह की दुर्घटनायें दूर हो सकती हैं, जो कि आये दिन यात्रियों की जानो माल को खतरा पहुंचाती हैं। मैं समझता हूं कि इस प्रकार एक कामन पैसेज बना कर सुरक्षा की व्यवस्था की जा सकती है।

रेलवेज की ज्यादातर आमदनी थर्ड क्लास के पैसंजज से होती है और उन से होने वाली आमदनी हॉ रेलवेज की आमदनी की बराबर है। इस लिए यह आवश्यक है कि उनकी सुविधाओं की तरफ विशेष रूप से ध्यान दिया जाये। मैं विश्वास करता हूं कि मैंने अपने जिले की जो कठिनाइयां इस सदन में रखी हैं, माननीय मंत्री जी उन पर ध्यान देंगे।

अन्त में एक छोटी सी बात की तरफ मैं इशारा करना चाहता हूं। जो डोलक्स ट्रेन दिल्ली से कलकत्ता जाती है, वह फोहपुर के स्टेशन पर नहीं रुकती है, जबकि फोहपुर डिस्ट्रिक्ट का हैडक्वार्टर है। मुझे यह भी मालूम है कि पानी लेने के लिए वह गाड़ी वहां पर रुकती है, लेकिन सवारियों के लिए टिकटों की बुकिंग नहीं होती है। मैं समझता हूं कि अगर वह पानी के लिए फोहपुर स्टेशन पर रुकती है, तो फिर सवारियों के लिए भी रुक सकती है। यह एक बड़ी साधारण सी बात है, जो कि बड़ी आसानी से की जा सकती है।

श्री नवल प्रभाकर (दिल्ली करोल बाग): सभापति महोदय, हर बार की तरह इस बार भी मैं यह निवेदन करना चाहता हूं कि दिल्ली में रिंग रेलवे का मामला बहुत दिनों से चल रहा है और वह पूरा नहीं हो पा रहा है। आप जानते हैं कि जैसे जैसे दिल्ली की आबादी बढ़ती जा रहा है, वैसे वैसे यातायात का दबाव भी बढ़ता जा रहा है और उस का एकमात्र

हल यहाँ है कि रिंग रेलवे को जल्दी से जल्दी बनाया जाये और चलाया जाये। मेरा यह निवेदन है कि माननीय मंत्री जी इस ओर ध्यान दें और इस सम्बन्ध में प्रगति करने का आदेश दें।

जहाँ तक ओवर-ब्रिज की आवश्यकता का प्रश्न है, मैं बताना चाहता हूं कि मेरे निर्वाचन क्षेत्र में कई रेलवे क्रॉसिंग आते हैं, लेकिन मैं उनमें से दो के बारे में खास तौर पर कहना चाहता हूं।

एक रेलवे-क्रॉसिंग पटेल रोड का है। जहाँ पटेल रोड नजफगढ़ रोड से मिलती है, उस पर पटेल नगर रेलवे स्टेशन के पास जो रेलवे-क्रॉसिंग है, उस पर यातायात इतना ज्यादा रहता है कि मेरे ख्याल में एक दिन में पंद्रह दफा तो वह जरूर बन्द होता है, जिस के कारण बहुत बड़ी संख्या में आन-जान वाली बसिज, कारों, ट्रकों और तांगों आदि का यातायात रुक जाता है। कई बार तो यह देखा गया है कि अर्ध घंटा या याता-यात निकलता है कि बीच में ही फाटक फिर बन्द कर दिया जाता है। मेरा निवेदन है कि यह ओवर-ब्रिज तुरन्त बनना चाहिए। तृतीय पंचवर्षीय योजना में इस को ले लिया गया है और मैं चाहता हूं कि उसको प्राथमिकता, प्रायर्टी, दी जाना चाहिए।

दूसरा रेलवे क्रॉसिंग न्यू रोहताक रोड वाला है। वहाँ पर दो रेलवे क्रॉसिंग एक साथ बने हुए हैं और उस को डबल फाटक का नाम दिया गया है। वहाँ पर यह हालत है कि कई बार जब मैं उधर से गुजरता हूँ, तो आध आध, पौन पौन घण्टा ठहरना पड़ता है। एक विचित्र बात यह है कि वहीं पर शंटिंग होता रहता है, जिस की वजह से बड़ी कठिनाई होती है। माननीय मंत्री जी से मेरा नम्र निवेदन है कि इस विषय में मेरे निर्वाचन-क्षेत्र के लोगों, दिल्ली के लोगों और खास तौर से पंजाब के लोगों की ओर से आवेदन-पत्र दिये गए हैं। माननीय मंत्री जी पंजाब से

[श्री नवल प्रभाकर]

आते हैं। पंजाब का यातायात भी उधर से गुजरता है। बहुत सी बसें, जो पंजाब से दिल्ली आती हैं और दिल्ली से पंजाब जाती हैं, वहीं पर खड़ी हो जाती हैं और उनको बहुत कठिनाई का सामना करना पड़ता है।

मैं पुनः माननीय मन्त्री जी से नम्र निवेदन करना चाहता हूँ कि इन दोनों स्थानों पर ओवर-ब्रिज शीघ्र बनाने की कृपा की जाये।

मेरे निर्वाचन-क्षेत्र में नांगलोई और घेवरा स्टेशन के बीच में रानीखेड़ा नाम का एक गांव है। वहाँ के लोगों ने—और मैंने भी कई रिप्रेजेंटेशन दिये हैं कि वहाँ पर एक प्लेग-स्टेशन बनाया जाना चाहिए। पिछले माननीय मन्त्री, श्री जगजीवन राम, ने उन के उत्तर में एक पत्र में लिखा था कि वहाँ पर एक प्लेग-स्टेशन बनेगा। उस चिट्ठी को बहुत दिन हो गए हैं। जब मैं अपने निर्वाचन-क्षेत्र में गया था, तो मैंने देखा कि उस काम में कोई प्रगति नहीं हुई है। मेरा निवेदन है कि वहाँ पर शीघ्र ही प्लेग-स्टेशन बनाया जाना चाहिए।

सराय रहेला दिल्ली के बाद मीटर-गेज पर पड़ने वाला दूसरा स्टेशन है। मैं चाहता हूँ कि माननीय मन्त्री जी कभी वहाँ जायें और उसको देखें। जितनी गाड़ियाँ वहाँ आती जाती हैं और जितने लोग वहाँ पर उतरते चढ़ते हैं, उन सब को वह देखें और रेलवे स्टेशन की व्यवस्था को भी देखें, तो वह दंग रह जायेंगे। मैं समझता हूँ कि वहाँ का फर्स्ट क्लास का बेटिंग रूम थर्ड क्लास से भी बुरा है। मैं निवेदन करना चाहता हूँ कि वहाँ की व्यवस्था में सुधार किया जाये और जो सवारियाँ वहाँ पर उतरती चढ़ती हैं, उन को सब तरह की सुविधाएँ देने का प्रयत्न किया जाये।

मैं अभी परसों जयपुर गया था। १३-अप्रैल परसों ट्रेन दिल्ली से जयपुर के लिए

आठ बजे चलती है और ७-४५ पर जयपुर पहुँचती है, लेकिन आप को यह जान कर आश्चर्य होगा कि वह गाड़ी डेढ़ बजे जयपुर पहुँची। इस थोड़े से फासले में—१५० मील के फासले में—साढ़े पाँच, छः घंटे लेट हो जाना बड़ी विचित्र बात है।

मैंने देखा है कि रेलगाड़ियों में जो भोजन होता है, वह बहुत ही खराब होता है। उसको देख कर कई बार तो यह विचार आता है कि अगर आर्डर न दिया होता, तो अच्छा होता। माननीय मन्त्री जी से मेरा निवेदन है कि वह कभी जाकर उस भोजन को देखें—लेकिन उन के नाम पर उस भोजन में सुधार हो जायगा। जब हम लोग जाते हैं, तो वहाँ पर ऐसी चपातियाँ मिलती हैं कि देखने से ही इच्छा भर जाती है और पेट भर जाता है।

श्री हेमराज (कांगड़ा) : क्या बहुत अच्छा होती है ?

श्री नवल प्रभाकर : वे खाई नहीं जाती हैं। उन को देखने से ही पेट भर जाता है। चपातियाँ वैसी होनी चाहिए, जैसी कि ग्राम तौर से बाजार में मिलती हैं, लेकिन वे बहुत ही घटिया किस्म की होती हैं। वे कच्ची होती हैं और सूखा आटा उनमें लगा होता है। मैं समझता हूँ कि भोजन के विषय में कुछ सुधार होना आवश्यक है।

मैं उम्मीद करता हूँ कि जो बातें मैं आप की सेवा में निवेदन की हैं, माननीय मन्त्री उन की ओर ध्यान देंगे और उन के विषय में आवश्यक कार्यवाही करने का प्रयत्न करेंगे। मैं माननीय मन्त्री जी को धन्यवाद देता हूँ और जो मांगें रखी गई हैं, उन का समर्थन करता हूँ।

Mr. Chairman: Before I call upon another hon. Member to speak, I have an announcement to make in regard to selected cut motions.

Members may move their cut motions to Demand Nos. 2 to 18 and 20 in respect of Railways subject to their being otherwise admissible.

Policy of giving free land to private companies

Shri Ram Sewak Yadav: I beg to move:

That the Demand under the head Miscellaneous Expenditure be reduced to Re. 1. (262).

Need for survey in West Nemad tribal area, scheduled tribe area

Shri Bade: I beg to move:

That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100. (263)

Need for doubling Kalol-Mehsana line

Shri U. M. Trivedi: I beg to move:

That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100. (264).

Expenditure on Diva-Uran-Panvel Engineering and Traffic

Shri U. M. Trivedi: I beg to move:

That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100. (265)

Delay in the survey of Guna-Shahjapur-Maksi and Shivpuri-Gwalior lines

Shri U. M. Trivedi: I beg to move:

That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100. (266)

Final location survey for doubling Tundla-Ghaziabad Section

Shri U. M. Trivedi: I beg to move:

That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100. (267)

Extra expenditure and waste caused in doubling the Godhra-Ratlam section

Shri U. M. Trivedi: I beg to move:

That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100. (268)

Need to survey the Godhra-Banosa, Partapgarh-Neemuch-Kotah Broad Gauge line

Shri U. M. Trivedi: I beg to move:

That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100. (269).

Need for survey to connect Bari Sadri to Neemuch via Choti Sadri-Meter Gauge Western Railway

Shri U. M. Trivedi: I beg to move:

That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100. (270).

Victimisation of railway employees in Central, Northern, South Eastern and Western Railways

Shri Bade: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (274).

Need for stopping of mail trains on important stations such as Pantalayini, Parpanangadi, Charvattur, Nileshtar

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (275)

Need for introducing facilities to transport fish by trains

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (276).

Need to introduce a train from Kaseragod to Tellicherry in the Morning starting at 7.30 a.m. and reaching Tellicherry at 9.30 to cater to needs of students.

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (277)

Usage of wagons to carry timber, ceramics, tiles etc. from Kerala

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (278)

Need to improve passenger amenities at Tellicherry, Cannanore and Quilon to suit present day requirements

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (279)

Need for allowing sufficient time for loading large quantities of eggs and other perishable articles booked from Ernakulam Town Station

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (280)

Need for sufficient water supply in summer at Ernakulam Town Station

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (281)

Need for a roof over Broad Gauge Platform and to cement aprons to Broad Gauge and Metre Gauge platforms of Ernakulam Junction Station

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (282)

Need for providing sufficient accommodation to Refreshment Rooms at Ernakulam Junction

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (283)

Need for introducing an Express Train from Ernakulam to Bangalore leaving between 08.00 and 10.00 hours, with a connecting service from Trivandrum

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (284)

Need to introduce Diesel Cars between Shoranur and Cochin Harbour Terminus

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (285)

Need for prompt clearance of goods stacked on the passenger platforms in many stations after Shoranur

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (286)

Need to stop victimisation of railway employees under rule 149 of the State Railway Establishment Code viz. removal without assigning any reason and conducting any enquiry

Shri Umanath: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (287)

Disregard shown by the Northern Railway Administration to the representation made by the Delhi Suburban Rail Travellers' Association in the matter of standardisation of fares of season ticket holders

Shri Umanath: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (288)

Serious shortage of accommodation in Delhi Suburban trains

Shri Umanath: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (289)

Indiscriminate transfers of class IV staff to far off places in the Southern Railway

Shri Namblar: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (294)

Need for discontinuation of making ad hoc promotions of Class III and class II posts

Shri Namblar: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (298)

Need for grant of island allowance to employees working in Uchippuli and Mandapam Camp (Southern Railway) on par with all other Central Government employees working in the locality

Shri Namblar: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (305)

Need to upgrade Madras as 'A' area for the purpose of grant of city and compensatory allowances to employees.

Shri Namblar: I beg to move:

That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100. (450)

Need for constructing footpath on Railway Bridge under construction in Kerala (Pyasawati bridge-Cull-cut Mangalore Section)

Shri A. K. Gopalan: I beg to move:

That the Demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100. (307).

Need to construct without delay roof for the platform of the newly constructed Railway Station at Chalākudi

Shri A. K. Gopalan: I beg to move:

That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100. (308).

Need for extending Ernakulam Town Station building to suit passenger convenience

Shri A. K. Gopalan: I beg to move:

That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100. (309)

Need for providing separate Ladies Waiting Room for Upper and 3rd Class passengers at Ernakulam Town Station

Shri A. K. Gopalan: I beg to move:

That the demand under the head Ordinary Working Expenses Repairs and Maintenance be reduced by Rs. 100. (310).

Need to construct a pedestrain over-bridge and a waiting room for ladies at Karukkutty Railway Station.

Shri A. K. Gopalan: I beg to move:

That the demand under the head Ordinary Working Expenses Repairs and Maintenance be reduced by Rs. 100. (311)

Need for Urgent repairs to the buildings in the Golden Rock Railway colony in the Southern Railway

Shri Umanath: I beg to move:

That the demand under the head Ordinary Working Expenses Repairs and Maintenance be reduced by Rs. 100. (312)

Need for repairs to the roads in Golden Rock Railway colony in the Southern Railway

Shri Umanath: I beg to move:

That the demand under the head Ordinary Working Expenses Repairs and Maintenance be reduced by Rs. 100. (313)

Abnormal increase in repair charges and the inefficient maintenance

Shri U. M. Trivedi: I beg to move:

That the demand under the head Ordinary Working Expenses Repairs and Maintenance be reduced by Rs. 100. (320)

Unnecessary and wasteful expenditure on the change in signals

Shri U. M. Trivedi: I beg to move:

That the demand under the head Ordinary Working Expenses Repairs and Maintenance be reduced by Rs. 100. (321)

Negligence of track between Ajmer and Khandwa

Shri U. M. Trivedi: I beg to move:

That the demand under the head Ordinary Working Expenses Repairs and Maintenance be reduced by Rs. 100. (322)

Failure to keep the drum clock at railway station Krishnagar, Eastern Railway, in order

Shri H. P. Chatterjee: I beg to move:

That the demand under the head Ordinary Working Expenses Repairs and Maintenance be reduced by Rs. 100. (326)

Unsatisfactory system of giving contracts

Shri Berwa: I beg to move:

That the demand under the head Ordinary Working Expenses Repairs and Maintenance be reduced by Rs. 100. (327)

Need for full utilisation of the Marine Workshop in Mandapam (Southern Railway) for repairs of rolling stock

Shri Nambiar: I beg to move:

That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100. (329)

Need for constructing houses for TTRS and Railways staff

Shri Umanath: I beg to move:

That the demand under the head ordinary. Working Expenses—Operating Staff be reduced by Rs. 100. (332)

Non-payment of arrears of pay and T.A. to open-line staff in all Divisions of the S. Railway

Shri Umanath: I beg to move:

That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100. (333).

Need for introduction of eight-hour working day for all Railwaymen including Drivers and Firemen

Shri Namblar: I beg to move:

That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100. (334)

Grant of enhanced city allowance to the Railway staff at Varanasi and Manduadi because of the change-over from C class to B class

Shri Vishram Prasad: I beg to move:

That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100. (337)

Failure to pay the special pay and bad climate allowance to the staff transferred from other places and proposed withdrawal of the allowance

Shri Vishram Prasad: I beg to move:

That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100. (338)

Need to grant house rent allowance to employees who have declined to accept railway quarters

Shri Umanath: I beg to move:

That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100. (348).

Grant of facilities to railway employees for construction of quarters on railway lands on co-operative basis

Shri Umanath: I beg to move:

That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100. (349).

Rise in the house rent of railway quarters without effecting any additions or repairs

Shri Umanath: I beg to move:

That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100. (350).

Need for construction of sufficient quarters for railway employees

Shri Umanath: I beg to move:

That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100. (351).

Need to permit the formation of the Workmen's Co-operative Canteen in Golden Rock Workshop

Shri Namblar: I beg to move:

That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100. (352).

Need for grant of monthly subsidies to the employees who are bed-ridden due to attack of T.B.

Shri Namblar: I beg to move:

That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100. (354).

Need to grant passes and Privilege Ticket Orders to staff employed in the Co-operative Credit Societies in the Railways

Shri Namblar: I beg to move:

That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100. (358).

Need for hastening of electrification of quarters in the Railway Colony of Golden Rock, S. Railway

Shri Umanath: I beg to move:

That the Demand; under the head Open Line Works (Revenue)—Labour Welfare be reduced by Rs. 100. (366).

Free school and college education for all children of employees whose pay is not more than Rs. 250

Shri S. Swamy: I beg to move:

That the Demand under the head Open Line Works (Revenue)—Labour Welfare be reduced by Rs. 100. (367).

Need to provide railway quarters for all IV class employees

Shri S. Swamy: I beg to move:

That the Demand under the head Open Line Works (Revenue)—Labour Welfare be reduced by Rs. 100. (368).

Delay in starting rail lines for developing backward areas

Shri Biren Dutta: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 1. (372).

Need for a new line from Indore to Khandwa via Khangone or Khandwa to Dohad

Shri Bade: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (374).

Delay in the work of Patherkandi-Dharmanagar rail line

Shri Biren Dutta: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (375).

Delay in beginning the work of constructing the new Bangalore-Salem metre gauge line

Shri Umanath: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (376).

Delay in beginning the work of constructing the new metre gauge line between Manamadurai and Virudh-nagar

Shri Umanath: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (377).

Need for expeditious completion of electrification of Madras (Egmore)-Tambaram-Chingleput-Villupuram section

Shri Umanath: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (378).

New railway line to transport the increased production in Tungabhadra Project area in Raichur and Bellary district of Mysore State

Shri S. Swamy: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (379).

Change of metre gauge into broad gauge line connecting Bangalore-Poona and Gadag-Sholapur line in Southern Railway

Shri S. Swamy: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation

Reserve Fund be reduced by
Rs. 100. (380).

Reserve Fund be reduced by Rs. 100. (390).

Failure to include various new important lines in Southern Railway especially to meet the transport demand in river valley project areas and port areas

Shri S. Swamy: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100. (381).

**Need for new railway lines for connect
Karwar and Mangalore ports in
Mysore State**

Shri S. Swamy: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (382).

Need for construction of a new line to link Chur with Nohar via Tara-nagar

Shri Karni Singhji: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (388).

Need for restoration of Gohana Panipat dismantled line

Shri Lahri Singh: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (389).

Need for laying double track from Ranaghat to Lalga in the Sealdah section of Eastern Railway

Shri H. P. Chatterjee: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation

Absence of any estimates for constructing the Neemuch-Bari Sadri line which was promised in 1946

Shri U. M. Trivedi: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (391)

Absence of any estimate for the construction of Chittor-Kota line which was surveyed in 1945

Shri U. M. Trivedi: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (392).

Delay in the restoration of Rohtak-Gohana dismantled line

Shri U. M. Trivedi: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (393).

Absence of any estimate for extending the Godhra-Lunavada section to Sant Rampur

Shri U. M. Trivedi: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. ((394).

Need for construction of broad gauge line from Siliguri. to Alipur Duar to avoid bottle-neck

Shri R. Barua: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (395).

Need for construction of railway line to link up Garo Hills

Shri R. Barua: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (396).

Need for remodelling Jorhat station and Jorhat town station of North-east Frontier Railway.

Shri R. Barua: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (397).

Need for restoration of dismantled rail line from Supant to Bhaptah and to Pratapganj and from there connecting it to Forbesganj over N.E. Railway

Shri B. N. Mandal: I beg to move:

That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (408).

Need for opening a new line from Bihpur to Madhipura railway station and from Madhipur to Birpur.

Shri B. N. Mandal: I beg to move:

That the demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (409).

Opening of a new line from Bakhiapur to Bihareeganj via Sonbarsa (P.S.) on N.E. Railway.

Shri B. N. Mandal: I beg to move:

That the demand under the head Construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100. (410).

Need for construction of a roof in Godhra station

Shri U. M. Trivedi: I beg to move:

That the demand under the head Open Line Works—Additions be reduced by Rs. 100. (412).

Need for provision of platforms in station between Anand-Godhra.

Shri U. M. Trivedi: I beg to move:

That the demand under the head Open Line Works—Additions be reduced by Rs. 100. (413).

Inadequacy of the programme of construction of over-bridges for replacing gates at level crossings in Kerala.

Shri M. K. Kumaran: I beg to move:

That the demand under the head Open Line Works—Additions be reduced by Rs. 100. (415).

Failure to provide for construction of a new station building at Chirayinkil in Southern Railway.

Shri M. K. Kumaran: I beg to move:

That the demand under the head Open Line Works—Additions be reduced by Rs. 100. (416).

Necessity of converting the Perunguzhi halt in Southern Railway into a flag station.

Shri M. K. Kumaran: I beg to move:

That the demand under the head Open Line Works—Additions be reduced by Rs. 100. (417).

Necessity of construction of a railway overbridge at Saharsa.

Shri B. N. Mandal: I beg to move:

That the demand under the head Open Line Works—Addi-

tions be reduced by Rs. 100. (418).

Need for constructing another platform at Shencottah Station, Southern Railway.

Shri M. K. Kumaran: I beg to move:

That the demand under the head Open Line Works—Additions be reduced by Rs. 100. (419).

Need for provision for a loading Platform at Suvasra on Western Railway.

Shri U. M. Trivedi: I beg to move:

That the demand under the head Open Line Works—Replacements be reduced by Rs. 100. (420).

Absence of arrangement for loading live stock at Rupaheli in Western Railway.

Shri U. M. Trivedi: I beg to move:

That the demand under the head Open Line Works—Replacements be reduced by Rs. 100. (421).

Need for provision for the clear arrangements at Bhinda and Valabhannagar stations on Western Railway.

Shri U. M. Trivedi: I beg to move:

That the demand under the head Open Line Works—Replacements be reduced by Rs. 100. (422).

Need for arrangement for rapid shunting at Chittorgarh, Khedoda and Bhindar.

Shri U. M. Trivedi: I beg to move:

* That the demand under the head Open Line Works—Replacements be reduced by Rs. 100. (423).

Need for constructing suitable platforms at railway stations Plassy, Bethuadahari, Badkulla and Dhubulia of Eastern Railway.

Shri H. P. Chatterjee: I beg to move:

That the demand under the head Open Line works—Development Fund be reduced by Rs. 100. (426).

Need for constructing a flag station 3 miles south of the railway station at Krishnagar, Eastern Railway.

Shri H. P. Chatterjee: I beg to move:

That the demand under the head Open Line works—Development Fund be reduced by Rs. 100. (427).

Failure to open new counters during the Barodol Mela at railway station Nabadwip and Krishnagar, Eastern Railway.

Shri H. P. Chatterjee: I beg to move:

That the demand under the head Open Line works—Development Fund be reduced by Rs. 100. (428).

Over-crowding in third class compartments specially in Eastern and South-Eastern Railways.

Shri H. P. Chatterjee: I beg to move:

That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100. (429).

Mr. Chairman: These cut motions are before the House.

14 hrs.

श्री जगदेव सिंह सिद्धान्ती (अजमेर) :
 सभापति महोदय, आपके द्वारा मैं माननीय
 मंत्री जी की सेवा में कुछ निवेदन करना
 चाहता हूँ। वैसे तो यह सौभाग्य की बात है
 कि उनका नाम स्वर्ण सिंह है और मैं आशा
 करता हूँ कि वह नाम के अनुरूप ही तृतीय
 श्रेणी के यात्रियों को स्वर्ण भवसर देंगे।

[श्री ज. देव सिंह सिद्धान्ती]

सब से बड़ी जो कठिनाई है तृतीय श्रेणी के यात्रियों को वह पानी की है और विशेषतः टट्टी में पानी की है। पानी के अभाव में टट्टी गन्दी रहती है और यह उचित बात नहीं है। बच्चे साय में रहते हैं और टट्टी हों गन्दी नहीं होती है बल्कि गाड़ी भी गन्दी होती चली जाती है। इस और विशेष ध्यान देने की आवश्यकता है।

पानी पिलाने का भी प्रबन्ध स्टेशनों पर होना चाहिये। धार्मिक वृत्ति के लोग स्टेशनों पर बालटियां ले कर यात्रियों को पानी कई जगह पिलाते हैं। परन्तु रेलवे प्रशासन की ओर से इसका कोई समुचित प्रबन्ध नहीं है। उनको चाहिये कि गर्मियों के दिनों में विशेष तौर से पानी का प्रबन्ध करें। जो हमारा क्षेत्र है, वहां तक आप चलिए, बीकानेर तक चले जायें, भटिंडा तक चले जायें, दूर दूर तक पानी नहीं मिलता है। गर्मियों के दिनों में पानी न मिलने के कारण लोगों पर क्या बोलती है इसका आप अनुमान लगा सकते हैं। इसलिए मैं आशा करना हूं कि इस और विशेष ध्यान दिया जाए।

महिलाओं के लिए गाड़ियों में सुरक्षा का विशेष प्रबन्ध होना चाहिए। महिला पुलिस अधिकारिणी भी महिलाओं के डिब्बों के साथ रहनी चाहिये। आजकल ऐसा होता है कि महिलायें, महिलाओं के डिब्बों में सफर करने में अज्ञान अनुभव करती हैं और सोचती हैं कि कभी ऐसा न हो कि उन पर गाड़ी में कुछ दुर्व्यवस्था घट जाये। प्रायः आपने देखा होगा कि महिलाओं की गाड़ियों में ही इस तरह की घटनायें घटती हैं। पंजाब का इस विषय में विशेष दुर्भाग्य है। उनकी सुरक्षा का उचित प्रबन्ध आपकी तरफ से किया जाना चाहिये।

पानीपत से लेकर रिवाड़ी तक गाड़ियों का कोई प्रबन्ध नहीं है। यह बड़ा अच्छा क्षेत्र है। पानीपत से रोहतक तक पहले प्रबन्ध था

परन्तु युद्ध के समय में वह हटाया गया। अब रोहतक से गोहाना तक तो कुछ है परन्तु पानीपत से गोहाना तक प्रबन्ध नहीं है। अच्छा यह होगा कि पानीपत से ले कर एक लाइन सीधी रिवाड़ी तक ले जाई जाए जिसमें रोहतक बीच में आता हो, झज्जर आता हो। यह ऐसा इलाका है जहां पर कि उद्योग धंधे भी चल सकते हैं और खेती की पैदावार भी खूब होती है। यदि ऐसा कर दिया जाए तो किसानों को बहुत लाभ हो सकता है। मैंने सुना है कि यह योजना है कि पानीपत से यमुना पर पुल बना करके जिला मुजफ्फर नगर में कैराना तक रेल आप ले जायेंगे। यह अच्छी योजना है और मैं आशा करता हूं कि यह सफल होगी। इससे लाभ भी पहुंचेगा। उत्तर प्रदेश और हरियाणा के जो इलाके हैं ये दोनों परस्पर मिलते हैं और इन में बहुत कुछ समानता भी है। इन दोनों इलाकों के लोगों का रहन सहन खान-पान इत्यादि भी एक जैसा ही है। इनमें परस्पर रिश्ते नाते भी हैं। इन दोनों को अगर रेल द्वारा मिला दिया जाए तो व्यापार में भी वृद्धि हो सकती है। इससे लोगों को पर्याप्त सुविधा होगी।

मेरा निवेदन है कि झज्जर एक ऐसी तहसील है जो कि काफी बड़ी तहसील कही जा सकती है जिसमें रेत के टीले भी हैं और थोड़े से इलाके में नहर का पानी भी लगता है। इस तहसील के किनारे किनारे पर तो रेल है, बीच में कोई रेल नहीं है। मैं झज्जर तहसील की विशेष तौर से बात कर रहा हूं यह वह तहसील है जहां १८५७ में यहां का नवाब फांसी पर चढ़ा था क्योंकि उसने देश-भक्ति दिखलाई थी। यहां के लोग कलह में पड़े गए थे। इसी झज्जर नगर से १८ मील तक के इलाके में कहीं पर कोई स्टेशन नहीं है। एक बहादुरगढ़ है। ऐसी दुर्व्यवस्था इस क्षेत्र में है। उचित यह होगा कि वहां से एक रेलवे

साइन रिवाड़ी तक निकाल दो जाए ताकि लोगों को लाभ पहुंच सके।

अब मैं कंमैशन टिकटस के बारे में कुछ कहना चाहता हूं। समाज सेवा संस्थायें जो हैं, उनमें बारे में मैं एक मुझाव देना चाहता हूं। एक संस्था है जिसका नाम पिछड़ी जाति सेवा संघ है। इसने आदरणीय श्री घनश्याम सिंह जो गुप्त अध्यक्ष हैं जो बहुत समय तक मध्य प्रदेश के स्पीकर रह चुके हैं। इस संस्था में तथा इसी तरह की दूसरी संस्थाओं में जो लोग कार्य करते हैं, पिछड़ी जमायतों के लिए सेवा कार्य करते हैं, उनको भी कंमैशन टिकट पाने वाली संस्थाओं की लिस्ट में अंकित कर दिया जाए।

पानीपत, जींद, रिवाड़ी, पलवल, मेरठ आदि जो दिल्ली के निकट के शहर हैं, वहां से विशाखा तथा कर्मवारी बहुत अधिक संख्या में दिल्ली आते जाते हैं। उनमें लिए विशेष गाड़ियां होनी चाहियें ताकि वे प्रातःकाल आ सकें और सायंकाल अपने घरों को वापिस जा सकें।

यह अच्छा है कि रेलों के ऊपर नाम लिखे गए हैं जैसे उत्तर रेलवे, वैस्टर्न रेलवे इत्यादि। मैं कहना चाहता हूं कि जहां डिब्बों पर प्रंग्रेजी में यह लिखा रहता है, उत्तर रेलवे वहां पर इसके साथ ही साथ हिन्दी में भी इसको लिखा जाना चाहिये ताकि हिन्दी जानने वाले सट से पहचान लें कि उन्हें उसमें जाना है। जहां थर्ड क्लास लिखा रहता है वहां पर यदि यह भी लिखा दिया जाए कि यह तृतीय श्रेणी है तो सट से वे लोग इन डिब्बों में प्रवेश कर सकते हैं। इस और भी आपका ध्यान जाना चाहिए।

अनेक स्टेशनों की हालत ऐसी है कि वहां पर टिन के शीट भी नहीं हैं, छाया का कोई इंतजाम नहीं है। लम्बे लम्बे प्लेटफार्म हैं। गर्मी का मौसम है लेकिन पानी आदि का कोई प्रबन्ध नहीं है। जितनी भी दुर्दशा स्टेशनों की है अगर उस सब का चित्र आपने देखना हो तो

आप लोहारू स्टेशन पर जा कर देख सकते हैं। वहां कोई छाया का प्रबन्ध नहीं है, पानी का नहीं है। और न ही किसी अन्य प्रकार की कोई सुविधा है। जंगल का वह इलाका है। दो दो और तीन तीन गाड़ियां वहां आ कर रुकती हैं। बहुत पहले ही आपको इस स्टेशन को सुधार देना चाहिये था। मैं आशा करता हूं कि इस स्टेशन की और तथा अन्य स्टेशनों की और भी आपका ध्यान जाएगा।

जहां तक प्रतीक्षालयों का सम्बन्ध है, छोटे स्टेशनों पर तो ये हैं ही नहीं। रात के समय जब मुसाफिर उतरते हैं तो उनको बड़ी दिक्कत का सामना करना पड़ता है। चारों तरफ जंगल ही जंगल होता है और वे वहां से जा नहीं सकते हैं। महिला यात्री भी वहां उतरती हैं, उनके लिए भी कोई प्रबन्ध नहीं है। मुसाफिरखाने में एक दो जो बैच रखे जाते हैं उन पर बैठे रह कर वे रात गुजारते हैं। मुरझा का भी वहां कोई प्रबन्ध नहीं किया जाता है। ये सब चीजें हैं जिन की और आपका ध्यान जाना चाहिये।

जो मंडिया हैं वहां जो माल के डिब्बे दिये जाते हैं, वे भी जल्दी और पर्याप्त मात्रा में दिये जाने चाहियें। यदि समय पर नहीं दिये जाते हैं तो लोगों को हानि उठाना पड़ती है। कई बार ऐसा होता है कि एकाएक लदान बन्द कर दिया जाता है और डिब्बे देने बन्द कर दिये जाते हैं। यह सुविधा उनको बराबर रहनी चाहिये ताकि व्यापार चलता रहे और सामान आता जाता रहे और लोगों को कठिनाई का सामना न करना पड़े।

इन शब्दों के साथ मैं आपको धन्यवाद देता हूं और आशा करता हूं कि जो मुझाव मैंने दिए हैं, उन पर विचार किया जाएगा और उसको कार्य में लाने की कोशिश की जाएगी।

श्री हेम राज (कांगड़ा) : समापति महोदय, मैं आपका आभारी हूं कि आपने मझे बोलने का अवसर दिया। मैं अनेक सालों

[श्री हेम राज]

से नरोगेज सैक्शन के सम्बन्ध में जो कठिनाइयाँ हैं उनको इस सदन के सामने रखना पड़ा है। उसकी जो दुर्दशा है उसने आप भली प्रकार परिचित हैं। लेकिन मुझे मालूम ऐसा होता है कि इसके साथ यतोंमें जैसा सलूक हो रहा है और वह ग़रीब रहेगा। न तो आप उसको मरने देंगे और न जीने देंगे। अभी अभी माननीय शाह नवाज खाँ जो डिफेंड कर रहे थे कि मीटरगेज और ब्राड गेज का जो रोलिंग स्टॉक है वह बेहतर हो रहा है। लेकिन आपकी जो रिपोर्ट है, रेलवे बोर्ड की जो रिपोर्ट है वह यह जाहिर करती है कि जहाँ तक नैरोगेज सैक्शन का ताल्लुक है, वहाँ पर चाहे लोकोमोटिव्स हों, चाहे कोचिंग स्टॉक हो, चाहे वैगेंज हों, सभी बहुत बुरी हालत में हैं। उनका दुर्दशा मीटरगेज और ब्राडगेज के मुकाबले में डबल हो जाती है। नैरोगेज का परसेंटेज ३३ ३४ के करीब है और जो कोचिंग स्टॉक है वह ६१ है। जो नैरोगेज है वह ५० के करीब है। मैंने बहुत मर्तबा कहा है कि बेहतर होगा कि नैरोगेज सैक्शन का सर्वे करा लिया जाए और अगर उस सर्वे के फलस्वरूप आप मुनासिब समझें तो उसको मीटरगेज या ब्राडगेज में तब्दील कर दें। इसका एक कारण भी है। आपने मीटरगेज और ब्राडगेज के लिए कोचिंग स्टॉक के कारखाने यहाँ पर बना दिये हैं लेकिन जहाँ तक नैरोगेज का ताल्लुक है, आपको हर एक चीज़ बाहर से इम्पोर्ट करनी पड़ती है। मेरा ख्याल है आपका जो नैरोगेज है वह जितनी आपकी रेलवे लाइन है उसका वन-सिक्सस है। लेकिन उस के मुताल्लिक न गाड़ियों की हालत अच्छी है न वैगेंज की हालत अच्छी है और न ही लोकोमोटिव्स की हालत अच्छी है। लोकोमोटिव्स की एक मिसाल मैं देना चाहता हूँ। चाहे आप आज दार्जीलिंग की तरफ चले नाइये चाहे मेरे पहाड़ी क्षेत्र की तरफ चले नाइये 'बो कांगड़ा वैली सैक्शन है वहाँ पर जो हमारे एंजिन हैं उन पर काफी लोड चलता है और वह इतने पुराने हैं कि थोड़े थोड़े मील के फासले पर उन को पानी

दिया जाय तभी वे चलने वाले होते हैं। जो हमारे चेअरमैन साहब हैं उन्होंने ही यह लाइन बनवाई थी। उन के समय में ही इस की दुर्दशा हो गई है। मुझे पता नहीं क्यों उन को इस की हालत पर तरस नहीं आता है। मैं समझता हूँ कि अपने जाने से पहले वे इस लाइन को अच्छी हालत में छोड़ जायेंगे।

इसका एक और नतीजा होता है कि जो ट्रेन्स हैं वे समय पर नहीं चलती हैं। इसके साथ एक बात और होती है कि जितना समय वे लेती हैं वह भी बहुत ज्यादा है क्योंकि उनकी स्पीड कम है। मैं उनसे अर्ज़ करना चाहता हूँ कि जितना यह नैरो गेज सेक्शन है उसके सम्बन्ध में यह विभाग कोई बेहतरोन कदम उठाये। रोलिंग स्टॉक जो है उसके बारे में वे वहाँ पर कोई कारखाने वगैरह कायम कर दें ताकि कोचेज को लाने में जो दो दो तीन तीन साल लग जाते हैं, वह देर ख़त्म हो जाये। इसका नतीजा यह भी होता है कि हमारे इलाक़े में भीड़ भी बहुत ज्यादा हो जाती है क्योंकि उनमें डब्बे बहुत कम लगाये जाते हैं। ऐंजिन ज्यादा डिब्बों को खींच नहीं सकता है। लिहाजा मैं अर्ज़ करना चाहता हूँ कि इस तरफ हमारे माननीय मंत्री महोदय अवश्य ध्यान दें। मैं समझता हूँ कि उसके साथ हरिजनों का सा व्यवहार किया गया है, अब हमारे मंत्री जी उसके साथ सवणों जैसा व्यवहार करेंगे।

मैंने एक और बात देखी है। आपने तीन किस्मों की पुलिस रखी है। एक है सिविल पुलिस एक है रेलवे पुलिस और एक है रेलवे प्रोटेक्शन पुलिस। रेलवे पुलिस जो है उसका जूरिस्टिक्शन जो थोड़ी थोड़ी हदें रहती हैं उनके दरम्यान रहता है। सिविल पुलिस जो है उसके पास आप केस भेजते हैं। इस तरह से इन्वेस्टिगेशन एजेन्सी जो है वह दूसरी तरफ चली जाती है। वह ठीक से इन्वेस्टिगेशन नहीं कर सकती है।

इससे जुर्म छिप जाता है और काफी वक्त लग जाता है। जहां तक रेलवे प्रोटेक्शन फोर्स का ताल्लुक है, उसके पास कोई पावर्स नहीं है। मैं चाहता हूं कि उनके दरम्यान कोअर्डिनेशन हो और जो तीन किस्म की पुलिस हैं उनको एक जैसे अस्त्रियार दे दिये जायें ताकि उनमें कोअर्डिनेशन हो और जुर्म चाहे जिस एरिया में हो, उसको वे आखीर दम तक ट्रेस कर सकें और मुजरिम को सजा दिलावा सकें।

इस सम्बन्ध में मैं एक चीज और अर्ज करना चाहता हूं जिसका सम्बन्ध मेरी कांस्टिट्यूसी से है। पंजाब गवर्नमेंट ने दो फीवट्रीज लगाने का निश्चय किया और वह दोनों मेरे कांगड़ा डिस्ट्रिक्ट में लगनी थीं। लेकिन उसमें एक बाधा पड़ रही है। चूंकि वह नैरो गेज सेक्शन है और उसमें खर्चा ज्यादा आयेगा इसलिये वह प्राइवेट कम्पनी को दे दो गई है। इसलिये लग नहीं सकी। मैंने एक रिप्रेजेंटेशन भी दिया था कि जो नैरो गेज सेक्शन है उसे मोटर गेज में तब्दील कर दिया जाय खास तौर पर गुलेर स्टेशन जो है। यह दोनों फीवट्रीज हैं जो पहाड़ी क्षेत्र में पड़ रही हैं इससे पहाड़ी क्षेत्र को लाभ होगा और पहाड़ों में इन्डस्ट्रियाइजेशन भी हो सकेगा। लेकिन उसके मुताल्लिक अभी तक मुझे जवाब नहीं मिला। मैं समझता हूं कि वेलफेअर गवर्नमेंट की यह पालिसी होती है कि जो पिछड़े हुए इलाके हैं उन को इंडस्ट्रियाइज किया जाय और उनको बेहतर बनाया जाय। लेकिन हमारे साथ यहां पर इस तरह का सलूक होता है कि वह फीवट्रीज सहूलियत न होने की वजह से बाहर ले जाई जा रही हैं। इस तरह से हमारा जो पहाड़ी क्षेत्र है वह पीछे रह जायेगा।

एक और बात जो हमारी पहाड़ी लाइनें हैं उनके मुताल्लिक है, खास तौर से जो कांगड़ा बैली रेलवे है वहां पर जो बुकिंग होता है, चाहे वह बाम्बे से हो, चाहे जामनगर से हो चाहे कलकत्ते से हो, जो भी माल आता है वह वहां डाइरेक्ट नहीं आता है, बल्कि

पठानकोट तक ही। किया जाता है पहले हमारे यहां के लिये डाइरेक्ट बुकिंग बंद है इससे जो माल हमारे यहां आता है वह मंहगा पड़ता है। मैं समझता हूं कि माननीय मंत्री महोदय इस तरफ ध्यान देंगे।

अभी बतलाया गया कि पाम डैम स्कीम चल रही है, उसका नतीजा यह होगा कि जो कांगड़ा बैली रेलवे सेक्शन है वह वहां से उठा लिया जायेगा। उसका सर्वे भी गालिबन हो रहा है। मैं अर्ज करना चाहता हूं कि जो भी नई रेलवे लाइन आप बनायेंगे उसके साथ ही जो हमारा रोड ट्रांसपोर्ट है उस की सड़क भी जाने वाली है। वहां पर जो पुल बनाये जायें वे रेल कम रोड पुल बनाये जायें तो इससे दोनों मसले हल हो जायेंगे और जो भी यातायात होगा वह सारे का सारा पहाड़ी क्षेत्रों के लिये बेहतर साबित होगा।

अब मैं धर्मशाला आउट एजेंसी के बारे में कहना चाहता हूं। वह एक डिस्ट्रिक्ट हेडक्वार्टर है। मैंने कई दफे कहा लेकिन अभी तक वह खोली नहीं गई। हालांकि २५ या ३० सालों तक वह चलती रही। मुझे शिकायत मिली है, मैं ओपनली तो नहीं कह सकता, लेकिन जो वकील साहब मुकदमे की पैरवी कर रहे हैं उनसे पूछा था, पता यह चलता है कि वहां पर जिस कम्पनी को ठेका दिया गया था उससे हमारे रेलवे के आफिशल्स पैसे मांगते थे, लेकिन वह पैसे नहीं देना चाहता था और वह ठेका उसने छोड़ दिया। लेकिन उनके पैसे आज तक दिये नहीं गये हैं। मैं समझता हूं कि पंजाब रोडवेज वहां चलने लगी और वह भी गवर्नमेंट कंसर्न है और रेलवे भी गवर्नमेंट कंसर्न है। धर्मशाला आउट एजेंसी मैं चाहता हूं कि पंजाब रोडवेज को दे दी जाय, जिसमें कि जो एजेंसी अब तक २५ या ३० सालों से चलती रही है, वह आगे भी चल सके।

आपने सेकेन्ड क्लास उड़ा दिया है। लेकिन आज जो मिडिल क्लास के आदमी हैं

[श्री हेम राज]

वह फर्स्ट क्लास के पैसे खर्च नहीं कर सकते। इसलिये उनको पूरी सहूलियत नहीं मिल रही है। इसलिये मैं चाहता हूँ कि सेकेंड क्लास को चालू रखा जाय।

एक और अर्ज यह है कि एक सर्वे हुई थी जोगेन्द्रनगर से कुल्लू तक की। यह जो पहाड़ी प्रदेश है या जो स्पीती का इलाका है वह हमारा बार्डर बन गया है चाइना के साथ। उस इलाके में बहुत काफी मादनियात हैं, कुल्लू के इलाके में काफी मादनियात हैं, मंडी डिस्ट्रिक्ट में काफी मादनियात हैं। मैं चाहता हूँ कि उसका जो सर्वे हुआ है उसको जल्दी टेक अप किया जाय और जोगेन्द्रनगर की जो लाइन है उसे कुल्लू तक ले जाया जाय।

Shri Swaran Singh: We are now towards the end of our labours, so far as the Railway Demands for Grants are concerned. A record number of hon. Members have participated in this debate. I have no intention of repeating what I have said on two earlier occasions; but this being more or less the final stage, I might indicate one or two broad things with regard to the working of the railways.

If we look at the figures on the expenditure side under the heading 'Ordinary working expenses', which would exclude many items of contributions to one or other type of funds, the total expenditure per year according to the budget estimates is about Rs. 356 crores. Out of this, the largest item in expenditure is on account of staff, and it comes to about Rs. 200 crores. I would like to take the House into confidence and say that every effort is being continuously made, to keep the expenditure within control and at as low a level as possible with due regard to requirements. Barring operational necessity and the execution of project works where necessarily new staff has to be recruited, which would be more or less of a technical or semi-technical nature employing skilled types of workers or

trained engineers and the like, particular attention had been focussed on keeping at low numbers of staff engaged on non-operational or non-production or non-construction work. A ban had been enforced for the last few years against the recruitment of purely clerical staff. One hon. Member had remarked that the powers of the General Managers had been curtailed and that they were not permitted to engage even a clerk. That, I think, was a good decision, because that has enabled us to keep this cadre at a low level, and indiscriminate accretion to numbers has thereby been prevented. So far as the headquarters are concerned, that ban still continues. It may be that in important cases where the necessity is inescapable, relaxation may have been allowed, but those cases are really few and every effort has been made to keep the expenditure on this account as low as possible.

After this large sum of Rs. 200 crores, the second largest item is under fuel, and there is a provision in the Budget estimates of 1962-63 of about Rs. 73 crores on this score. It is very interesting to compare the figures about the consumption of coal in lbs. per thousand gross ton miles. I am not talking of increased expenditure because that would be linked with prices, and so perhaps the comparison would not be quite fair, or, at any rate, will not give a correct idea, but consumption in lbs. per thousand gross ton miles would be a very fair way of comparing, it is interesting to point out that whereas in 1950-51, this stood at 192.2 for passengers and at 164.1 for goods, in 1960-61 it came down to 188.9 for passengers and to 144.2 for goods. This is with regard to broad gauge. With regard to metre gauge, this was 233.9 for passengers, and it came down to 209.1; for goods it was 203.0, and it came down to 191.4. This means that every effort is being made to economise on staff and on utilisation of coal, and the actual performance is something for which I think the railways deserve credit.

14.24 hrs.

[MR. DEPUTY-SPEAKER in the Chair.]

I would again draw the attention of hon. Members to a graph to which I made a reference earlier. That graph is important, because it highlights the performance as compared to the actual investment; it has been very pointedly brought out in that performance graph, that the actual percentage in performance is much higher than the percentage of increase on the investment side in the form of either rolling stock or track capacity and the like. These are facts which are of importance, and this shows that full and effective measures have been taken on the utilization side, so that the expenditure on fresh assets may be kept as low as possible and the return from the investments may be maximum.

Another point which was referred to by hon. Members related to claims, and it was pointed out that efforts should be made by taking necessary precautionary measures and by other means to keep these claims as low as possible. I am fully conscious of the desirability of taking appropriate steps in that direction. This is all the more important in view of the added responsibility that has now fallen on the railways as a result of the recent legislation where the railways have assumed the responsibility of common carriers. It would be interesting, therefore, to have some comparison with regard to the value of claims over the last several years. As the actual amounts would not really give a correct idea, because the volume of traffic is increasing in tonnage and the value of goods also is increasing almost year by year, a more fair comparison would be to keep a composite index for particular years as the base year and see how the index of expenditure on these claims has varied from year to year. Even in terms of value there has been a decrease. If we take 1959-60 and compare it with 1960-61, there is a decrease of about Rs. 14 lakhs in the actual claims, and

in 1961-62 it is anticipated that the actual outgoings are not likely to be more than what the railways had to pay during 1960-61. But if we keep in view the increased volume of traffic in tonnage and also the higher values of goods that have been transported, then the comparison really brings out the correct state of affairs and shows how the situation has improved steadily.

Shri U. M. Trivedi: The high value is due to the higher prices.

Shri Swaran Singh: Yes. The high value is due to the higher prices of the goods that are carried, for instance foodgrains and other articles.

Shri U. M. Trivedi: That is due to rise in the prices in the country.

Shri Swaran Singh: Due to rise in prices in the country—quite so.

If we take 1950-51 as the base and its index as 100, then in 1956-57 it came down from 100 to 77, and in 1960-61 it came down to 63.9. This again is creditable and we should not ignore this, and should not take a view which is not consistent with the actual facts.

No organisation would like to incur responsibility in the form of claims. It is most annoying, it is most irritating, that we are called upon to set apart a sum of money to satisfy the claims that might be raised against the railway administration, but the experience of railway administrations all the world over shows that these claims are inescapable. The indices might vary from country to country, their percentages might vary; but from the very nature of the large number of consignments and the large value of goods that are transported, there is a certain outgoing in all railway administrations all over the world under this head of 'claims', and this should be regarded as part of the game, effort however being always directed towards keeping it as low

[Shri Swaran Singh]

as possible. I would also like to add that the railway administration have taken energetic steps for quick disposal of these claims, because there is nothing more irritating than delays. Special instructions have been issued so that whatever may be the claims that are preferred they should be expeditiously settled one way or the other with a view to avoiding annoyance and inconvenience that results from old pending claims as experience shows that in such matters nothing is more injurious than delay. Every effort is being made to eliminate delays.

I would, Sir, while saying this, make one other observation. I had no intention to refer again to the question of increase in passenger fares and goods freights, but because some hon. Members have again referred to this matter and special mention had been made with regard to passenger fares, I would like to give certain figures which would be of interest to the House.

The passenger services since 1957-58 are not paying their way. This is a fact which is generally ignored. This fact is clearly made out in the documents that have been circulated. I would like to refer to page 94 of the Review. These figures are mentioned there. There was a loss of about Rs. 9 crores in 1960-61; in 1957-58 there was a loss of about Rs. 4 crores; in 1958-59 it was about Rs. 9 crores; in 1959-60 it was Rs. 2½ crores, but this figure is not quite correct because increases in pay were not actually given during this year, but the actual payment was postponed to the following year. In 1960-61, the loss was Rs. 9 crores. With the additional commitments in the Third Plan due to the essential increase in depreciation provision, increase in the rate of dividend from 4 per cent to 4.25 per cent, and increase in dearness allowance to lower paid staff—the annual loss from passenger services is now of the order of Rs. 17 crores. This is a large gap; and even with the

additions that are now proposed, of increasing the fares of passengers, the losses will not be freely wiped out. It will still be a service where we will not break even. This is a factor which we should always keep in mind. So, whereas the desire to keep the passenger fares at a low level is understandable, we should also bear in mind our responsibilities and should try to keep our finances in as balanced a position as possible.

I do not want to repeat it, but I have already said that I have every sympathy with the various suggestions that have been made with regard to improving amenities and every effort has been made in that direction and will continue to be made. Within the resources that are available, amenities would continue to be provided and increased as necessary.

Having said this much about the financial aspects, there are a few other points which require some reply. My colleague the Deputy Minister for Railways, Shri Shah Nawaz Khan has already replied to certain points that had been raised, particularly the points about employees' welfare and the like. I do not want to add anything to what my colleague has said. On the question of house rents, a suggestion had been made that it is for some technical reason that we are trying to revise the rents that are chargeable from the employees. That is a very interesting observation. Anything which is not palatable in the recommendations that might have been made by an impartial authority—in this particular case the Pay Commission—can be described as a technical recommendation. This is not a technical matter; it is a substantive matter—the revision of the pay scales, emoluments and the like,—and the natural desire has been that railway employees should be brought on a par with other government employees. A number of recommendations had been made and those recommendations have been accepted from time to time. They have been made applicable to the railway employees. There

were certain things in which their position was different as compared to the other Central Government employees. Thus the percentage which was adopted, for the purpose of assessed rent, was at a lower rate. It was only 4 per cent, and the recommendation only made railway employees at par with other government employees. So, whether it was a Pay Commission that made the recommendation, or whether it was the Convention Committee that made the recommendation,—bodies which are impartial and objective,—they should not be considered as discriminatory, but with a view to bringing railway employees at par with other employees. Therefore we cannot take this attitude that, whatever is recommended in favour of the employees, should be accepted and anything that touches their pockets should be rejected on the ground that it is a technical matter. I would like to stress this point that it was not a technical matter, but it was a substantive matter; a substantive recommendation had been made about the basis of calculation.

Shri U. M. Trivedi: What about the way-side station masters? Why is he being charged at this rate when the hon. Minister himself knows that he ordinarily has to pay nothing if he goes and lives in a village? You make him live in a particular place and charge him rent.

Shri Swaran Singh: I do not think that is a very fair presentation of the case. On the one hand, there is this persistent demand on behalf of the workers that we should provide housing for them. There is a programme to provide housing to the essential workers, workers engaged in the operational work, so that their efficiency increases and they have peace of mind. I think it will be a very retrograde step if employees in charge of way-side stations do not live at the station premises, but are compelled to live in the villages. I think that will not be a development in the right direction. It may be that the rural locality with which my hon. friend opposite is

acquainted may have a large number of very liberal-minded persons who can place their houses at the disposal of railway employees, school masters or patwaris. But that is not a desirable thing. I also come from the rural side and if my experience is any guide this practice should be discouraged, because the approach of that officer who depends, for the provision of amenities of that type upon local dignitaries, will be such that he cannot discharge his responsibilities correctly and properly; this sort of dependence is something which we cannot encourage. Therefore, the railway staff for operational reasons should be at the railway stations and whatever may be the responsibilities which housing makes on salaries, according to the recommendations of the Pay Commission, have to be accepted. These are factors which should be taken into consideration. The provision of these facilities and the charging for them are recognised principles; and we should not try to deviate from these and should not be influenced by local considerations of one village or another. Therefore, it was nothing more than altering the 4 per cent basis, which both the 1954 Convention Committee and the P.A.C. had commented on, and changing it to the normal 6 per cent for purposes of assessing the rent. That is the basis for calculation. I may add that, in this, the cost of land is not included. So, the fear that some new formula has been devised with a view to charging excessive house rent is not correct.

Shri Nambiar: Revaluation at the market rate is there. Previously, it was constructed for Rs. 2,000 and now the value has been taken as Rs. 15,000 at the present rate and the rent is calculated. That is a mistake.

Shri Swaran Singh: That is a matter of detail about which I cannot reply offhand. But, I am aware of the situation that prevailed in Delhi. Even with regard to the houses occupied by Members of Parliament, we had to devise a formula which made a deviation from the actual book value

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because, to quote a parallel, a house, for instance, in Feroze Shah Road or Canning Lane has larger accommodation, but the actual cost when it was constructed was less. So far as the new flats in South Avenue and North Avenue are concerned, their accommodation is less, but the cost is more. So, when we worked out the actual rentals, they worked out to be much higher in the case of flats and lower in the case of those older houses. And, some sort of pooling had to be resorted to because a large number of hon. Members raised objection. I cannot offhand say if any such pooling has been resorted to on railways. But, if that has been done, I would support it as a principle.

Shri U. M. Trivedi: Will it be inevitable?

Shri Swaran Singh: Because in the original houses the accommodation was more and the capital cost was less, so, the rental would work out to be less. And, in the new constructions, the rentals would be higher, although the accommodation might be less. It is really matter for all of us to judge whether it would produce greater satisfaction amongst the workers if we pool the rents together and try to spread out evenly, regard having had to the type of accommodation and the like or whether to go by a rigid rule and every year add to a separate pool new housing on which the rental may work out to be much higher. But the limiting factor in all these cases is that in no case, in the case of employees whose pay is up to Rs. 150—that is the type of class for which, I presume, my hon. friends opposite have, or pretend to have, great solicitude . . .

Shri Namblar: It is not pretension.

Shrimati Renu Chakravartty: This is insinuation, Sir; he should not be it.

Shri Swaran Singh: That is no insinuation at all.

Shri U. M. Trivedi: Why use the word 'pretension'?

Shri Swaran Singh: For whom they profess to have some solicitude—to that extent I accept a modification—that is for those whose pay is up to Rs. 150, the recovery is limited to 7½ per cent of emoluments which, I think, answers the question that in the new constructions, even though the cost is more the actual recovery is limited to this ceiling. Therefore I submit that this should be viewed calmly and in the light of the circumstances; and we should not try to unsettle the minds of the workers by raising issues . . .

Shrimati Renu Chakravartty: It is already unsettled. When their pay is cut, then, it is already unsettled. We do not have to unsettle it.

Shri Swaran Singh: If the hon. Members opposite do not contribute to that unsettlement, then, with this explanation, as it is properly understood by them, I am sure that the unsettling effect will disappear and they will feel settled. (Interruption). The position should be clearly understood. If there are any minor modifications to be suggested, I can consider them. But, what I am trying to say is that this is nothing more than what was recommended by the bodies like the Convention Committee and the P.A.C. This was also mentioned, as a matter of principle, by the Pay Commission as well.

Shrimati Renu Chakravartty: Will the hon. Minister see that the calculation will be very seriously affected by taking the value of the land at the present market rate?

Shri Swaran Singh: I have already stated that the value of the land is not taken into account at all in calculating the rentals. Therefore, you need not have any fear on that score. Even in Delhi, the value of the land is not taken into consideration in cal-

culating the rentals that are worked out in the houses occupied, or the tenements or flats that are constructed here.

Shri Nambiar: Can the hon. Minister give an assurance that it will not come hereafter at least? It will be enough.

Shri Swaran Singh: I have said that it is not so. No hunger strike is necessary to get a statement of fact which is already there. There is no question of assurance. Here I may state that, according to the present arrangement, the value of the land is not included in the calculation of rent; it is only the cost of structures, maybe, the developmental expenditure and the like which goes into it, but not the cost of land. Therefore, any increase in the value of the land should not obsess the hon. Members opposite. And, as I have said, the ceiling of 7½ per cent for the category of employees who get a pay up to Rs. 150 is a sufficient safeguard against any apprehensions of the type which have been raised by my friends opposite.

Shrimati Renu Chakravartty: What about the question of electricity charges, the conservancy charges etc.?

Shri Swaran Singh: These are matters of detail. I want to assure hon. Members that it is not our intention to make any profit on that score. For instance, if the Calcutta Electricity Undertaking or the Kanpur Electricity Undertaking or other electric suppliers push up the rates and there is some corresponding increase in the actual charges that are payable that should be regarded as normal burdens which society, as a whole, bears; and we cannot have a special privileged class to be protected against the normal operations or the normal behaviour of these rates. So, I cannot really appreciate the point . . .

Shrimati Renu Chakravartty: The rates are going higher and higher.

But according to the principle, that this rate has to be paid by all, the railway workers should pay much less than they are doing. We are paying 11 nP. and they are paying 31nP.

Shri Swaran Singh: These are matters of detail. I cannot say whether it is 31nP., or 10nP. But, I would like to assure hon. Members that with regard to these electricity bills, particularly for low-paid employees, our attitude is not to make money on that. But, whatever are the service charges and the actual outgoings and the like, they have to be spread on some sort of formula so that we are able to provide this much-needed amenity to as large a number of workers as possible.

One thing has been mentioned by Shri Naval Prabhakar, about the ring railway in Delhi. I am glad to say that this scheme has been accepted and that it is our intention to go ahead with this ring railway for Delhi. Actually, active steps are being taken to acquire land. There is government land, there is cantonment land, and there is also other land, involved in this. Arrangements have been made, and they are being finalised, to get that land; and necessary preliminary steps would be taken in hand to push ahead this scheme. This hope, will meet the much-needed requirement of the growing metropolis of Delhi. My hon. friend who has recently been returned to Lok Sabha because his polling ended only a few days ago and is fresh from this election campaign, may have used the narrow-gauge railway line from Pathankot upto Jugindernagar. I hope he is aware of the fact that a part of this railway is in peril on account of the hydel schemes which are proposed to be executed by the Punjab Government. He said that we did not want to kill it, nor did we want to keep it alive. It is easy to do one of these alternatives. His objective, I hope, is not to kill it, but to make the best use of it. We may have to re-align this, and we may have to

[Shri Swaran Singh].

incur considerable expenditure because a part of it is likely to be submerged by the bunding effect of the bunds that are to be created as a result of the new schemes. In those days it was perhaps considered that a narrow gauge was the only railway that could be justified, and it was connected with the hydel and electric scheme at Jugindernagar. Still it has performed a very useful purpose of providing a facility for that hilly area.

As before, many other speakers to-day also referred to the provision of drinking water, adequate water supply in the trains and compartments, provision of sheds and the like. These, as I have said, are desirable objectives, and I am sure that the Railway Administration will ensure that these essential things are attended to. They should be done. The only way of ensuring that it is done is to highlight, as it has been done here, the absence of the necessary provisions such as the absence of light or water and the like and by checking the Railway Administration to ensure that these defects are not there. I am sure that the observations that are made here will alert the Railway Administration. I hope the hon. Members know the procedure. We give copies of these debates to all our Railway Administrations so that they may profit by the observations that are made here and constantly make improvements and also consider the various suggestions that are made from time to time. With these remarks I would like to thank the hon. Members who have given so much thought and have taken so much interest in the service performed by the Railways.

Mr. Deputy-Speaker: Do they want any specific cut motion to be put to the vote of the House?

Shri Namblar: No, Sir. They may be all put together.

Mr. Deputy-Speaker: Then I shall put all the cut motions to the vote of the House together.

All the cut motions were put and negatived.

Shri Bade (Khargone): Sir, I want to raise a point of order. The hon. Railway Minister has given us an addendum to Demand No. 16 - Open Line Works. It reads here:

"Page 131, Third, fourth and fifth lines, read 'Voted: Rupees three hundred and fiftyseven crores, eighty-nine lakhs and sixty-nine thousands; Charged Rupees nineteen lakhs and twenty three thousands' for 'Voted: Rupees three hundred and fifty-eight crores and forty-two thousands; Charged: Rupees eight lakhs and fifty thousands.'"

There are other entries like that. When he wants our vote on Demand No. 16, and when there is a mistake in the demand, he cannot amend the demand unless he takes the consent or the permission of the President.

Shri Swaran Singh: The President's permission has been taken.

Shri U. M. Trivedi: The President's sanction on the Addendum - that has not been taken. It is not a correction; it is not a clerical mistake.

Mr. Deputy-Speaker: The President's recommendation has been taken; there is no point of order.

Shri U. M. Trivedi: The mistake is on the part of the Ministry.

Shri Bade: They ought to have mentioned it while circulating the Addendum.

Mr. Deputy-Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order

paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1963, in respect of the heads of demands entered in the second column thereof against Demands Nos. 2 to 18 and 20."

The motion was adopted

*APPROPRIATION (RAILWAYS)
NO. 2 BILL, 1962

The Minister of Railways (Shri Swaran Singh): Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1962-63 for the purposes of Railways.

Mr. Deputy-Speaker: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1962-63 for the purposes of Railways."

The motion was adopted.

Sardar Swaran Singh: Sir I introduce the Bill.

Sir, I also beg to move:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1962-63 for the purposes of Railways, be taken into consideration."

Mr. Deputy-Speaker: The question is:

"That the Bill to authorise payment and appropriation of certain

sums from and out of the Consolidated Fund of India for the service of the financial year 1962-63 for the purposes of Railways, be taken into consideration."

The motion was adopted.

Mr. Deputy-Speaker: The question is:

"That Clauses 1, 2, 3, the Schedule, the Enacting Formula and the Long Title stand part of the Bill."

The motion was adopted.

Clauses 1, 2, 3, the Schedule, the Enacting Formula and the Long Title were added to the Bill.

Shri Swaran Singh: Sir, I beg to move:

"That the Bill be passed."

Mr. Deputy-Speaker: Motion moved:

"That the Bill be passed."

Shri Nambiar (Tiruchirapalli): Sir, I will say one sentence. My request is that the increase in fares and freights, even at this stage, may not be brought into effect. It will be very difficult for the common man to bear the brunt of the increased fares and freight. This is my last appeal which I hope he will grant at least at this stage.

15 hrs.

Shri Swaran Singh: I am sorry I cannot accept it.

Shri U. M. Trivedi (Mandsaur) rose:

Mr. Deputy-Speaker: He cannot make any speech now. He may put a question if he wants.

Shri U. M. Trivedi: I want to speak on the Appropriation Bill. The time

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**Introduced/moved with the recommendation of the President.

[Shri U. M. Trivedi]

at my disposal is very short. But very cursorily, the hon. Minister has said that he will not agree to any reduction in fares. It is not a question of reduction in fares. What is required of him is merely the *status quo* in respect of the fares is to be maintained.

Shri Swaran Singh: May I point out that it has got nothing to do with the Appropriation Bill. The House has already approved of the expenditure?

Mr. Deputy-Speaker: Yes. If he wants to put any question, let him ask the question. Let us not depart from the accepted conventions.

Shri U. M. Trivedi: The Appropriation Bill has come up after the demands have been passed, and so . . .

Mr. Deputy-Speaker: The demands have been made and accepted by the House. At this stage a speech is uncalled for.

Shri U. M. Trivedi: At this stage, I can still say that this Appropriation Bill may not be passed.

Shri D. N. Tiwary (Gopalganj): There is already a convention that there should be no discussion on the Appropriation Bill.

Shri U. M. Trivedi: I know the convention. I am not quite new to the House. There is a convention. But, at the same time, my learned friend will bear with me when I say that I can still speak on the Appropriation Bill. There is nothing to prevent me from speaking on the Appropriation Bill. The convention is quite all right. I agree to the convention. But the only point to be considered is this. When the demands were actually agreed upon, the point that was considered is that our expenditure is going to be increased. If this expenditure is curtailed, then certainly the same amount of demand

will not have to be made. So, the only proposal that I can submit is that, at this stage, it would be quite proper for the Minister to see that even now it is not very late to keep the *status quo*. Particularly when the travelling public have to travel for distances of only 50 miles, it will be a very great thing for the small traders or the small merchants who have not to travel long distances and who are not big businessmen. Maintaining at least the *status quo* will help such people.

Shri Swaran Singh: I would say only this thing. At this stage, we are considering the question of appropriation, and therefore, the question of revenue is not really before the House. All that has been discussed. There was voting on it, and the House took a decision to reject the cut motions. Therefore, at this stage, this question does not arise, and on merits I have nothing to add to what I have already said. The hon. Member has not raised any new point.

Mr. Deputy-Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

15.03 hrs.

RESOLUTION RE: JANATA EXPRESS TRAINS—contd.

Mr. Deputy-Speaker: The House will now resume further discussion of the Resolution moved by Shri M. L. Dwivedi on the 21st April, 1962 regarding the Janata Express trains. Shri M. L. Dwivedi may resume his speech.

Shri D. N. Tiwary (Gopalganj): What is the time allotted for this Resolution?

Mr. Deputy-Speaker: It will go on for 2½ hours.

Shri S. M. Banerjee (Kanpur): May I submit for your consideration one aspect of the matter? We have already had a discussion on the railway budget which has covered the subject-matter of this Resolution. The next resolution is very important. Therefore, if the House agrees to have only one hour for this Resolution, it will be enough.

Shri U. M. Trivedi (Mandsaur): Janata Express is very important.

Mr. Deputy-Speaker: What time does the House require? Two hours?

Shri S. M. Banerjee: One hour.

Some Hon. Members: Two hours.

Mr. Deputy-Speaker: Those in favour of two hours will please raise their hands.—I see only a few hon. Members raising their hands. Let us take the mean and put it at one hour and a half. I think that would be all right.

Some Hon. Members: Yes.

Mr. Deputy-Speaker: Shri M. L. Dwivedi.

श्री म० ला० द्विवेदी (हमीरपुर) :
उपाध्यक्ष महोदय, रेलवे मंत्री तो पहले ही
चल दिए। यह प्रस्ताव रेलवे मंत्री से सम्बन्धित
था।

रेलवे मंत्रालय में उप-मंत्री (श्री शाह-
नवाज खाँ) : दो व्यक्ति बैठे हुए हैं।

श्री म० ला० द्विवेदी : पिछले दिन
मैं ने एक संकल्प सदन के सामने रखा था
जिसमें मैंने बतलाया था कि किस तरह से
तीसरे दर्जे के लोगों को यात्रा करने में
कठिनाई होती है और यह कठिनाई छोटी
मोटी कठिनाई नहीं है। मैं समझता हूँ कि
इस सदन के बहुत से सदस्यों को इस बात
का पता होगा कि तीसरे दर्जे के डब्बों में
किस तरह से भीड़ मची रहती है। और

किस तरह मुसाफिर भूसे की तरह भरे जाते
हैं। आज मेरे सामने इंडियन एक्सप्रेस
अखबार है। इसमें ऐसी खबर मिली है
जिसे स्वयं रेलवे मंत्री को सुननी चाहिए।
इसमें बतलाया गया है कि तीसरे दर्जे के
मुसाफिरों को रिजरवेशन में कितनी दिक्कतें
होती हैं। इसमें लिखा है :

"Ten days before they set out
for their holiday, many South-
bound railway passengers
undergo an ordeal which has
made some of them wonder whe-
ther the vacation is really worth
it. For the prize of booking a
III class seat or berth, they have
to spend a night at the railway
station, sleep on the concrete
floor of its verandah and join a
12-hour wait for the booking
window to open."

The most wonderful story
about this is that the people take
no chances. The people taking
chances are hopelessly waiting
there and they get no tickets.
This morning, within two hours
of the opening of the booking
window the entire III class seats
were booked till the 13th.

It says: "But the formidable
part of it comes from the large
number of tickets each person
buys. Even the tenth man in
the queue is not always sure
that he would be able to book a
seat."

इससे आप अन्दाजा लगा सकते हैं कि
जो लोग दक्षिण भारत और मद्रास जाते हैं
उनको कितनी दिक्कत होती है। ऐसे यात्री
बहुत होते हैं। अनेक सेवाओं में ये लोग हैं।
कुछ विद्यार्थी भी हैं और संसद के सदस्य लोग
भी हैं। दस आदमियों को भी बुकिंग मिलना
मुश्किल होता है और सैकड़ों का ब्यू लगता
है। अगर सबेरे ६ बजे से खिड़की खुलनी होती है
तो शाम को ६ बजे से लोग वहाँ पहुँचते हैं,
और रात भर जागते हैं और जागने में जो
असुविधा होती है आप उसका अन्दाजा लगा

[श्री म० ला० द्विवेदी]

सकते हैं। अगर उनको पेशाब, पेशाना या चाय के लिये जाना हो तो एक आदमी उनकी मदद के लिये चाहिए जो कि उनकी जगह ब्यू में खड़ा हो। इस तरह से बुकिंग के लिये दो तीन आदमियों को या पूरे परिवार को रात भर जागना पड़ता है और फिर भी दस आदमियों से ज्यादा को बुकिंग नहीं मिल पाता और बाकी रह जाते हैं।

यह कठिनाई सिर्फ इसलिये है कि हमने तीसरे दर्जे के मुसाफिरों के लिये सुविधाएँ देने पर अच्छी तरह से खयाल नहीं किया है। मेरे पास कुछ आंकड़े हैं जिनसे मालूम होता है कि सन् १९५६-५७ से लेकर सन् १९६०-६१ तक तीसरे दर्जे के मुसाफिरों से और अपर क्लास के मुसाफिरों से कितनी आमदनी रेलवे को हुई है। ये आंकड़े रेलवे मंत्रालय के हैं। इससे मालूम होता है कि सन् १९५६-५७ से लेकर सन् १९६०-६१ तक रेलवे को पहले और दूसरे दर्जे के मुसाफिरों से ४० करोड़ ३७ करोड़, ३७ करोड़, ४२ करोड़ और ४६ करोड़ की आमदनी हुई जब कि तीसरे दर्जे के मुसाफिरों से १३,२०० करोड़, १३,७३० करोड़, १३,८५० करोड़, १४,६७० करोड़ और १५,५०० करोड़ की आमदनी हुई। यानी पहले और दूसरे दर्जे के मुसाफिरों से जो आमदनी आपको होती है उससे ३३ या ३४ गुनी आमदनी आपको तीसरे दर्जे के मुसाफिरों से होती है।

इसी तरह से अगर आप मीलॉ के आंकड़े देखें तो आपको मालूम होगा कि तीसरे दर्जे के मुसाफिर पहले और दूसरे दर्जे के मुसाफिरों के मुकाबले में आठ गुना मील ज्यादा चले। आप किसी भी हिसाब से देखें, आपको आंकड़े बतलाते हैं कि तीसरे दर्जे के मुसाफिर ही आपको सब से अधिक मुनाफा देने हैं लेकिन उनकी ही परवाह सब से कम की जाती है।

हमें बतलाया गया कि साहब हमने तीसरे दर्जे के डिब्बों में पंखे लगा दिए हैं।

लेकिन आप यह तो बतायें कि जिन डिब्बों में १६ आदमियों के बैठने का स्थान है उसमें अगर आप सौ आदमियों को ठूसेंगे तो दो पंखे उनकी क्या मदद करेंगे और उनसे कितनी गरमी बच सकती है। हाँ खयाल यह अच्छा है। आप गौर फरमायें तो आपको पता चल जायेगा कि आपने जो सुविधाएँ तीसरे दर्जे के मुसाफिरों को दी हैं वे ना के बराबर हैं।

मैंने पिछले दिन सदन को बतलाया था कि तीसरे दर्जे के डिब्बे एक तरह से काल कोठरियाँ हैं जिनमें मुसाफिर ठंसे रहते हैं और गरमी में या सरदी में उनको गाड़ी में चलने फिरने तक की सुविधा नहीं होती। अगर हमारे पास १५० सीटें हैं तो उनके लिये सात सौ, आठ सौ और एक हजार तक टिकट बाँट दिये जाते हैं। मुसाफिर किस प्रकार जाते होंगे इसका अनुमान आप लगा लीजिये। हमको यह बताया गया है कि यात्रियों की भीड़ कम करने के लिये अभी तक अधिक ध्यान नहीं दिया गया है। इंडियन रेलवेज की जो सन् १९६०-६१ में एक बुकलेट छपी गई है उसके ६८वें पेज पर लिखा है कि १९५७ में १९२ लाख यात्री, किलोमीटर की व्यवस्था थी, १९६१ में वह बढ़ कर २०४ हो गई यानी कुल संख्या का $\frac{1}{11}$ भाग ही बढ़ सका। इसका मतलब यह हुआ कि हमने तीसरे दर्जे के यात्रियों की जो सुविधा बढ़ाई वह आपके आंकड़ों से $\frac{1}{11}$ हिस्सा साबित होता है।

इसी तरीके से आपने इंडियन रेलवेज के परफॉर्मेंसज का जो रिव्यू निकाला है उसके २५वें पेज पर आपने लिखा है :—

Towards Better Conditions of Travel

"as the resources were not sufficient to effect any appreciable reduction in overcrowding."

कहने का मतलब यह है कि आप स्वयं तसलीम करते हैं कि हमारे पास साधनों की कमी थी इसलिए हम ने भीड़ को कम करने के लिए कोई अधिक कोशिश नहीं की । मैं यह जानना चाहता हूँ कि जब आप के पास पक्के बने हुए स्टेशंस हैं तो उन को तोड़ तोड़ कर नये स्टेशंस क्यों बनाते हैं जिनमें कि करोड़ों रुपया खर्च होता है ? आप के पास प्लेटफार्म्स बने हुए हैं लेकिन उन को तोड़ तोड़ कर सीमेंट का फर्श बनाया जाता है जोकि ६ महीने के बाद फिर खराब हो जाता है क्योंकि ठेकेदार रुपया खा जाता है । आप के पास ऐसे ऐसे काम करने के लिए खमया आ जाता है जोकि जनता की सुविधा के लिए न हां कर कुछ बड़े और ऊंचे दर्जे के लोगों के वास्ते होते हैं । आप की रेलवे के बड़े बड़े अफसर सैलून पर चल सकते हैं जिसमें कि एक आदमी या उनकी फैमिली चल सकती है लेकिन आप उस के बदले में थर्ड क्लास के डिब्बे नहीं चला सकते हैं । आप का जो यह इंतजाम है उसको सोचिये और जवाब दीजिये कि कहां तक यह मुनासिब है कि जो इस देश के मालिक हैं जिन के कि मतों के ऊपर हम यहां चुन कर आते हैं और जिनकी कि खातिर हम यह सरकार चलाते हैं क्या उन लोगों की सुख सुविधा के वास्ते हम अच्छा इंतजाम कर रहे हैं ? क्या हम उन लोगों के बैठने के वास्ते अपनी रेलगाड़ियों में स्थान सुलभ नहीं कर सकते ? मेरा कहना यह है कि यदि आप वास्तव में थर्ड क्लास के लोगों को सुविधा देना चाहते हैं तो यह निश्चय कर लें कि रेल में बैठने के लिए जितने स्थान हों उतने ही टिकट जारी किये जाय ।

इस के अलावा हर एक रेलवे स्टेशन पर जहां से गाड़ी चलती है आप का टिकट चैकिंग स्टाफ खड़ा हो जाना चाहिए और जब मुसाफिर डिब्बे के अन्दर जायें तो यह देख लिया जाय कि वह टिकट लिए हुए है या बिना टिकट यात्रा कर रहा है । होता यह है

कि बिना टिकट वाला गाड़ी में घुस जाता है और टिकट वालों को स्थान नहीं मिलता है । यह आपका कर्तव्य है कि हर एक रेलवे स्टेशन पर जहां से गाड़ियां चलती हैं वहां पर यात्रियों के टिकट चैक कर लिये जायें कि डिब्बे में जो व्यक्ति बैठे हुए हैं उनके पास टिकट है कि नहीं । इस के अलावा सफर के बीच बीच में भी टिकट चैक करने की व्यवस्था होनी चाहिए और इस चैकिंग की व्यवस्था को और अधिक बढ़ाया जाना चाहिए ।

मेरा कहना यह है कि आप हर शाखा मार्गों पर जो गाड़ियां दिन में एक ही बार चलती हैं उन्हें कम से कम दो बार चलाइये । अभी होता यह है कि सुबह गाड़ी गई और ६ घंटे के बाद डेस्टिनेशन पर पहुंच गयी और उस के बाद वह बाकी के १८ घंटे खड़ी रहती है । मेरा कहना यह है कि जब रेलवेज में कंजेशन है तो उन डिब्बों और उस इंजन का और अधिक इस्तेमाल किया जाय और उनको दिन में दो, तीन बार चलाया जाय ।

तीसरा निवेदन मेरा यह है कि जब तक ५० प्रतिशत: यात्री अपना स्थान सुरक्षित न करा लें यह वातानुकूलित गाड़ियां न चलाई जायें । जहां ५० प्रतिशत: से कम यात्री चसते हों वहां यह ऐयरकंडीशंड डिब्बे न चलाये जायें और उसके बदले में तीसरे दर्जे के डिब्बे चलाये जाने चाहिए ।

चौथी बात यह है कि जलपान और भोजन के लिए जो डिब्बे लगाये जाते हैं उन को बंद किया जाय । जहां कहीं भी भोजन या चायपानी का समय हो उन स्टेशनों पर इसका प्रबन्ध कर दिया जाय ताकि यात्रियों के लिए उन स्टेशनों पर भोजन और जलपान का उचित प्रबन्ध किया जा सके । इस तरह से यह रैस्टुरेंट कार्ज बंद करके तीसरे दर्जे के डिब्बे जोड़े जा सकते हैं और इससे तीसरे दर्जे के मुसाफिरों को कुछ अधिक राहत मिल सकती है ।

[श्री म० ला० द्विवेदी]

जैसे मैंने पहले कहा कि रेलवे अफसरान और मंत्रियों के लिए जो सैलून चलते हैं उनको बंद कर देना चाहिए और उसके बदले में तीसरे दर्जे के डिब्बे चलाने चाहिए . . .

Mr. Deputy-Speaker: This is not a general discussion on the railway budget again.

Shri M. L. Dwivedi: I am explaining how to reduce overcrowding in the railways, which is my subject.

Mr. Deputy-Speaker: Your resolution is for more Janata Expresses in order to reduce overcrowding. Other things like food, water, etc. are not relevant.

Shri M. L. Dwivedi: These are suggestions which can remove congestion and overcrowding.

Mr. Deputy-Speaker: The time is limited.

श्री म० ला० द्विवेदी : मैं पांच मिनट के अन्दर ही खत्म दिये देता हूँ । रेलवे मंत्रालय से मेरी यह प्रार्थना है कि जल्दी से जल्दी आप अधिक से अधिक जनता गाड़ियों के चलाने की व्यवस्था करें ताकि जितने यात्री हों उन को टिकट मिल सके और वह यात्रा कर सकें । उनको महीनों इंतजार न करना पड़े और रात रात भर जागना न पड़े ।

इस के अलावा जो सुझाव दूसरे माननीय सदस्यों ने संशोधनों के रूप में दिये हैं वे भी अच्छे सुझाव हैं । उन्होंने बतलाया है कि किस प्रकार से यह भीड़भाड़ कम की जा सकती है । मंत्री महोदय इस प्रस्ताव को कोई मामूली प्रस्ताव न समझें । मैं ने जनता की भावनाओं को व्यक्त करने के लिए यह प्रस्ताव रखा है । जनता सचमुच चाहती है कि उसे कुछ सुख सुविधा मिले और उसकी उपेक्षा न कर मेरे इस छोटे से संकल्प को आप स्वीकृत करें जिससे कि वह समझ जाय कि हमारी सरकार जनता की सरकार है और वह सब का भला

चाहती है । इन शब्दों के साथ मैं अपना संकल्प सदन के समक्ष प्रस्तुत करता हूँ ।

Mr. Deputy-Speaker: Motion moved:

"This House is of opinion that Government should take early steps for running more all third class express trains (Janata Expresses) with the object of relieving over-crowding in trains particularly in third class compartments."

There are two substitute motions and one amendment to this motion.

Shri B. K. Das (Contai): I beg to move:

"That for the original Resolution, the following be substituted, namely:—

"This House is of opinion that over-crowding in trains particularly in the third class should be relieved as early as possible by taking all necessary steps including the running of more all third class express trains (Janata Expresses)."

Mr. Deputy Speaker: Substitute Motion No. 3 by Shri Shree Narayan Das is out of order, because it is beyond the scope of the original resolution.

Shri P. R. Chakraverti (Dhanbad): I beg to move:

"That in the Resolution—

for "particular in third class compartments" substitute "a necessary sequel to lack of adequate accommodation".

Mr. Deputy-Speaker: The resolution and these amendments are now before the House. I have names of six Members who are desirous of

speaking. The Railway Minister must be given some time and thereafter Shri Dwivedi should be given some time to reply. I will allow 5 to 6 minutes to each Member.

श्री सरजू पाण्डेय (रसड़ा) : उपाध्यक्ष महोदय, मैं इस प्रस्ताव का समर्थन करने के लिए खड़ा हुआ हूँ। मैं प्रस्तावक महोदय से यह अनुरोध करूँगा कि वह अपने इस प्रस्ताव को वापिस न लें। प्रस्तावक महोदय ने अभी अभी सदन में अपने प्रस्ताव को पेश करते हुए तीसरे दर्जे के मुसाफिरों की अनेकों कठिनाइयों की चर्चा की है। मैं तो रेलवे मंत्री महोदय से यही अपील करूँगा कि वे इस प्रस्ताव को स्वीकार करें ताकि थर्ड क्लास के डिब्बों में आज जाँ अत्यधिक भीड़भाड़ होती है वह कम हो सके। तीसरे दर्जे के मुसाफिरों की दिक्कतों और कठिनाइयों की अनेकों माननीय सदस्यों ने रेलवे बजट सम्बन्धी बहस में चर्चा की है। तीसरे दर्जे के मुसाफिरों की अशुविधाओं के बारे में लगातार शिकायतें आती रहती हैं। मैं समझता हूँ कि जिस किसी को भी तीसरे दर्जे में दिल्ली से मद्रास तक जाने का इतिफाक हुआ होगा सफर के खात्मे पर ६ दिन तक बदन की मालिश करवाने पर ही कमर सीधी हुई होगी। तीसरे दर्जे में इस तरह के लम्बे सफर में यात्री अधमरा सा हो जाता है। हमारे देश में गरीब जोकि सब से ज्यादा तादाद में हैं वे तीसरे दर्जे में सफर करते हैं और सब से ज्यादा उनको परेशानी उठानी पड़ती है। आज जब कि हम सोशललिस्टिक स्टेट बनाने की बात करते हैं और जनता की सरकार होने का दावा करते हैं तो यह और भी जरूरी हो जाता है कि हम उन को राहत पहुँचाने की हर संभव कोशिश करें। चूँकि रेलवेज को थर्ड क्लास से बहुत ज्यादा पैसा मिलता है इसलिए भी उसका कर्तव्य हो जाता है कि उन लोगों को अधिक से अधिक सुविधाएँ प्रदान करे।

हम देखते हैं कि फर्स्ट क्लास के डिब्बे और ऐयर कंडीशंड डिब्बे यहां से दूर दूर तक

घसीटे जाते हैं लेकिन उनमें कोई सफर नहीं करता है, खाली डिब्बे चलते हैं। अब जिस आदमी को यहां से मद्रास जाना होगा वह ऐयर कंडीशंड डिब्बे में क्यों घिसटेगा वह करीब करीब उसी किराये में हवाई जहाज से ६ घंटे के अन्दर मद्रास क्यों न जायेगा? अब फर्स्ट क्लास और ऐयर कंडीशंड डिब्बों को लगाने से क्या फायदा है क्योंकि उसी किराये में लोग हवाई जहाज से जाना पसन्द करते हैं और जिसमें कि रेल के मुकाबले बहुत कम समय में वह अपने डेस्टीनेशन पर पहुँच जाते हैं। अब इस तरह के डिब्बों को लगाने से क्या फायदा है? माननीय प्रस्तावक महोदय ने ठीक ही तो कहा है कि उन डिब्बों को हटा कर उनकी जगह पर थर्ड क्लास के डिब्बे लगाये जा सकते हैं।

थर्ड क्लास के यात्रियों की कठिनाइयों की हर साल और हर मौके पर इस सदन में चर्चा होती है लेकिन मंत्री महोदय पर उसका कुछ असर होता नहीं मालूम पड़ता है और वह अपनी जगह से थोड़ा भी हिलने को तैयार नहीं होते हैं। इस पर मुझे एक शेर याद आ रहा है :—

“तू अपनी राह चला जा,
कोई बुरा कहे तो कहने दो।”

उन्होंने मानां यह इरादा कर लिया है कि हम तो ऐसे ही चलेंगे चाहे कोई कुछ भी कहता रहे। यह एक अजीब बात है कि सब लोग एक आवाज से तीसरे दर्जे की हालत के बारे में शिकायत करते हैं फिर भी सरकार तीसरे दर्जे के मुसाफिरों की सुविधा बढ़ाने के लिए तैयार नहीं है।

श्री अन्सार हरवानी (बिसौली) : सुविधाएं बढ़ी हैं।

श्री सरजू पाण्डेय : आपको यदि तीसरे दर्जे में चलने का मौका पड़े तो आपको पता चले कि क्या हालत है। लेकिन एम० पी० हो

[श्री सरजू पाण्डेय]

जाने के बाद दूसरी बातें हो गयी हैं। दिमाग बदल गया है।

मेरी समझ में नहीं आता कि बातें तो हम बड़ी बड़ी करते हैं, इस सदन में गरीबों की बात करते हैं, समाजवाद की बात करते हैं और गरीबों से नफरत भी करते हैं तो हमारी करनी और कथनी में यह अन्तर कब तक चलेगा? आखिर क्या यह सदैव चलता रहेगा, या कभी ऐसा भी अवसर आयेगा कि हम गरीब जनता के सामने खड़े हो कर कह सकें कि हम ने तुम को ये सुविधाएँ प्रदान की हैं।

इस लिए मैं समझता हूँ कि रेलवे विभाग को इस पर जरूर गौर करना चाहिए और माननीय मंत्री जी को इस प्रस्ताव को मान लेना चाहिए।

अभी माननीय सदस्य, श्री द्विवेदी, ने कहा कि उन डिब्बों को हटा दिया जाये, जिन में खाने-पीने का इन्तजाम होता है, डाईनिंग-कार्ड को निकाल दिया जाये। मैं समझता हूँ कि इस मामले में उन का यह विचार सही है। उन को हटाया जाये, या न हटाया जाये, यह एक अलग बात है, लेकिन तथ्य यह है कि यह हमारी जिम्मेदारी है कि हम तीसरे दर्जे के मुसाफ़िरो को आराम पहुँचायें। यह तभी सम्भव है कि ज्यादा से ज्यादा एक्सप्रेस ट्रेन्ज़ और ज्यादा से ज्यादा थर्ड क्लास के डिब्बों की व्यवस्था की जाये।

इन शब्दों के साथ मैं इस प्रस्ताव का समर्थन करता हूँ इस उम्मीद के साथ कि रेलवे मंत्री महोदय इस प्रस्ताव को मान इस सदन में एक अच्छी परम्परा स्थापित करेंगे—एक प्राईवेट मेम्बर के प्रस्ताव को स्वीकार कर के देश की भावनाओं का आदर करेंगे।

Shri Subodh Hansda (Jhargram):
Mr. Deputy-Speaker, Sir, I rise to support this resolution moved by my hon. friend Shri M. L. Dwivedi.

As you know, Sir, all types of industries are growing in our country, either in the public sector or in the private sector, and due to this industrialisation, the passenger traffic has increased everywhere in the country. We have discussed the question of overcrowding in this House a number of times, and the Government is also trying to combat this overcrowding by increasing the number of trains. The Railways have also introduced certain third-class Janata Expresses, and I think they are quite popular among the third-class passengers. They are not only popular, but they have also given some relief to the long-distance passengers.

When these Janata Expresses are so popular, I believe, if more such trains are put in all sections of the railways, the poor class people would get an opportunity to travel from one place to another either in search of employment or for business.

Now, I find that a number of trains have been introduced in many sections of the railways. But in the South-Eastern Zone, which is one of the important sections of the railways—there are three steel plants: one at Tatanagar, another at Rourkela and a third at Bhilai—and where after the three steel plants have come into being the passenger traffic has increased tremendously, no attempt has been made by the railways to remove over-congestion. I have repeatedly said in this House that overcrowding in this section is so heavy that unless some additional trains, either third-class passenger trains or these Janata Express trains, are introduced, this overcrowding cannot be removed. Therefore, to remove this overcrowding, I suggest that in all sections of this Railway third-class Janata Express trains must be run. At least, as I have already mentioned in this House, in the Howrah-Kharagpur-Nagpur section, I request the Minister to introduce one Janata Express train immediately.

With these few woras, Sir, I support the resolution mover by my hon. friend Shri M. L. Dwivedi.

श्री ज० ब० सिंह (घोसी) : उपाध्यक्ष महोदय, हमारे माननीय मित्र ने कहा है कि रेलवेज में बहुत से सुधार हुए हैं। मैं उन को बताना चाहता हूँ कि मैं उस जगह से आ रहा हूँ, जहाँ एन० ई० रेलवे चलती है—और बहुत खरामां २ चला करती है, जिस के लिए वह मशहूर है। मैं जानता हूँ कि इस सम्बन्ध में वास्तविक स्थिति क्या है। मैं तो अभी तक इस सदन का मेम्बर नहीं था और जिस हाउस का मैं पहले मेम्बर था, वहाँ यह पास नहीं मिलता था। इस लिए मुझे भी जंगले से ही कद कर गाड़ी में चढ़ना पड़ता था। फ्रस्ट क्लास में बैठ कर तो मैं अभी सफ़र कर रहा हूँ।

सरकार की ओर से समाजवाद का रोज़ डंका पीटा जाता है। लेकिन समाजवाद के कुछ नियम और उसूल होते हैं और सब से बड़ा उसूल यह है कि हम बड़े और छोटे के बीच के गैप को कम करते हुए आगे बढ़ें। तभी हम समाजवाद के लक्ष्य तक जा सकते हैं। लेकिन यहाँ क्या हो रहा है? अगर आप थर्ड क्लास को देखें, तो आप पायेंगे कि उस में असुविधायें बढ़ती जा रही हैं और दूसरी तरफ़ सैलन्ज, ठंडी गाड़ियां और गर्म गाड़ियां बढ़ती जा रही हैं। इस के बावजूद कहा जाता है कि यह समाजवादी पैटर्न है, समाजवादी ढांचा है, जो कि हम अपने देश में लाना चाहते हैं। यह बात मेरी समझ में नहीं आती।

हम लोग जब जेल में थे, तो एक बात के लिए लड़ा करते थे कि तीसरे दर्जे में ज्यादा से ज्यादा सुविधायें मिलें। हम एक उसूल के लिए लड़ा करते थे। जो माननीय सदस्य आज सरकार का समर्थन कर रहे हैं, कल शायद उन के पास फ्रस्ट क्लास का पास न हो। तब उन्हें बड़ी असुविधा होगी, क्योंकि तब उन्हें भी ग्राम जनता की तरह ही सफ़र

करना पड़ेगा। इस लिए यह आवश्यक है कि ग्राम जनता की सुविधाओं की तरफ़ हम ध्यान दें, क्योंकि उस की कसमे खा कर हम यहाँ आये हैं। उस के लिए यह जरूरी है कि जो सैलन्ज, ठंडी और गर्म गाड़ियां बढ़ती जा रही हैं, उन के स्थान पर ज्यादा से ज्यादा थर्ड क्लास की गाड़ियां, जिन को जनता एक्सप्रेस कहा जाता है, चलाने की व्यवस्था की जाये।

मैं उस क्षेत्र से आ रहा हूँ, जहाँ ग्रहण के समय और अन्य मेलों के अवसर पर हजारों आदमी ट्रज्ज की छतों पर बैठ कर चलते हैं। एक तरफ़ तो कुछ व्यक्ति फ्रस्ट क्लास, सैलन्ज और एयर-कन्डीशन्ड डिब्बों में बैठ कर यात्रा करते हैं और दूसरी तरफ़ हजारों आदमी, औरतें और बच्चे छतों पर बैठ कर चलते हैं। हम देखते हैं कि स्टेशनों पर जो नाम पुराने पड़ जाते हैं, उन को फिर से लिखने के लिए पूरे हिन्दुस्तान में करोड़ों रुपये खर्च किये जाते हैं। ऐसा क्यों किया जाता है? आखिर इसकी क्या जरूरत है? अगर नाम कुछ धीमा भी रहेगा, तो भी लोग उस को देख लेंगे, पढ़ लेंगे। सरकार रुपये लगाये गाड़ियों और डिब्बों की संख्या बढ़ाने में, ताकि लोगों को बैठने की जगह तो मिल सके। इस तरफ़ सरकार का मोड़ होना चाहिए, लेकिन उस का मोड़ तो दूसरी तरफ़ है और इस लिए जब इस तरह के प्रस्ताव और मुझाव आते हैं, तो मंत्री महोदय समझते हैं कि चलो, कार्यवाही हो रही है, उस कार्यवाही को हम कर देते हैं और उस से ही हमारा फ़र्ज पूरा हो जाता है। लेकिन मैं कहना चाहता हूँ कि यह फ़र्ज पूरा करने का सवाल नहीं है। सवाल यह है कि देश में जो ग्राम जनता है, उसको किस तरह से ज्यादा से ज्यादा सुविधा दी जाये।

जहाँ तक सुविधायें देने का सवाल है, हमारे दोस्त ने कहा कि नये स्टेशन बनेंगे, जिन के बड़े बड़े ढांचे होंगे। मैं कहना चाहता हूँ कि सरकार टिन-शीट के ही स्टेशन बनवाए।

[श्री ज० ब० सिंह]

उस से कुछ नहीं बिगड़ेगा। लेकिन वह ऐसी व्यवस्था करे कि जनता को गाड़ी की छत पर बैठ कर सफ़र न करना पड़े, जनता को और गाड़ियाँ और डिब्बे मिलें, जिन में बैठ कर वह सफ़र कर सके।

इस लिए मैं इस प्रस्ताव का समर्थन करता हूँ और मैं चाहता हूँ कि ज्यादा से ज्यादा इस तरह की गाड़ियाँ चलाई जायें, जिन में थर्ड क्लास के डिब्बे हों और जिन में जनता को बैठने की जगह मिल सके।

Shri T. Subramanyam (Bellary): Mr. Deputy-Speaker, Sir, I share the anxiety of hon. friends who have given expression to this thought that we should have more Janata Express trains started in the various routes. Sir, the fact that there is overcrowding in third-class trains and compartments and that there is the utmost need for more trains is admitted by the Railway Ministry also. Moreover, in the matter of having more locomotives and coaches we have attained a state of self-sufficiency, and even that difficulty cannot be advanced now. Some years back I took up this matter with the Railway Board, with the Southern Zonal Council and the General Manager. At that time, the General Manager told me that there was not enough rakes, enough trains and enough locomotives. But now that sort of plea cannot be advanced. As my hon. friend, Shri Dwivedi, has said, there should be an order of priority in these matters. Of course, we should spend some money on structures, making the platforms look more beautiful and all that, but while observing the utmost cleanliness in maintaining these stations, we should also see that less expenditure is incurred in structures and more money is diverted to have more trains.

The other day I suggested that there should be a fast express train from Bijapur to Bangalore in view of the fact that the new enlarged My-

sore State has come into being where the traffic has gone up enormously. There is such a need everywhere. I suggest there should be fast janata expresses, even without first class compartments, from Madras to Delhi, Bombay to Delhi, Bombay to Madras and Calcutta to Delhi. In all these mail routes we should have more janata expresses to relieve the congestion.

An Hon. Member: There are janata expresses in these routes even now.

Shri T. Subramanyam: But they are not enough. There is overcrowding. It is admitted by everybody that people sometimes travel on the tops of coaches. When people travel on the roofs of trains they sometimes strike against the girders and bridges and there have been some casualties in the past because of that. People sometimes travel in the footboards also, risking their lives. Therefore, it should be our earnest endeavour to see that more janata express trains are introduced in all the important routes to relieve the congestion and the consequent suffering of the people.

श्री श्रीनारायण दास (दरभंगा): मेरे मित्र श्री म० सा० द्विवेदी जी ने जो प्रस्ताव रखा है वह उन के अनुसार तीसरे दर्जे के डिब्बों में भीड़भाड़ कम करने के उद्देश्य से रखा है लेकिन मैं समझता हूँ कि उन के इस प्रस्ताव से जो समस्या है वह हल नहीं होगी। सभी जानते हैं कि पहले जनता एक्सप्रेस नाम की कोई ट्रेन हमारे देश में नहीं थी। लेकिन जो मुख्य मुख्य रूट हैं जैसे दिल्ली से मद्रास, दिल्ली से बम्बई, दिल्ली से हावड़ा, तथा दिल्ली से कलकत्ता, उन रूट्स पर बहुत सी जनता ट्रेन्ड चलने लग गई हैं। इतना होने पर पर भी आप जानते ही हैं कि तीसरे दर्जे में कितनी अधिक भीड़ भाड़ रहती है। इसलिये जो प्रस्ताव उन्होंने रखा है मालूम होता है कि उस को मान लेने से समस्या का कुछ हद तक समाधान हो जायेगा।

लेकिन मेरा ख्याल है कि जो ब्रांच लाइनें हैं, जो शाखा लाइनें हैं जहां जनता ट्रेज नहीं चल सकती हैं और जहां पर अभी साधारण पैसेंजर गाड़ियां ही चलती हैं, वहां बनिस्वत दूर की यात्रा करने वालों के, ज्यादा भीड़भाड़ रहती है। अभी हमारे माननीय मित्र ने पूर्वोत्तर रेलवे का जिक्र किया। हिन्दुस्तान में तीन तरह की रेलें चलती हैं, बड़ी लाइन की, छोटी लाइन की और संकीर्ण लाइन की। जहां तक बड़ी लाइन का ताल्लुक है, उस को अगर देखा जाय तो मुख मुविधा बमुकाबले छोटी और संकीर्ण लाइन के वहां ज्यादा रहती है। आप बड़ी बड़ी लाइनों पर यहां से हावड़ा या मद्रास जायें, आप को कम तकलीफ का अनुभव होगा बनिस्वत छोटी लाइनों के, शाखा लाइनों के, ब्रांच लाइनों के। अगर इस प्रस्ताव को पास कर दिया गया और सिर्फ जनता एक्सप्रेस ट्रेज ही चलाई गई तो मैं समझता हूं समस्या का समाधान नहीं हो सकेगा। मैं वर्णन नहीं करना चाहता क्योंकि माननीय सदस्यों ने वर्णन कर दिया है और यह सर्व विदित भी है कि तीसरे दर्जे के जो मुसाफिर हैं उन को कितनी ही तकलीफों का सामना करना पड़ता है। लेकिन यह बात भी सही है कि अभी हाल ही में सरकार ने बहुत सी ऐसी सुविधायें उन को प्रदान की हैं, जिन को वे स्वप्न में भी आशा नहीं कर सकते थे।

असली देखने की बात यह है कि तीसरे दर्जे से जितनी आमदनी होती है उस के मुकाबले में फर्स्ट और सेकंड क्लास के डिब्बों से कितनी होती है। मैं सरकार से निवेदन करना चाहता हूं कि इस बात की जांच होनी चाहिये कि फर्स्ट क्लास के डिब्बे लगाने से जितनी आमदनी होती है और जितना उसमें खर्च होता है, उस में क्या रेलों को मुनाफा होता है या नहीं होता है। अभी एयर-कंडीशन के डिब्बे लगाये गये हैं। यह भी देखा जाना चाहिये कि एयर-कंडीशंड डिब्बों में जो लोग

सफर करते हैं, उन से कितनी आमदनी होती है और उन पर खर्चा कितना पड़ता है, क्या उन से काफी आमदनी होती है या नहीं होती है और नुकसान उठाना पड़ता है। अगर उस जांच के फलस्वरूप यह पता चले कि खर्च के मुकाबले में आमदनी कम होती है, एयर कंडीशन के डिब्बे चलाने से या फर्स्ट क्लास के डिब्बे चलाने से, तो इन को बन्द कर दिया जाना चाहिये। रेलवे तो एक बिजिनेस कनसर्न है और इस को बिजिनेस लाइज पर चलाया जाना चाहिये। अगर रेलें जनता के फायदे के लिये हैं, पब्लिक यूटिलिटी सर्विस हैं, तो जो जनता तीसरे दर्जे में चलती है, उस को अगर बैठने तक के लिये जगह नहीं मिलती है और फर्स्ट क्लास में रिजर्वेशन करा कर सोने की व्यवस्था कर दी जाती है, हर तरह का उन को आराम पहुंचाया जाता है, हर प्रकार की सुविधायें प्रदान की जाती हैं, एयर-कंडीशन में सफर करने की उनको सुविधा प्रदान की जाती है, तो मैं समझता हूं कि सचमुच जैसा एक माननीय सदस्य ने कहा यह समाजवाद का एक मखौल उड़ाना है। इस पर गम्भीरता से विचार होना चाहिये कि फर्स्ट क्लास, सैकिड क्लास और एयर-कंडीशन पर सरकार का जितना खर्चा पड़ता है क्या उस से अधिक आमदनी होती है या नहीं होती है।

हमारे सामने सवाल है कि तीसरे दर्जे के डिब्बों में जो भीड़ होती है वह कैसे कम की जाय। इस समस्या का समाधान सिर्फ जनता एक्सप्रेस ट्रेनें अधिक चला कर नहीं हो सकता है। इस समस्या का समाधान तभी हो सकता है जब कि तीसरे दर्जे के जो डिब्बे अब लगाये जाते हैं उन की तादाद को काफी बढ़ाया जाय। जहां पर्याप्त मात्रा में ट्रेज नहीं चलती हैं, वहां ट्रेज की ताद को बढ़ाया जाय। इस प्रस्ताव को ऊपर से पढ़ने से मालूम होता है कि तीसरी क्लास के मुसाफिरों की सुविधा को

[श्री श्रीनारायण दास]

दूर करने के लिये इस प्रस्ताव को लाया गया है। मगर मैं समझता हूँ कि अगर इस को बिना संशोधन किये मंजूर कर लिया गया तो इस प्रस्ताव का कुछ अर्थ नहीं होगा। इस का कारण यह है कि जैसा मैं ने कहा कि लम्बी यात्रा करने वालों के लिये तो सरकार ने जनता ट्रेन्ज चला दी हैं। लेकिन अब जो बहुत भारी तकलीफ है वह शाखा लाइनों पर है। जो छोटी छोटी दूरी की मुसाफिरत करते हैं, उन की असुविधा को दूर करने के लिये यह प्रस्ताव नहीं है। उन की समस्या का समाधान यह है कि ज्यादा से ज्यादा डिब्बे लगाये जायें और जहाँ जहाँ इस वक्त ट्रेन सविसेज नहीं हैं वहाँ वहाँ ट्रेन सविसेज सुलभ की जायें। यदि ऐसा किया जाता है तभी जनता को आराम पहुँच सकता है, सुविधा हो सकती है। मैं सरकार से प्रार्थना करता हूँ कि वह इस चीज को मानें।

श्री राम सेवक यादव (बाराबंकी) : मैं इस प्रस्ताव का समर्थन करता हूँ। मैं समझता हूँ कि तीसरे दर्जे की गाड़ियों की भीड़ और शीत ताप नियंत्रित गाड़ियाँ ये दोनों ही समाजवादी समाज के आदर्श के अनुकूल नहीं हैं। मैं ज्यादा बहस नहीं करना चाहता। उन को हटा कर तीसरे दर्जे की गाड़ियाँ या जनता एक्सप्रेस बढ़ाई जा सकती हैं और ऐसा कर के तीसरे दर्जे में भीड़ भाड़ को कम किया जा सकता है।

लेकिन मेरा निवेदन केवल एक है और एक अंतिम जुमला कह कर मैं समाप्त कर दूँगा। माननीय उपमन्त्री महोदय बैठे हैं और उन से मैं निवेदन करूँगा कि कभी कभी तो ऐसा मालूम होता है कि विरोधी दल वाले अगर कोई चीज लाते हैं तो उस का विरोध किया जाता है और अपने जवाब में हमारा वह विरोध करते हैं। लेकिन यह प्रस्ताव तो आपका है, आपकी पार्टी का है, इसका

विरोध आप न करें, यह मेरा निवेदन है। प्रस्तावक महोदय से मैं कहना चाहता हूँ कि वह इस प्रस्ताव को वापिस न लें।

इन शब्दों के साथ मैं इस प्रस्ताव का समर्थन करता हूँ और अपना स्थान ग्रहण करता हूँ।

श्री शिवनारायण (बांसी) : यह प्रस्ताव जो हाउस के सामने है, बड़ा ही इम्पॉर्टेंट प्रस्ताव है। मेरे मित्र श्री श्रीनारायण दास जी ने कहा कि ब्रांच लाइनों की तरफ आपका देखना चाहिये। कलकत्ता बम्बई इत्यादि बड़े बड़े नगरों को जाने वालों को मेल ट्रेज भी मिल जाती हैं, एक्सप्रेस ट्रेज भी मिल जाती हैं, लेकिन गाँडा से ले कर बस्ती आने वालों को या बड़नी से बस्ती जाने वालों की हालत को आप देखें तो आप को पता चलेगा कि चौबीस घंटे में उनको एक गाड़ी मिलती है और अगर वह किसी वजह से मिस हो जाती है तो उनका मुकदमा ही साफ हो जाता है इसको आप समझिये कि कितना कष्ट है। लूप लाइज में बड़ी परेशानी का सामना करना पड़ता है। मैंने जनरल डिबेट में कहा था कि तीसरा दर्जा आपका कमाऊ पुत्र है लेकिन जब भी टैक्सेशन की बारी आती है तो इसी पर लगते हैं। आज रेल पर लोग सफर करना चाहते हैं लेकिन उन्हें जगह नहीं मिलती है। बजाय इसके कि आप दो आने टैक्स बढ़ायें, अगर आप ट्रेनों की तादाद को बढ़ा दें तो आपको चार रुपये मिल सकते हैं। आप दो आने के बजाय चार रुपये क्यों नहीं लेते हैं। आपको पैसैजर्स से काफी इनकम हो सकती है और सारा टैक्सेशन का झगड़ा समाप्त हो सकता है। आपको जो इनकम होती है वह थर्ड क्लास पैसैजर्स से ही होती है। मैं समझता हूँ कि बीस परसेंट लोग इस मुल्क में फस्ट और सैकंड क्लास में चलते हैं लेकिन ८० परसेंट जनता थर्ड क्लास में चलती है। सफेदपोश ही उस बीस परसेंट में हैं जो ऊँचे दर्जे में सफर करते हैं। आजकल तो बहुत से

मफेदपोश भी तीसरे दर्जे में सफर करने लग गए हैं।

जनता एक्सप्रेस की बात मेरे मित्र कर रहे हैं। जिस इलाके से मैं आता हूँ वहाँ एक ट्रेन जाती है और लोगों को बड़ी असुविधा होती है। असेम्बली के जो मेम्बरान हैं वह लोग बतलाते हैं, बांदा मैं भी गया हूँ, प्रस्तावक महोदय के जिले में एक ट्रेन जाती है। मैं बहुत विनय के साथ निवेदन करना चाहता हूँ कि उन स्टेशनों का हाल बहुत खराब है और उन ब्रांच लाइनों की ट्रेनों के साथ सौतेली माँ जैसा व्यवहार होता है। थर्ड क्लास के डब्बे टूटे फूटे होते हैं, कोई उन को देखने वाला नहीं, कोई सुनने वाला नहीं। मैं रेलवे विभाग के कर्मचारियों से कहना चाहता हूँ, रेलवे बोर्ड के जो लोग हैं उन से कहना चाहता हूँ, कि वे लोग इस पर ध्यान दें। रेलवे की इनकम उसी से ज्यादा है और उसी आदमी की इज्जत होती है जिस से मुनाफा होता है। जिस आदमी से ज्यादा लाभ होता है उसकी ही आनर और रिस्पेक्ट ज्यादा होती है देश में, और घर में।

श्री भागवत झा आजाद (भागलपुर): रेलवे को छोड़ कर।

श्री शिवनारायण : हाँ, रेलवे में सौतेली माँ का व्यवहार होता है, जैसा मैंने पहले कहा। संयोग से हमारे एक उपमंत्री हैं वह बहुत त्यागी रहे हैं, आई एन० ए० के अफसर रहे हैं, वे जानते हैं कि मिलिटरी को कितनी दिक्कत आती है सिपाहियों के पहुँचाने में। उन को समझाने की जरूरत नहीं है, वे हम से बहुत बड़े हैं, जानी हैं और समझते हैं कि आज वायुमंडल बड़ा क्रिटिकल है हमारे देश में। अगर सैन्जर और एक्सप्रेस गाड़ियाँ और चले तो ज्यादा लाभ होगा देश के लिये और और टैक्सेशन की जरूरत नहीं पड़ेगी। मुझे ज्ञान है कि छोटी सी चीज नमक और दूसरी चीजें दो जो आने सेर की होती थीं वह ब्लेक मार्केट में १ रु० सेर बिकती थीं और लोग उस को देते थे लेकिन अगर गवर्नमेंट

एक पैसा भी ज्यादा टैक्स लगाती है तो समारे कम्प्लिस्ट भाई और सोशलिस्ट भाई शोर मचाते हैं। गवर्नमेंट को वह एक पैसा भी देने के लिये तैयार नहीं हैं।

श्री राम रेवक यादव : आप पर कोई असर उख का नहीं पड़ता है ऐसे चिकने घड़े हैं।

श्री शिवनारायण : आप भी वैसे ही हैं। मैं सुझाव देना चाहता हूँ कि अगर कुछ ट्रेनों को बढ़ा दिया जाए तो एक ट्रेन को चलाने में जितना रुपया लगता है वह एक साल में पूरा हो जायेगा और आप के डब्बे वर्षों चल सकेंगे। मैं इन शब्दों के साथ इस प्रस्ताव का समर्थन करता हूँ लेकिन लूप लाइनों को नजरअन्दाज न किया जाए।

श्री कुं० क० बर्मा (मुल्तानपुर) : उपाध्यक्ष महोदय, अभी जो प्रस्ताव इस माननीय सदन के सम्मुख उपस्थित है, जिस हद्द तक वह जाता है मैं उस का समर्थन अवश्य करता हूँ, लेकिन मेरे कुछ साथियों ने जो बातें कही हैं, वह बहुत हद्द तक सही हैं कि हमारी जो मेन दिक्कत है, जो मूल प्रश्न है वह यह है कि तृतीय श्रेणी के जो यात्री हैं उन को जितना स्थान मिलना चाहिये उतना हमारा रेलवे प्रशासन नहीं दे पाया है। मुझे याद है, कि पहले चार श्रेणियाँ हमारी इस रेलवे में थीं : फर्स्ट क्लास, सेकेंड क्लास, इंटर क्लास और थर्ड क्लास। लेकिन जब हम ने समाजवादी समाज का निर्णय किया और यह निश्चित किया कि हम को उस की स्थापना करनी है तो उस समय इन चार श्रेणियों के बजाय मिनिस्ट्री ने तीन कर दीं ताकि किसी हद्द तक हमारी जनता में बराबरी आ सके। लेकिन हम जिधर जा रहे थे वह शान-शोकत वाले प्रशासकों की वैनिटि के विरुद्ध था। उन्होंने ने यह किया कि जो पहले चार के बजाय तीन श्रेणियाँ कर दी गई थीं, उस को फिर लौटा लिया और बहुत सी ट्रेनों में एग्जर कंडिशनड कोचेज की व्यवस्था कर दी यानी फिर चार श्रेणियाँ कर दीं। मैं समझता

[श्री कुं० क० वर्मा]

हूँ कि यह रज्जान है, वह जो हम ने एक अच्छा काम किया था समाजवादी समाज की स्थापना के लिये, उस के बरअक्स जाता है, उल्टा पड़ता है। क्योंकि हमारी समझ में समाजवादी समाज का यह उमूल है, यह नियम है, यह उद्देश्य है, कि हर नागरिक को बराबर की सुविधायें देनी हैं। अगर हम जो आराम आसाइश है, जो लम्बरीज हैं उन का बटवारा नहीं कर सकते तो क्या हम प्रमुख आवश्यकताओं का बटवारा भी नहीं कर सकते? क्या जो हमारे नागरिकों की प्रमुख आवश्यकतायें हैं वह भी नहीं दी जा सकती? क्या हर एक नागरिक का यह जन्मसिद्ध अधिकार नहीं है कि उसे लिफ्ट स्पेस मिले, उसे कम से कम उठने बैठने का स्थान मिले? अगर हम उस चीज को भी नहीं कर सकते हैं तो फिर हम किस तरह से कह सकते हैं कि हम समाजवादी समाज को मानते हैं, जब हम ने खाम तोर पर घोषणा की है कि हम इस के उमूलों पर चलेंगे तो किस तरह से कह सकते हैं कि इस मामले में हम उस उमूल पर नहीं चलेंगे? मैं समझता हूँ कि जहां पर कि हमारे कम्पाटमेंट्स में, हमारे डिब्बों में बैठने का स्थान नहीं, खड़े होने का स्थान नहीं, बल्कि मैं तो कहूंगा कि सांस लेने का स्थान नहीं, और पहले उस की व्यवस्था नहीं कर सकते, तो यह कहना कि हम एग्जर कंडिशनड क्लास के लिए उत्सुक हैं, सैलून के लिए उत्सुक हैं, यह कहाँ तक उचित होगा? मैं समझता हूँ कि बराबरी का बटवारा करने के लिये यह जरूरी है, और हमारे संविधान में भी यह दिया हुआ है, अगर आर्टिकल १४ को पढ़ा जाय तो उस में साफ साफ लिखा है कि हम को बराबर न्याय करना है, एक समान हर नागरिक के साथ न्याय करना है, इस की ओर ध्यान दिया जाय। मगर आज इस की तरफ ध्यान नहीं है। जब तक हम इस प्रारम्भिक आवश्यकता को पूरा नहीं कर पाते हैं तब तक हम समझते हैं कि हमें दूसरी

तरफ कदम नहीं उठाना है। यह जरूरी है कि अगर कोई जनता एक्सप्रेस और चालू की जाती हैं तो उस से जो लम्बे सफर हैं उन में कुछ सुविधायें हो जायेंगी, लेकिन जैसा अभी कहा गया है जो बांच लाइनें हैं, उन पर भी काफी भीड़ रहती है और यह ज्यादा अच्छा होगा, और मैं इस मुझाव का स्वागत करता हूँ कि जो ट्रेनें १०, १० और १२, १२ घंटे एक जगह पड़ी रहती हैं, उन का प्रयोग किया जाय और उस भीड़ को कम किया जाय।

इन शब्दों के साथ मैं जो प्रस्ताव पेश किया गया है उस हद तक उस का समर्थन करता हूँ।

श्री नवल प्रभाकर (दिल्ली करोल-वाग) : उपाध्यक्ष महोदय, श्री मन्त्रू लाल द्विवेदी जी ने जो प्रस्ताव रखवा है, मैं उस के उस हिस्से का समर्थक हूँ जिस के अन्तर्गत कहा गया है कि भीड़ कम की जाय। किन्तु जहां तक उन्होंने ने यह कहा कि जनता एक्सप्रेस चलाई जाय, उस के सम्बन्ध में मुझे मतभेद है। मैं समझता हूँ कि इस सदन में कोई भी ऐसा सदस्य नहीं होगा जो यह न चाहे कि तीसरे दर्जे के जो डिब्बे हैं उन के अन्दर भीड़ कम हो। इस चीज से सभी सहमत हैं। लेकिन एक प्रश्न यह उठता है कि यह भीड़ कम कैसे हो। अभी हम रेलवे बजट पर विचार कर रहे हैं। रेलों के टिकटों की दरें और जो भाड़े की दरें हैं वह बहुत बढ़ गई हैं। उन को बढ़ाने का जो उद्देश्य था वह यह था कि देश में ट्रेनें बढ़ जायें तथा यात्रियों को सुविधायें अधिक प्राप्त हों और यही समझ कर हम ने उस को माना है। मैं माननीय मंत्री महोदय से कहना चाहता हूँ कि जनता की भावनाओं को ध्यान में रखते हुए, क्योंकि वे भी जनता में से ही एक हैं, इस ओर कुछ ठोस कदम उठाने की आवश्यकता है। आज हम देखते हैं कि कितने ही लोग पांवदान पर लटके जाते हैं, कितने ही लोग छत पर चढ़

होते हैं। अगर अन्दर बैठे भी होते हैं तो कहीं पर अटक कर बैठे होते हैं, कोई खड़े होते हैं और कोई कैसे होते हैं। मैं चाहता हूँ कि जो ज्यादा भीड़ वाली ट्रेनें चलती हैं उन को फिल्में ली जायें और फिल्में ले कर वे लोगों को दिखाई जायें। ऐसा किया जाय तो मैं समझता हूँ कि कैसा भी हृदयहीन आदमी हो, उस के मन में भी यह बात उठेगी कि कितनी कठिनाई इस तरह में लोगों को उठानी पड़ती है।

इस सम्बन्ध में जो कार्रवाई की जानी हो उस के सम्बन्ध में मैं कुछ सुझाव देना चाहता हूँ। एक यह है कि जनता एक्सप्रेस चलानी तो बड़ी बात है, किन्तु हमें यह जरूर सोचना पड़ेगा कि एक बड़े स्टेशन से दूसरे बड़े स्टेशन के बीच में हम अन्दाजा लगायें कि कितने टिकट बिकें। और उस से इतना अन्दाजा हम लगा सकते हैं कि जितने टिकट बांटे गये उस के लायक वह गाड़ी है या नहीं। जिस तरह से पहले दरजे के यात्रियों का हम लेखा-जोखा रखते हैं, या वातानुकूलित दरजे के यात्रियों के लेखे जोखे को हम समझते हैं और जिस तरह से हम थर्ड क्लास के स्लोपिंग बस्सों का लेखा-जोखा रखते हैं उसी तरह से हम थर्ड क्लास के यात्रियों का भी लेखा जोखा रखने लगे और यह अन्दाजा हम रखने लगे ताकि अगर पचास आदमियों के बैठने का स्थान है तो केवल पचास को ही टिकट दिया जाय और अगर पचास से ज्यादा टिकट दिया जाए तो अगले स्टेशन को सूचना दी जाय कि हमारे यहां से इतने टिकट बेचे गये हैं, आगे जाकर इन आदमियों के बैठने का इतिजाम किया जाय। मैं चाहता हूँ कि जो जंक्शन स्टेशन हैं वहां पर कुछ अतिरिक्त डिब्बों का इन्तिजाम होना चाहिये जोकि आदमियों की सुविधा के अनुसार जोड़ दिये जायें या वह डिब्बे पहले से वहां खड़े रह और लोग उन में बैठ जायें और क्योंकि बड़े स्टेशनों

पर गाड़ी आधा घंटा और पौन घंटा तक खड़ी रहती है इसलिए उन को उस में जोड़ने में कोई कठिनाई नहीं होगी। अभी भी ऐसा किया जाता है लेकिन जिन स्टेशनों पर ऐसा इन्तिजाम होता है उन की दूरी बहुत ज्यादा होती है, दो दो सौ और तीन तीन सौ मील के फासले पर नए डिब्बे जोड़े जाते हैं और यह बहुत कम होते हैं।

इन के अतिरिक्त मेरा यह सुझाव है कि कुछ गाड़ियां केवल दिन में चलाई जानी चाहिये और दूसरे उन में।

उपाध्यक्ष महोदय : यह प्रस्ताव जनता एक्सप्रेस गाड़ी के बारे में है।

श्री नवल प्रभाकर : मैं उसी सम्बन्ध में कह रहा हूँ।

उपाध्यक्ष महोदय : उस में कोई सम्बन्ध नहीं है।

श्री नवल प्रभाकर : इस में यह भी लिखा है कि तीसरे दरजे में भीड़ कम की जानी चाहिए। आप चाहें तो मैं पढ़ कर सुना दूँ।

Mr. Deputy-Speaker: Stopping extra time in junction stations has has nothing to do with Janata Express trains.

श्री नवल प्रभाकर : उसी के सम्बन्ध में मैं कह रहा था कि इस तरह से अतिरिक्त गाड़ियों का इन्तिजाम किया जाय ताकि यह भीड़ कम हो सके। जहां तक भीड़ कम करने का सम्बन्ध है मैं इस का समर्थन करता हूँ। बड़ी बड़ी जनता गाड़ियां दिल्ली से मद्रास के लिए या दिल्ली से कलकत्ता और बम्बई के लिए चलाई जायें। लेकिन उन लोगों का भी ध्यान रखा जाय जो प्रति दिन एक बड़े शहर से दूसरे बड़े शहर को अपने कारोबार के सिलसिले में जाते हैं, और भीड़ कम की जाय।

Shri M. L. Jadhav (Malegaon): Mr. Deputy-Speaker, Sir, I rise to-

[Shri M. L. Jadhav]

support the Resolution that is before the House. It is necessary to run more Janata Expresses. Particularly, I will refer to Manmad-Bombay V. T. Central Railway. From Manmad Junction onwards, there is very heavy traffic. It is very necessary that there should be one Janata train from Manmad to Bombay V. T. and back.

An Hon. Member: Only one?

Shri M. L. Jadhav: When there is none, I am satisfied with only one.

I would like to say this with emphasis. There have been suggestions that the First class and Air condition class should be abolished. I do not agree with that view. I submit that First class and Air condition classes are also necessary. We find that a number of foreign travellers come to India. With a view to gain foreign exchange, we should preserve these classes and more amenities should be provided in these classes so as to attract more foreign travellers who come to India for sight-seeing and other purposes. Therefore, I do not agree with the suggestion that the upper classes should be abolished and there should be only one Janata class.

There are bi-weekly Janata trains on the Central Railway and some other Railways. I find that the rush is particularly heavy in the fair season. I do not want to say that in the rainy season these additional trains are required. The additional trains are required only in the fair season, particularly from January to May. These are the months when there is heavy traffic. In order to meet the demands of this heavy traffic, it is very necessary that we should have through trains from the main stations to the other stations on all possible routes. I, therefore, support the resolution before the House.

Shrimati Sarojini Mohishi (Dharwar): Mr. Deputy-Speaker, I do not

think there will be any opposition from any corner of the House as far as this Resolution is concerned, because every one is keenly interested in the welfare of and in providing more amenities to third-class passengers. But, the only thing is, I wish that the House should divert its attention towards increasing facilities to third-class passengers rather than diminishing the facilities given to First class passengers. I believe in a socialistic pattern of society where riches are distributed among the people; not poverty. If we want to have a socialistic pattern of society, let us try to produce more, work more and see that riches are distributed among all the people and that the living standards of the people are increased.

I am in favour of increasing the number of Third class trains. I may cite one example as far as Dharwar and Hubli are concerned. Now that the two cities have been combined and there is only one corporation, right from 12 O'clock to 5 in the evening, there is not a single train between Dharwar and Hubli, in spite of the fact that a number of representations have been made to the Divisional Superintendent and also to the Zonal Board at Madras. The reply given is, taking into consideration the heavy expenditure on the Railways, it is not possible to introduce this. Of course, our idea was that instead of introducing a new train, let us have the old train that was then existing. We put forward this plea also. That also was not accepted. Therefore, I wish to bring to the notice of the Railway Minister that it is quite essential to introduce a greater number of Third class Express trains and give greater amenities to third-class passengers.

There is one thing that I wish to bring to the notice of the House at this time. Nobody can differ as far as giving greater amenities to passengers is concerned. At the same

time, the people who travel in the trains also should undertake certain responsibilities and see that the amenities given to them are not misused. Many a time, I find that the new third class bogies which are attached are not properly used. A request is made to all the passengers, "Do not spit" or something like that. Our people are not literate and they are not able to read what is written. They are accustomed to certain things which are not desirable so to say. Therefore, our people must also learn to co-operate and see that the amenities are properly made use of. One Urdu writer went to the extent of saying that a third class bogie is *khuda ka masterpiece*: a masterpiece that is created by God. There are varieties of people having different types of characters. A student of sociology or a student of society may be able to learn a lot by travelling in the third class. Apart from all these things, we wish to see that the common man is benefited in Independent India and greater facilities are given to him.

Therefore, I am in favour of this Resolution. We all hope that a greater number of third-class trains will be introduced.

Shri Shah Nawaz Khan: Mr. Deputy-Speaker, I am very grateful to all the hon. Members who have.. क्या मैं हिन्दी में बोलूँ ?

श्री राम सेवक यादव : चूँकि यह जनता का मामला है और प्रस्तावक महोदय ने हिन्दी में अपने विचार प्रकट किये हैं इसलिये मेरा अनुरोध है कि मंत्री महोदय भी अपना उत्तर हिन्दी में दें ।

Some Hon. Members: Hindi, Hindi.

16 hrs.

श्री शाहनवाज खाँ : ठीक है मैं हिन्दी में बोलूँगा ।

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जनाब डिप्टी स्पीकर, मैं अपने मोहतरम दोस्त श्री म० ला० द्विवेदी का बहुत मशकूर हूँ कि उन्होंने ने रेलवे मिनिस्ट्री का, ईवान के मेम्बरों का और इस ईवान के मेम्बरों के जरिये से पूरे मुल्क की जनता की तवज्जह एक बड़े जरूरी मसले की तरफ दिलाई है । मैं उन तमाम मेम्बरान का भी शुक्रगुजार हूँ जिन्होंने ने इस बहस में हिस्सा लिया और रेलवे मिनिस्ट्री को अपनी कीमती राय से फायदा उठाने का मौका दिया । उन की तजवीज की हाउस के हर कोने से ताईद हुई है और मैं और मेरे साथ रेलवे मिनिस्ट्री भी इस की पूरी पूरी ताईद करती है । उमूलन तौर पर अगर देखा जाय तो इस तजवीज से किसी को इस्तरलाफ नहीं हो सकता है ।

डिप्टी स्पीकर साहब मैं आप को यकीन दिलाना चाहता हूँ कि रेलवे मिनिस्ट्री की यह इन्तिहाई कोशिश है कि रेलों में जो भीड़ होती है उस को हम जल्द से जल्द कम करें ।

दूसरी पंचवर्षीय योजना में जो जराये, जो साधन रेलवे मिनिस्ट्री को दिये गये थे उन साधनों के मुताबिक १५ फीसदी ज्यादा मुसाफिरों को उठाने की हम से तवक्को की गई थी लेकिन अगर आप देखेंगे तो पायेंगे कि १५ फीसदी ज्यादा मुसाफिरों के बजाय हम ने २५.२ मुसाफिर ज्यादा उठाये । इसी के साथ साथ पैसंजर्स कोचेज जो थीं उन में भी हम ने उतनी ही तादाद बढ़ाई है । ३१ अक्टूबर सन् १९६१ तक हम ने ६२ नई ट्रेनें चलाई जोकि सदन के सदस्यों की इस राय के मुताबिक थीं कि जितनी हो सकें नई गाड़ियां चलाई जायें...

श्री सिहासन सिंह (गोरखपुर) : इस में एक बात यह है कि यह जो आप ने बतलाया कि ६२ नई ट्रेनें चलाई हैं तो यह कहीं इस तरह से तो नहीं है कि आप ने अपनी ऐसी ट्रेनों को जिनका कि दूर तक सफर था उनको दो हिस्सों में बांट दिया है और इस तरह से

[श्री सिंहासन सिंह]

आपने यह ६२ संख्या बना ली हो ? जैसे कि आगरा-लखनऊ-कटिहार गाड़ी को एक के बजाय दो कर दिया अर्थात् एक तो आगरा से लखनऊ तक और दूसरी गाड़ी लखनऊ से कटिहार तक कर दी है । एक गाड़ी को दो गाड़ी बना दिया है कहीं इस तरह से तो आप ने यह ६२ की संख्या नहीं बढ़ा ली है ?

श्री शाहनबाज खां : ६२ नई गाड़ियां चलाई हैं जिनमें ८४ गाड़ियां उन के अलावा हैं जोकि चलती थीं । इस के अलावा लगभग ७० ऐसी गाड़ियां में जहां तक वह जाती थीं उस से उन का फासला और आगे तक बढ़ा दिया गया । इस तरीके से यह हमारी हर वक्त कोशिश रहती है कि हम रेलगाड़ियों की तादाद ज्यादा से ज्यादा बढ़ावें ।

कुछ मुअजिज दोस्त यह जानना चाहेंगे कि हम ने भीड़ को कम करने के लिए क्या क्या अमली कदम उठाये हैं । मैं अपने उन मुअजिज दोस्तों को यह बतलाना चाहता हूं कि दूसरी पंचवर्षीय योजना में १३०० मील के रेलवे ट्रैक को डबल किया गया है । मैं यह बतलाना चाहता हूं कि ज्यादा गाड़ियां चलाने के लिए सिर्फ ज्यादा इंजनों और रेल के डिब्बों की ही जरूरत नहीं होती है बल्कि उन मुकामात पर जहां कि और ज्यादा गाड़ियां चलाने की गुंजाइश नहीं है, जितनी चल रही हैं उस से ज्यादा चलाने की गुंजाइश नहीं है, ऐसे इलाके में और ज्यादा गाड़ियां चलाने के लिए हम को नई लाइनों बनानी पड़ती हैं और डबलिंग करनी पड़ती है । १३०० मील का रेलवे ट्रैक डबल किया गया । १०७ मील ट्रैक मीटरगेज से ब्रौडगेज में किया गया और १४५० मील लम्बी लाइनों को इलेक्ट्रिफाई किया गया । आप जानते हैं कि एक वक्त था जबकि हावड़ा डिवीजन में और खास कर सियालदाह डिवीजन में मुबरन ट्रेन्स में बहुत भीड़ होती थी । उस भीड़ को दूर करने के लिए हम ने उन एरियाज को इलेक्ट्रिफाई किया और आज वहां पर

इलेक्ट्रिक ट्रेन्स चल रही हैं । हावड़ा डिवीजन के ऊपर जो भीड़ भाड़ होती थी उस पर हम ने पूरा काबू पा लिया है । सियालदाह डिवीजन में इस वक्त इलेक्ट्रिफिकेशन जारी है और मैं समझता हूं कि सन् १९६३ तक जो वहां के यात्रियों को तकलीफ है उस को भी हम दूर कर देंगे । इलेक्ट्रिफिकेशन के कुछ काम हम मुगलसराय तक पहुंचा चुके हैं । सिविल इंजीनियरिंग बक्स वगैरह को हम मुगलसराय तक ले जा रहे हैं । और तीसरी पंचवर्षीय योजना में इलेक्ट्रिफिकेशन को कानपुर तक ले जायेंगे ।

श्री स० मो० बनर्जी : थैंक यू वरी मच ।

श्री शाहनबाज खां : इस के अलावा मुगलसराय से सहारनपुर तक हम डीजल इंजन चला रहे हैं । इसी तरीके से एन० एफ० रेलवेज के ऊपर सिलीगुड़ी-अमीनगांव का जो एरिया है उस में भी डीजल इंजनों का हम इस्तेमाल कर रहे हैं ताकि जहां पैसेजर्स और गुड्स ट्रैफिक ज्यादा है वहां हम ज्यादा से ज्यादा गाड़ियां चला सकें । रेलों में भीड़-भाड़ कम करने के लिए हम यह सब काम कर रहे हैं ।

इसी के साथ साथ यार्ड रीमोडलिंग और नये स्टेशन्स हम खोल रहे हैं । इस के अलावा जैसाकि मेरे बहुत से दोस्तों ने कहा कि डाइनिंग कार, रैस्टोरेंट कार्स और जो ऐयर कंडीशन्ड डिब्बे हैं, उन की तादाद को कम किया जाय, उन को हटाया जाय और उन की जगह पर थर्ड क्लास के डिब्बे लगाये जायें, यह कदम हम पहले उठा चुके हैं । बहुत सी गाड़ियों के ऊपर से हम ने डाइनिंग कार्स और रैस्टोरेंट कार्स को हटा दिया है

श्री तुला राम (घाटमपुर) कानपुर और लखनऊ के बीच यह इलेक्ट्रिफिकेशन कब तक हो जायगा ?

Mr. Deputy Speaker: Order, Order, the hon. Deputy Minister is not yielding.

पहुंच जाते हैं—ग्राहिस्ता ग्राहिस्ता ही पहुंचेगे

श्री वाजी (इन्दौर) : यह इन्तदाए—इश्क है ।

श्री शाहनवाज खां : जैसा कि मैं अर्ज कर चुका हूं, हमारी यह दिली ख्वाहिश है कि हम तीसरे दर्जे के मुसाफ़िरो को सफ़र करने के लिये ज्यादा से ज्यादा साधन और सहूलियतें दें ।

उस के साथ साथ हम नें यह भी देखना है कि जो ज़िम्मेदारी देश ने रेलवेज को सौंपी है, उस को भी पूरा करना है । पहली पंच-वर्षीय योजना में ६.१ करोड़ टन, दूसरी पंच-वर्षीय योजना में १६१ मिलियन टन—तकरीबन १६ करोड़ टन—और तीसरी पंच-वर्षीय योजना में २४^१/_२ करोड़ टन सामान ले जाने की ज़िम्मेदारी रेलवेज के ऊपर डाली गई है । इस माल को कामयाबी के साथ एक जगह से दूसरी जगह ले जाने पर मुल्क की तरक्की का इन्हसार है । जहां हम मुसाफ़िरो के लिये सहूलियतें मुहैया करना चाहते हैं, वहां हमारी यह भी ज़िम्मेदारी है कि माल को हम उठायें ।

इन दोनों बातों को मद्दे-नज़र रखते हुए और जो हमारे पास साधन हैं, जो हम को फ़ैसिलिटीज़ दी गई हैं, उन सब को सामने रख कर, हमारे मुअज़्जि दोस्त ने जो रेज़ोल्यूशन रखा है, उस को हम उमूल कुबूल करते हैं—रेलवे मिनिस्ट्री इस को इन प्रिंसिपल एक्सेप्ट करती है । लेकिन जैसा कि मैं नें अर्ज किया है, हमारे जो ज़राये हैं, उन के ऊपर इस का सब दारो—मदार है ।

यह रेज़ोल्यूशन इस मकसद से रखा गया कि जनता ट्रेन्ज की तादाद बढ़ाई जाये । मैं आप की इजाजत से बतलाना चाहता हूं कि इस वक़्त २४ जनता एक्सप्रेस ट्रेन्ज चल रही हैं—२० ब्राड-गेज पर और ४ मीटर-गेज पर । मैं यह भी अर्ज कर देना चाहता हूं कि इन

श्री शाहनवाज खां : मैं यह अर्ज कर रहा था कि बहुत सी गाड़ियों पर जहां कि हम ने सोचा कि डाइनिंग कार और रैस्टुरेंट कार को हटा कर थर्ड क्लास का डिब्बा लगा सकते हैं, वहां हम ने किया है । बहुत सी गाड़ियों के लिए मेरे मुअज़्जिज दोस्तों ने यह कहा है कि एयर कंडीशन्ड डिब्बों को भी हटा कर उन की जगह पर भी थर्ड क्लास के डिब्बे लगाये जायें । अब इस के लिए हम ने यह रक्खा है कि जिन एयर कंडीशन्ड गाड़ियों में ४० फीसदी से फीगर ऑफ़ आकुपेशन कम हो, ऐसी एयर कंडीशन्ड गाड़ियों को हटा कर उन की जगह पर हम ने थर्ड क्लास के डिब्बे लगा दिये हैं ।

मैं अपने मुअज़्जिज दोस्त श्री मा० ल० जाधव का शुक्रिया अदा करता हूं कि उन्होंने ने एक बहुत सही बात कही कि एयर कंडीशन्ड डिब्बे चला कर हम ने सोशलिज्म के खिलाफ़ कोई गुनाह नहीं किया है ।

श्री ज० ब० सिंह : बशर्ते कि सब हो जायें ।

श्री शाहनवाज खां : यह एक तरक्की पसन्द कदम है और हमारे आगे बढ़ने की दलील है । इस के अलावा यही नहीं कि सिर्फ़ फ़र्स्ट क्लास के मुसाफ़िरो के लिये ही एयर-कंडीशन्ड डिब्बे चलते हैं, थर्ड क्लास के मुसाफ़िरो के लिये भी चेयर-कार्ज, जिन को डीलक्स भी कहा करते थे, चलाई जाती हैं । यह कहते हुए मुझे खुशी है कि वे गाड़ियां लोगों को बहुत पसन्द आई हैं और उन की बहुत बड़ी मांग है ।

श्री ज० ब० सिंह : क्या डीलक्स के अलावा और भी कोई ऐसी गाड़ियां थर्ड क्लास में हैं ?

श्री शाहनवाज खां : वह शुरू का कदम है । एक ही दिन में मंजिले—मकसूद पर नहीं

[श्री शाहनवाज खां]

गाड़ियों के अलावा हम इन रुट्स पर भी और ज्यादा जनता ट्रेन्ज चलाने के मवाल पर संजीदगी के साथ गौर कर रहे हैं :

- (१) अमृतसर-हावड़ा (वाया सहारनपुर और लखनऊ),
- (२) हावड़ा-मद्रास,
- (३) दिल्ली-बम्बई वी० टी०,
- (४) दिल्ली-हावड़ा (वाया ग्रांड कांड),
- (५) बम्बई वी० टी०-हावड़ा (वाया नागपुर),
- (६) बम्बई वी० टी०-विजयवाड़ा (वाया हैदराबाद), और मीटर-गेज पर
- (७) कटिहार-अमीनगांव,
- (८) पूना-बंगलौर।

ये ऐसी लाइनें हैं, जहां पर हम और जनता ट्रेन्ज चलाना चाहते हैं।

Shri Nambiar (Tiruchirapalli): Why not Delhi to Madras? By mistake he read it and withdrew.

Shri Shah Nawaz Khan: No, I did not withdraw. जहां जहां है, वह मैंने पढ़ा है। जो गाड़ियां हमारे जेरे-गौर हैं, वे मैंने बता दी है।

मुझे पूरी उम्मीद है कि हमारे मुअजिज दोस्त को इससे तसल्ली होगी। मैं उनको यह भी बताना चाहता हूं कि इंडियन रेलवेज पर ३६,८५२ मुसाफिर गाड़ियों के डिब्बे हैं और उनमें से एयर-कन्डीशन्ड सिर्फ २०२ डिब्बे हैं। इस लिए अगर एयर-कन्डीशन्ड डिब्बों को टोटली भी हटा लिया जाये, तो बहुत ज्यादा फ्रक नहीं पड़ने वाला है।

एक माननीय सदस्य : फ्रक पड़ेगा।

श्री ज० ब० सिंह : मैं एक सुझाव देना चाहता हूं।

श्री शाहनवाज खां : पहले मैं खत्म कर लूं। माननीय सदस्य सुझाव बाद में दें।

मैं फिर अर्ज कर देना चाहता हूं कि जो रेजोल्यूशन हमारे मोहतरिम दोस्त ने पेश किया है, उसको मैं उसूलन कुबूल करता हूं। उसको अमली जामा पहनाने के लिए हम को अपनी लाइन कैपेसिटी बढ़ानी है और नए डिब्बे और रोलिंग स्टॉक वगैरह भी बढ़ाना है। हम इस बात पर भी नज़र रखते हैं कि जितनी लाइनें हैं, वहां हर एक गाड़ी पर मुसाफिरों की कितनी भीड़ है। जहां गुंजाइश होती है, वहां हम शार्ट-डिस्टेंस डीजल शटल ट्रेन्ज भी चला रहे हैं। यह मसला हर वक़्त रेलवेज के सामने है।

जैसा कि मैं अर्ज कर चुका हूं, मैं इन प्रिंसिपल, उसूलन, इस रेजोल्यूशन को एक्सेप्ट करता हूं और चूंकि हम पूरी कोशिश कर रहे हैं, इसलिए मैं अपने मुअजिज दोस्त से दरख्वास्त करूंगा कि वह इस को वापस ले लें।

उपाध्यक्ष महोदय श्री एम० एल० द्विवेदी।

श्री ज० ब० सिंह : उपाध्यक्ष महोदय, मैं माननीय मंत्री से यह जानना चाहता हूं कि.....

उपाध्यक्ष महोदय : आर्डर, आर्डर।

श्री ज० ब० सिंह :.....चूंकि वह गाड़ियों की संख्या नहीं बढ़ा सकते, तो क्या वह ट्रेन्ज की छतों पर रेलिगज लगवाने की व्यवस्था करेंगे, ताकि उन पर बैठे हुए लोग नीचे न गिरें?

उपाध्यक्ष महोदय : आर्डर, आर्डर।

Shri Ram Sewak Yadav: I want to ask one question.

Mr. Deputy-Speaker: No.

Shri Shree Narayan Das: I just want a small piece of information.

Mr. Deputy-Speaker: No, if I allow the hon. Member, I must allow others also.

Shri Ram Sewak Yadav: On a point of information. मैं माननीय मन्त्री से कुछ जानकारी चाहता हूँ।

उपाध्यक्ष महोदय : श्री एम० एल० द्विवेदी।

श्री म० ला० द्विवेदी : उपाध्यक्ष महोदय, उपमन्त्री महोदय ने सदन को जो आश्वासन दिया है और जो बातें बतलाई हैं, उन के लिए मैं आभार प्रकट करता हूँ, लेकिन जो कुछ उन्होंने कहा है, अगर उस के सम्बन्ध में मैं कोई बात न कहूँ, तो इस सदन के माननीय सदस्यों को ठीक ठीक मालूमात नहीं रहेंगी। उन्होंने बताया कि हमने ६२ ट्रेन्ज बढ़ायी हैं। मैंने हिसाब लगाया है कि जो कुछ उन्होंने बढ़ाया है, वह केवल १.१६ हिस्सा, यानी सवा छः परसेंट है।

श्री शाहनवाज खाँ : एक साल में।

श्री म० ला० द्विवेदी : लेकिन हमारे देश की आबादी ३८ करोड़ से ४४ करोड़ हो गई, है यानी उस में १५ फीसदी की वृद्धि हुई है। इस तरह से हम देखें तो पता चलेगा कि मुसाफिरत में कम से कम १५ परसेंट की वृद्धि हुई है। वैसे तो वृद्धि ज्यादा की हुई है लेकिन अगर १५ परसेंट ही मान लिया जाए तो भी आप उसके लिए कोई व्यवस्था नहीं कर पाए हैं। आपने तो केवल सवा छः परसेंट के लिए की है। इसका मतलब यह हुआ कि नौ परसेंट के लिए आप कोई इन्तजाम नहीं कर पाये.....

श्री शाहनवाज खाँ : माननीय सदस्य गलत समझे हैं। मुसाफिरों की तादाद २५.२ परसेंट बढ़ी है पांच सालों में, मगर मैंने एक साल का ही जिक्र किया है।

श्री म० ला० द्विवेदी : पांच साल का पूरा हिसाब लगा कर मैं कह रहा हूँ। एक एक साल का हिसाब मैंने जोड़ा है। यह सब कुछ आप की ही किताबों में लिखा हुआ है और अगर आप चाहें तो मैं आपको समझा सकता हूँ।

मेरा कहना यह है कि जबकि हमारे देश के लोगों की आमदनी बढ़ी है रोजगार के साधन बढ़े हैं, उसके साथ साथ मुसाफिरत भी बढ़ी है। १९४७ के मुकाबले में मुसाफिरत कहीं ज्यादा हो गई है, २०० परसेंट के करीब वह बढ़ गई है। जो मैंने कहा कि मुसाफिरत कम से कम १५ परसेंट बढ़ी है, वह मैंने केवल आबादी को ध्यान में रख कर कहा है, बाकी चीजों का मैंने ध्यान नहीं रखा है। लेकिन आप तो उस १५ परसेंट के लिए भी इन्तजाम नहीं कर पाए हैं। जिस प्रकार से और जिस हिसाब से हमारे यहां अन्न की पैदावार बढ़ रही है और लोगों की आमदनी बढ़ रही है, लोगों में मुसाफिरत करने का शौक भी बढ़ता जा रहा है। लेकिन उधर आपका ध्यान नहीं गया है।

आपने कहा कि दूसरी योजना में जितने साधन आपको दिए गए थे, उनके मुताबिक ही आप गाड़ियों की संख्या बढ़ा सकते थे। मेरा कहना यह है कि दूसरी योजना हो या तीसरी योजना हो, योजना बनाने वक्त रेल मन्त्रालय और रेलवे बोर्ड और साथ ही साथ रेलवे मन्त्री लोग भी, देश की रेलों का पूरा नक्शा सामने रखते हैं और उनके दिमागों में, उनके सामने तीसरे दर्जे के मुसाफिरों की बात कम रहती है। इसका नतीजा यह होता है कि जो साधन प्लानिंग कमीशन से या भारत सरकार से या फाइनेंस मिनिस्ट्री से मांगे जाते हैं वे तीसरे दर्जे के मुसाफिरों के लिए कम मांगे जाते हैं। अगर हम योजना बनाते वक्त तीसरे दर्जे के मुसाफिरों का ख्याल रखें, उनको ज्यादा एमेनेटीज देने की बात सोचें, उनके लिए ट्रेनें बढ़ाने की बात को सामने रखें, तो उसी हिसाब से आप योजना के लिए रुपया मांग सकते हैं। लेकिन इस हिसाब से रुपया

[श्री म० ला० द्विवेदी]

मांगा नहीं जाता है। जब सवाल पूछा जाता है तो कह दिया जाता है कि हमारे पास जितने साधन थे उनके हिसाब से हमने बढ़ाया है, ट्रेनें बढ़ाई हैं, एग्जिप्टीज दी हैं। मैं अर्ज करना चाहता हूँ कि जब कभी आप योजना बनायें, तो इस बात का ध्यान रखें कि तीसरे दर्जे के जो मुसाफिर हैं, उनकी जो जरूरियात हैं, वे बाकी सभी क्लासिस के मुसाफिरों से ज्यादा हैं, इस सदन के माननीय सदस्यों से भी ज्यादा हैं। इसलिए उनको सुविधायें देने के लिये, उनको आराम पहुंचाने के लिये हमें ज्यादा रुपया योजनाओं में मुकर्रर करना चाहिये।

हमारे प्रधान मंत्री महोदय ने बार बार कहा है कि हमारी योजना फलैक्सीबल है, लचर है, वह जमी हुई नहीं है, उसमें फेरबदल की गुंजाइश है।

श्री राम सेवक यादव : लचर या लचीली? वैसे तो आप ठीक ही कह रहे हैं कि वे लचर हैं।

श्री म० ला० द्विवेदी : गलती से मेरे मुंह से लचर निकल गया है। मेरा कहने का मतलब यह है कि उनमें सुधार की गुंजाइश है। मेरे माननीय सदस्य ने उनको चिकना घड़ा कहा था और अपने को फूटा घड़ा नहीं कहा। लेकिन वह दूसरी बात है। लचर मेरे मुंह से गलती से निकल गया।

अगर रेल मंत्रालय प्लानिंग कमिशन से इस काम के लिए रुपये की मांग करता है और प्लानिंग कमिशन इन्कार कर देता है, वह मंजूरी नहीं देता है, तो हम जो सदस्य यहां बैठे हुए हैं, आप हमारे सामने आयें और हम देने को सहर्ष तैयार हो जायेंगे। अगर आप तीसरे दर्जे के मुसाफिरों के लिए गाड़ियां ज्यादा बढ़ाने के लिए प्लानिंग कमिशन से रुपये की मांग करेंगे और प्लानिंग कमिशन आपको न दे तो यहां आयें, हम मंजूरी देंगे। सुप्रीम ताकत देश की यहां निहित है। हम मंजूरी देने के लिए तैयार हैं। ऐसी हालत में आप यह क्यों कहते हैं कि हमारे पास

साधनों की कमी है। साधन आपकी मुहैया करने के लिए हम तैयार हैं बशर्ते कि आप ठीक तरीके पर मांग पेश करें।

श्री नारायण दास जी तथा कुछ दूसरे माननीय सदस्यों ने कहा कि वे जनता एक्सप्रेस ट्रेज की बात को नहीं मानते हैं, बांच लाइनों पर गाड़ियां ज्यादा बढ़ाने से वे समझते हैं कि समस्या हल हो जायगी। जहां तक बांच लाइज की जरूरियात का सम्बन्ध है, मैं उनके सुझाव को मानता हूँ। लेकिन जनता गाड़ियां भी उतनी ही जरूरी है। मैं दोहराना चाहता हूँ कि हमारे देश की जनता आज स्वीकृत जनता है, उत्तर भारत से दक्षिण भारत को जनता जाती है, पूर्व से पश्चिम को जनता जाती है, अगर जनता ट्रेज ज्यादा नहीं होंगी तो हमारे देश के एकीकरण में बाधा पैदा होगी और जो बड़ी बड़ी योजनायें हमने चालू की हैं जो बड़े बड़े तीर्थ स्थान जिनको हम कहते हैं, हमने बनाये हैं उनको देखने के लिए आने जाने की सुविधायें प्रदान करने में कमी रह जाएगी। इसलिए मैं जोर जनता ट्रेज पर ही अधिक देता हूँ और बांच लाइनें जो हैं उनके बारे में मेरा कहना यह है कि जहां कहीं मेले ठेले होते हैं, हरिद्वार में होते हैं, चित्रकूट में होते हैं, उन मेलों ठेलों के मीकों पर ज्यादा से ज्यादा गाड़ियां चलाई जानी चाहियें। मेरा अनुभव यह है कि मानकपुर और झांसी रेलवे लाइन और कानपुर-बांदा रेलवे लाइन में चित्रकूट के मकाम पर हर पंद्रहवें दिन पूर्णमासी और अमावस्या के दिन बड़ी भीड़ रहती है और जो यात्री जाते हैं उनके लिए गाड़ियों की कोई विशेष व्यवस्था नहीं की जाती है। मैं चाहता हूँ कि इन दिनों ज्यादा से ज्यादा गाड़ियां चलाने का प्रबन्ध आपकी तरफ से किया जाए। आप ऐसा नहीं करते हैं और इसका नतीजा यह होता है कि सैकड़ों यात्रियों को बड़ी मुश्किल का सामना करना पड़ता है। मैं जिस गाड़ी से वहां गया था उसमें मैंने देखा

कि छः आदमी झारे गए थे, दस महिलाओं की इज्जत गई थी और सैकड़ों का माल चोरी चला गया था। लटक लटक कर लोग सफर कर रहे थे और एक एक के ऊपर सात सात सवार थे। ऐसे अवसरों पर ज्यादातर लोग बिना टिकट ही सफर करते हैं। कोई टी० टी० आई० भी नहीं होता है और पुलिस वाले भी भाग जाते हैं। ऐसे अवसरों पर आपको चौकिंग स्टाफ की और पुलिस की विशेष व्यवस्था करनी चाहिये और गाड़ियां पर्याप्त मात्रा में चलानी चाहियें।

मैं आपका अधिक समय नहीं लेना चाहता हूं। अन्त में एक बात ही मैं कहूंगा। आप देखें कि दिल्ली से लखनऊ जाने वाली गाड़ियों में तीसरे दर्जे में तो क्या फर्स्ट क्लास तक में जगह नहीं मिलती है। दस दस दिन पहले से कोशिश करते हैं लेकिन फिर भी रिजर्वेशन नहीं मिलता है। लखनऊ राजधानी है, भोपाल राजधानी है, बम्बई राजधानी है, सदस्यों को अगर यहां पर आवश्यक काम से जाना भी होता है तो भी जगह नहीं मिलती है और दस दस दिन पहले ही से रिजर्वेशन बन्द हो जाता है। जिन लोगों को जरूरी काम से अथवा सरकारी काम से जाना होता है उनको जगह नहीं मिलती है तो साधारण जनता को कैसे मिल सकती है। उसको तो बहुत ही परेशानी का सामना करना पड़ता है। संसद सदस्यों तक को कठिनाई होती है। कानपुर में बुकिंग नहीं मिलता, लखनऊ में नहीं मिलता, बम्बई में नहीं मिलता, दिल्ली में नहीं मिलता। इस कठिनाई को दूर करने के लिए फर्स्ट क्लास के नहीं बल्कि थर्ड क्लास के मुसाफिरों के लिए आप जनता ट्रेज दीजिये, उसी में लोग चले जायेंगे।

मैं एक सुझाव भी इस सम्बन्ध में देना चाहता हूं कि दिन में आप फर्स्ट क्लास न चलायें, रात में फर्स्ट क्लास चलायें और उसमें सोने की व्यवस्था करें। दिन में आप थर्ड क्लास के डिब्बे बढ़ायें। अगर दिल्ली से चल कर शाम को गाड़ी कानपुर पहुंचती है तो वहां पर

आप सोने के फर्स्ट क्लास के डिब्बे दे दें और जिन मुसाफिरों को उनमें जाना हो वे वहां उनमें सवार ही सकते हैं। थर्ड के ज्यादा डिब्बे आप बढ़ायें और रात के वक्त सोने का इंतजाम कर दें। यदि ऐसा किया गया तो लोगों को काफी सुविधा हो सकेगी। फर्स्ट क्लास के डिब्बों में जहां आज चार आदमी बैठते हैं, उनकी जगह तीसरे दर्जे के डिब्बे लगाये गये तो १६-१७ आदमी उनमें जा सकेंगे।

Shri Shree Narayan Das: Sir, I want to raise a point of order. The hon. Member, while replying to the debate, should not raise new points. He should reply to the points raised by the hon. Minister or by the hon. Members. Now he is taking more time and is raising new points. He is not entitled to do that.

श्री म० ला द्विवेदी: उपाध्यक्ष महोदय, माननीय सदस्य को पता नहीं है कि मैं माननीय मंत्री ने डिबेट में जो बातें कही हैं उनका ही उत्तर दे रहा हू। मैं कोई नई बात नहीं कह रहा हूं।

माननीय मंत्री जी ने जनता ट्रेज बढ़ाने की जो बात कही है मैं उसका स्वागत करता हूं और उसके लिये मैं उनको बधाई देता हूं। जिन माननीय सदस्यों ने इस डिबेट में भाग लिया है, उन सब का मैं आभारी हूं और जिन्होंने इसका समर्थन किया है और जिनकी वजह से माननीय मंत्री महोदय ने कम से कम सिद्धान्ततः यह बात मान ली है, उनके प्रति मैं आभार प्रदर्शित करता हूं। इन शब्दों के साथ मैं अपने प्रस्ताव को वापस लेता हूं।

Shri Nambiar: No, no.

Some Hon. Members: No, no.

Shri Nambiar: It has been accepted in principle. Therefore, why should he withdraw.

Shri J. B. Singh: Let it be put to vote.

श्री राम सेवक यादव : अध्यक्ष महोदय एक बात मैं पूछना चाहता हूँ

Mr. Deputy-Speaker: When I am on my legs, he should sit down. I will put the amendments to the vote first. Is Shri B. K. Das pressing his amendment? Amendment No. 1.

Shri B. K. Das: No.

Mr. Deputy-Speaker: Has he the leave of the House to withdraw his amendment?

Hon. Members: Yes.

Amendment No. 1 was, by leave, withdrawn.

Mr. Deputy-Speaker: Shri P. R. Chakraverti. Is he pressing his amendment Amendment No. 2.

Shri P. R. Chakraverti: I want to say one thing here.

Mr. Deputy-Speaker: Order, order. No speech now.

Shri P. R. Chakraverti: When one gives notice of an amendment, when does one get a chance to speak on it, I do not understand.

Mr. Deputy-Speaker: Not now. Does he press it or does he withdraw?

Shri P. R. Chakraverti: I did not get any chance to speak though I gave notice of my amendment.

Mr. Deputy-Speaker: He should have stood up earlier. What does he want to do now? Has he the leave of the House to withdraw?

Hon. Members: Yes.

Amendment No. 2 was, by leave, withdrawn.

Mr. Deputy-Speaker: Now, the resolution of Shri M. L. Dwivedi. Has he the permission of the House to withdraw it?

Some Hon. Members: No, Sir.

Shri J. B. Singh: The resolution is the property of the House.

Shri Ram Sewak Yadav: It is already accepted in principle.

Shri J. B. Singh: He has accepted the resolution.

Mr. Deputy-Speaker: Now, I will put the resolution to vote. The question is:

"This House is of opinion that Government should take early steps for running more all third class express trains (Janata Expresses) with the object of relieving overcrowding in trains particularly in third class compartments."

Those in favour will please say 'Aye'.

Some Hon. Members: 'Aye'.

Mr. Deputy-Speaker: Those against will please say 'No'.

Several Hon. Members: 'No'.

Shri Nambiar: Sir, the 'Ayes' have it.

Mr. Deputy-Speaker: Let the lobbies be cleared.

श्री मुजफ्फर हुसैन (मुगदाबाद) : अगर वोटिंग करनी थी तो जो लोग हाउस में मौजूद थे उन्हीं का वोट लिया जाना चाहिये था । अगर आप उस तरफ के मेम्बर्स को बुलाते हैं, यहां तक कि पंडित जी भी यहां आ गये हैं, तो अपोजीशन को भी यह इजाजत दी जाय कि वह भी अपने मेम्बर्स को बुला लें, और उसके बाद वोटिंग कराई जाय ।

श्री राम सेवक यादव : उपाध्यक्ष महोदय

Mr. Deputy-Speaker: Order, order. The very object of ringing the bell is to bring in the Members.

An Hon. Member: Probably, the hon. Member is ignorant of the rules.

Shri M. L. Dwivedi: Sir, I had asked the House permission to withdraw the Resolution. But the vote is being taken not on the withdrawal but on the Resolution. The vote should be

on the withdrawal and not on the Resolution.

Mr. Deputy-Speaker: Even if a single Member opposes the withdrawal, the Resolution has to be put to the House.

The Lok Sabha divided.

Shri Narasimha Reddy (Rajampet): I voted for 'Ayes'; it has not been recorded.

Shri Bakliwal (Durg): Sir, my vote has not been recorded.

Several Hon. Members rose—

Mr. Deputy-Speaker: The hon. Members will please give their names and state whether they voted for 'Ayes' or 'Noes', one by one.

Shri Bakliwal: I voted for 'Noes'. It has not been recorded.

Shri Shivaji Rao S. Deshmukh (Parbhani): I voted for 'Noes'; it has not been recorded.

Shri M. B. Patil (Ramtek): My vote has not been recorded; I voted for 'Noes'.

Shri Ramapathi Rao (Karimnagar): I voted for 'Noes'; it has not been recorded.

Shri M. P. Swamy (Tenkasi): I voted for 'Noes'; it has not been recorded.

Shri K. K. Verma: Sir, I voted for 'Noes'; it has not been recorded.

Shri Tulsidas Jadhav (Nanded): My vote has not been recorded; I voted for 'Noes'.

Shri V. K. Ramaswamy (Namakkal): Sir, my button has not worked; I voted for 'Noes'.

Shri Gahmari (Ghazipur): I voted for 'Noes'; it has not come.

Shri Baswant (Thana): My button has not worked; I voted for 'Noes'.

Shri Maruthiah (Melur): Sir, my vote has not been recorded; I voted for 'Noes'.

Shri Alagesan (Chingleput): My button has not worked; I voted for 'Noes'.

Shri Gopal Datt (Jammu and Kashmir): My vote has not come; I voted for 'Noes'.

Division No. 4]

Ayes

[16.33 hrs.

Bade, Shri
Banerjee, Shree S.M.
Berwa, Shri
Chaudhary, Shri Y.S.
Daji, Shri
Deo, Shri V.B.
Gauri Shankar, Shri
Gupta, Shri Priya

Mahida, Shri
Maurya, Shri
Mehta, Shri Jashvantra
Mohan Swarup, Shri
Majaffar Husain, Shri
Nair, Shri Vasudevan
Nambiar, Shri
Pandey, Shri Sarjoo

Reddy, Shri Narasimha
Reddy, Shri Yallamanda
Singh, Shri J.B.
Singh, Shri Y.D.
Umanath, Shri
Vishram Prasad, Shri
Yadav, Shri Ram Sewak
Yajnik, Shri

Noes

Abdul Wahid, Shri T.
Alagesan, Shri
Alva, Shri A.S.
Arunachalam, Shri
Azad, Shri Bhagwat Jha
Bakliwal, Shri
Bal Krishna Singh, Shri
Balakrishnan, Shri
Baswant, Shri
Bhatkar, Shri
Bhattacharyya, Shri C.K.
Birendra Bahadur Singh, Shri
Chakraverti, Shri P.R.

Chandrasekhar, Shrimati
Chandriki, Shri
Chaudhuri, Shrimati Kamla
Chavda, Shrimati
Chettiar, Shri Ramanathan
Das, Shri B. K.
Dasappa, Shri
Dass, Shri C.
Deshmukh, Dr P.S.
Deshmukh, Shri B.D.
Deshmukh, Shri Shivaji Rao
Dhuleshwar Meena, Shri
Dinesh Singh, Shri

Dube, Shri Mulchand
Dwivedi, Shri M.L.
Gahmari, Shri
Ganga Devi, Shrimati
Gopal Datt, Shri
Gupta, Shri Shiv Charan
Hansda, Shri Subodh
Harvani, Shri Anser
Jadhav, Shri M.L.
Jadhav, Shri Tulsidas
Jagjivan Ram, Shri
Joshi, Shrimati Subhadra
Jyotishi, Shri H.P.

Kamble, Shri
 Kanungo, Shri
 Kedaria, Shri C.M.
 Khan, Shri Shah Nawaz
 Kishan Veer, Shri
 Lonikar, Shri
 Mahadeva Prasad, Dr.
 Mahishi Shrimati Sarojini
 Malaichami, Shri
 Mallick, Shri
 Mandal, Shri J.
 Mantri, Shri
 Maruthiah, Shri
 Mehrotra, Shri Braj Bihari
 Melkote, Dr.
 Mirza, Shri Bakar Ali
 More, Shri K.L.
 Mukerjee, Shrimati Sharda
 Muthia, Shri
 Naidu, Shri V.G.
 Naskar, Shri P.S.

Nehru, Shri Jawaharlal
 Nesamony, Shri
 Niranjan Lal, Shri
 Paliwal, Shri
 Pandey, Shri Vishwa Nath
 Patel, Shri Chhotubhai
 Patil, Shri M.B.
 Patil, Shri Vasantrao
 Prabhakar, Shri Naval
 Puri, Shri D.D.
 Raju, Shri D.B.
 Ram Sewak, Shri
 Ram Subhag Singh, Dr.
 Ramakrishnan, Shri P.R.
 Ramaswamy, Shri V.K.
 Rane, Shri
 Rao, Shri E. Madhusudan
 Rao Shri Ramapathi
 Roy, Shri Bishwanath
 Sahu, Shri Rameshwar
 Samanta, Shri S.C.

Sanji Rupji, Shri
 Saraf, Shri Sham Lal
 Satyabhama Devi, Shrimati
 Shakuntala Devi, Shrimati
 Shastri Lal Bahadur
 Sheo Narain, Shri
 Shree Narayan Das, Shri
 Siddananappa, Shri
 Singh, Shri K.K.
 Sinha, Shri Satya Narayan
 Sinhasan Singh, Shri
 Sonavane, Shri
 Subaramanyam, Shri T.
 Swamy, Shri M.P.
 Thimmaiah, Shri
 Tiwary, Shri K.N.
 Tula Ram, Shri
 Uluka, Shri
 Vaishya, Shri M. B.
 Verma, Shri K.K.
 Wasnik, Shri Balkrishna
 Yadava, Shri B.P.

Mr. Deputy-Speaker: The result of the Division is:

Ayes: 25; Noes: 103.

The Resolution was negatived.

16.38 hrs.

RESOLUTION RE. PUBLIC SECTOR ENTERPRISES

Shri Balkrishna Wasnik (Gonda):
 Mr. Deputy-Speaker, Sir, I rise to move that—

“This House recommends to the Government to set up a Commission to look into the reasons for lesser efficiency and more cost in some of the public sector enterprises than those in the private sector”.

Sir, in recent years, the public sector enterprises have grown not only in number but also in magnitude. I am not here to condemn the public sector enterprises. They have come to stay. They have a special place in the conception of the new socialistic pattern of society. They are in the news every day; and people are becoming aware of their working. These enterprises are of the people and they are with the people's money. It is for us now to see how this money of the people is being spent

and what is the return for this money.

A number of debates have taken place in the Lok Sabha; and a number of Members of Parliament have participated in these debates; and you know that a number of things about these public sector enterprises have come to the limelight during these debates. Everyday, in newspapers, we read something or other about the cost of working and efficiency of these enterprises. We had a debate here on the Air Corporation (Amendment) Bill, on March 29, 1962. In that debate we found that the private operators of Assam were able to operate their services at something about Rs. 530 per hour of flight whereas for the IAC the cost was about Rs. 820. When the private operators could operate like that, why is it necessary for the IAC to spend Rs. 820 per hour? Some hon. Members raised also the question that day that whether the private operators who are operating there were employing sub-standard methods? But the hon. Minister said that he could not say whether they were doing so. It is clear that they could not adopt sub-standard methods because if they do so it means that they are playing with the lives of the people. The Government also, under the present law, cannot allow the private operators

to employ sub-standard methods but still we see that there is a difference of about Rs. 300 per hour of flight. So, this should be looked into as to why this is happening. I should say that there is no control of any sort. Why should the cost be double or more than reasonable? I am told that in the USSR there are what are called economic crimes. The heads of enterprises could be prosecuted before appropriate courts if it could be proved that there had been lack of economic organisation owing to carelessness or insufficient attention being paid to assigned tasks. This kind of thing is not in existence in India. Even if there is insufficient attention or carelessness on the part of the executive or on the part of the head of the enterprise and because of that efficiency comes down or the cost becomes more, nobody can say anything to those heads of the enterprises. So, it is necessary to check these things. It is a necessity of the day that there should be something which will check this kind of carelessness or insufficient attention on the part of the heads of these public sector enterprises. An eminent author named Paramanand Parsad says:

"The standard of performance both in quantity and quality should occupy a place of pride..."

He was referring to the BBC.

"The burden of our argument, it may be noted, is not on financial results but on keeping the cost of producing and supplying the service at technically and economically unavoidable minimum."

He was talking about the quality and quantity of the programme of the BBC. We cannot in the same way speak of the All India Radio. We cannot say that the quality of the programme or the quantity of the programme that is being presented by the AIR is the same as

BBC's. So, these things should be looked into. Sometimes it so happens that the efficiency is less. I may suggest that if there is some sort of efficiency audit by competent auditors to go into all these things of the public sector enterprises, one would be able to know as to why those things are happening and why there is so much cost and less efficiency. We read many things about these enterprises every day in the papers. The other day there was the news of a fly being found in the penicillin tube which was manufactured at the penicillin factory at Pimpri. This is the efficiency of our enterprises. You know very well about the railway accidents. Just now we finished the debate on the Railway Budget. The Minister replied. The number of accidents due to human failure were more than anything else. In the report of the Chief Government Inspector of Railways for the year 1960-61, the total number of accidents is given as 2629 of which 1096 were due to the human element. They have improved upon the phraseology this time; last time they said 'human failure'; now they say 'human element'. I find that about 15 accidents were enquired into by the Government Inspector out of which nine were because of negligence on the part of the railway staff. Can this be said to be the 'efficiency' of the railways? Sometime back I also read about the telephones. They were previously privately managed. About the Madras telephones, I read that they were much better and efficient when they were privately managed. I am not here to condemn the public sector outright. We cannot also compare the costs. The Government patronage and monopoly should place the public sector in better position. An eminent author had written in pamphlet No. 32 of the Eastern Economist about the real dangers of the public sector. He says:

"The real danger lies in the manner in which Governments operate the public sector...The 'little bureaucrats' (he was referring to the heads of the public

[Shri Balkrishna Wasnik].

sector enterprises) who are invested with large powers are not always guided by the lofty motives of social purpose which animate those who confer these powers on them. As a result, they often cause innumerable difficulties and hardships to the general public...not necessarily from selfish or personal motives, but because power always corrupts and makes one act and behave in a loftier and more grandiose manner than one should.

The second danger lies in the likelihood of the public sector functioning inefficiently, because there is no healthy force of competition to curb laziness or incompetence. This also results from the fact that, notwithstanding the many statutory checks and balances, the public sector is, in practice, not answerable to anyone but itself. The recent debates in Parliament and the State legislatures over the performances of a number of undertakings in the public sector show that this danger is not imaginary, but real. It is true that the price policy of an undertaking in the public sector need not be guided by the same motives and objectives as in the private sector, but that does not mean that it should operate inefficiently. Even in the USSR, the outlook of the public sector has undergone a profound change since 1919; today the emphasis is on 'efficiency', and not on 'need'. It would be desirable, therefore, to keep the target of efficiency always in the forefront in all enterprises functioning within the public sector."

I would, therefore, suggest that there should be a Commission to look into the public sector enterprises as to how efficiently they are working and whether their cost of production is all right or not. If there is anything

wrong, the cat will come out of the bag, and if there is nothing wrong, let us prove that Caesar's wife is above suspicion.

So, I commend this resolution to the acceptance of the House.

Mr. Deputy-Speaker: Resolution moved:

"This House recommends to the Government to set up a Commission to look into the reasons for lesser efficiency and more cost in some of the public sector enterprises than those in the private sector."

There are some amendments.

Shri S. M. Banerjee (Kanpur): I beg to move:

(i) "That for the original Resolution, the following be substituted, namely:—

"This House recommends to the Government to set up a Commission consisting of three members of Lok Sabha to investigate into the working of the public sector enterprises." (1).

(ii) "That in the resolution,— after "Commission" insert.

"consisting of three members of Lok Sabha." (2).

Shri P. R. Chakraverti (Dhanbad): I beg to move:

"That in the Resolution—for.

"to look into the reasons for lesser efficiency and more cost in some of the public sector enterprises than those in the private sector" substitute—

"to examine the working of public sector enterprises vis-a-vis private sector enterprises from the point of efficiency and economy that has been attained." (3).

Shri Shree Narayan Das (Darbhanga): I beg to move:

"That for the original resolution, the following be substituted, namely:—

"This House calls upon the Government to constitute a Committee consisting of Members of Parliament and experts to review the working of such of the public sector enterprises as have completed five years and have not yielded satisfactory results, with a view to suggest ways and means of making them work on sound economic lines". (4).

Mr. Deputy-Speaker: Shri Kumaran—not here; Shri Rananjai Singh—not here. The Resolution and the amendments are before the House of discussion.

Shri P. K. Ghosh (Ranchi East): Mr. Deputy-Speaker, Sir, the role of the State is primarily to act as an umpire, to hold the ring, to blow the whistle when foul is committed, to stop the anti-social practices, namely, profiteering, black-marketing, exploitation of labour, etc. Secondly, it has to provide the infra-structure or foundation consisting of transport, communications, power, fuel, water, technical and other education. But unfortunately, these are being neglected.

Only after making adequate arrangements for the aforesaid needs the Governments can enter into production and that also in exceptional circumstances, namely, where private enterprises is not available and industry is essential. But, at the same time, the Government should not try to monopolise any particular industry. It should also ensure that a reasonable return should come on the public funds invested in such undertakings.

But, unfortunately, this is not the case. The poor return of 0.3 per cent on the State undertakings should be an eye-opener. More than Rs. 700

crores of precious public funds which would otherwise have been fruitfully invested by private people to produce goods and-services desired by the public, incidentally increasing employment opportunities, are being wasted in many instances on the creation of a white elephant with the brown bureaucracy as the mahout. This is a clear instance of power without accountability; whereas in private enterprise the penalty for such careless running of enterprises would have been bankruptcy, in State enterprises the public is bled to pay for the inefficiency of the irresponsible bureaucracy and the maintenance of an ideological white elephant.

16:54 hrs.

[**SHRI MULCHAND DUBE** in the Chair].

श्री राम रेवक पादव : सभापति महोदय, मैं एक व्यवस्था का प्रश्न उठाना चाहता हूँ और वह यह कि प्रस्ताव तो यह है कि निजी और सरकारी उद्योगों के मकाबले में सरकारी उद्योगों में एफिशिएंसी नहीं है तो उसके कारणों को खोजें और दूर करें और इसलिये कमिशन नियुक्त किया जाय लेकिन माननीय सदस्य जो बोल रहे हैं वह तो पबलिक सेक्टर का विरोध कर रहे हैं पूरे तौर पर कि पबलिक सेक्टर होना ही नहीं चाहिए जो कि मैं नहीं समझता कि रैलेवेंट है ।

सभापति महोदय : इसमें कोई प्वाइंट ऑफ ऑर्डर नहीं मालूम होता है । माननीय सदस्य अपनी स्पीच जारी रखें ।

Shri P. K. Ghosh: If half the resources spent on these state enterprises had been utilised for building up the nucleus of the infra-structure of the economy like good roads and also the provision of essential facilities like clean drinking water to villagers, that would have given a boost to the economy and carried planning nearer to the lives of the people. A concrete example will suffice. Good roads stimulate the economy and mean more to the vil-

[Shri P. K. Ghosh].

lagers than half a dozen State mills or an Ashoka Hotel. But our road development programme is still lagging way behind the schedule.

In India, in 1956-57, road mileage for every hundred square miles was only 26 as against 215 in the U.K., 338 in France and 169 in Germany. By the end of the second plan, highways and aerial ways as laid down in Nagpur plan were behind schedule. There were 80 bridges yet to be constructed on national highways. Dogmatic assertions that State enterprises are superior to private enterprises or that they are efficient will not convince the public that its money is being spent wisely and profitably.

If a comparison is made with the similar private sector undertakings, it will be found that their percentage of return on the capital outlay is much higher than those of public sector. As a matter of fact, the percentage of return in the public enterprises should have been more than that of the private ones, since the former are in many ways in an advantageous position to the latter. As for example, the public enterprises have to pay a much lower percentage of interest on the borrowings, which are from the Central Government, whereas the private enterprises have to pay about double the percentage to the banks. If interest were to be paid by the former at rates which banks charge, the interest charges would have wiped out a substantial portion of the profits. Secondly, most of these undertakings being younger are entitled to larger tax concessions. If out of total profits made by Government companies tax provision was made in the same proportion as the private ones, a large proportion of the profit shown would have been wiped out. Thirdly, the public enterprises get priority over the private ones in a number of cases like allotment of railway wagons, foreign exchange sanctions, issue of import licences, etc.

It may be argued that the low return is due to the pricing policy adopt-

ed in respect of products of the Government sector units. The problem arises whether these units have adopted a policy to benefit the consumers even at the stake of reducing the return on the money employed in business. But the ratio of gross profits to sales proves that this is not true—it is much higher than that of private sector enterprises. Further, the accounts of the public sector enterprises clearly show that neither the tax-payer nor the labourer in the public sector has had a better deal than his relative counterpart in the private sector.

Mr. Chairman: The hon. Member seems to be reading his speech.

Shri Narasimha Reddy (Rajampet): The mover of the resolution himself read his speech. Moreover, he is making his maiden speech.

Mr. Chairman: That is not the justification.

Shri Narasimha Reddy: When the mover was reading his speech, he was not interrupted. When a person is making his maiden speech, he should not be interrupted.

Mr. Chairman: Let him lift his head and look at the Chair now and then. He should not be looking at his paper only.

Shri S. M. Banerjee: The speech which he is making is actually beyond the scope of the resolution. He is making a policy statement of the Swatantra Party, denouncing the public sector.

17 hrs.

Shri Narasimha Reddy: It is not a question of supporting the Swatantra Party. He is speaking on the subject and it is quite relevant.

When Shri Annadaurai, the D.M.K. Leader, was speaking in the Rajya Sabha and there were interruptions,

Shri Bhupesh Gupta, the Leader of Communist Group, got up and said that a healthy convention should be established and when a Member is making his maiden speech he should not be subject to any interruptions. I commend that suggestions to this House for approval.

Mr. Chairman: I thank you for the suggestion. But that does not justify or give absolute permission to read speeches.

Shri Narasimha Reddy: I hope that would be observed here in future.

Mr. Chairman: The hon. Member may go on.

Shri P. K. Ghosh: The possible or apparent reasons for the low return are like these. The senior managerial staff employed are either inefficient or dishonest or both. The policy of the Government is to appoint retired government officers or civil servants on deputation in the senior managerial posts. Business management is absolutely different from government. In Government departments the officers have not to bother about the economic side of running the administration. When these officers take up business administration they pay little attention to running the administration or the production economically which is of primary importance in a business concern. As an example I may mention that at a time when production of ammonium sulphate fell from 3,32,000 tons to 2,85,000 tons during 1957-58 and 1959-60 in the Sindri Fertiliser Factory, the staff was increased by 13 per cent and non-technical supervisory staff was increased by 100 per cent. One fails to understand the logic behind increasing the staff in the face of falling production. Not only that, but when the book debts of the company stood at Rs. 358 lakhs in 1958-59 the company had the wisdom of distributing Rs. 16 lakhs as *ex-gratia* payment to its staff.

I may cite another case of Hindustan Aircraft. Although the production increased by 34 per cent. over

the period 1955-56 to 1958-59, expenditure on salaries, wages and bonus payments increased by 51 per cent, on welfare schemes by 79 per cent, on travelling by 176 per cent and operational expenses by 55 per cent. This inflated expenditure was incurred at a time when the company's reserves were abnormally low and the rate of profit was just 3.3 per cent in 1958-59.

Such examples are innumerable which go to prove that the task of running an enterprises is the task of a specialist, that so far the public sector projects have failed to show a business-like attitude and it is the tax-payer who has been penalised for the extravagance of these enterprises.

Another reason for the low return is that most of the old government officers who were appointed by the British rulers lack considerably in the spirit of service to the nation. They still give themselves the airs of the ruling class. They do not bother if the precious national wealth is wasted.

Shri Ansar Harvani (Bisauli): Is the hon. Member quoting something or making a speech?

Mr. Chairman: He is doing both.

Shri P. K. Ghosh: Such people, however efficient they may be, are unfit for holding posts of responsibility under our national government. The low return can be accounted for due to the wastage of raw materials, wastage of labour, misuse of vehicles and the like, which can be avoided if the senior managerial staff are more strict.

Mr. Chairman: He should conclude now.

Shri P. K. Ghosh: I will conclude just now. But they do not bother for the national progress. They only care to please their present masters. who also interfere too much in the management matters.

Mr. Michel, the ILO expert, says that minimum return on State enter-

[Shri P. K. Ghosh].

prises should be 10 per cent and maximum 20 per cent, but the present figures show that we are more than thirty times below the minimum level. In the budget speech of 23rd April, the hon. Finance Minister, Shri Morarji Desai, also called on public sector undertakings to step up their earnings to finance their own expansion programmes, in the same way as private sector companies do.

It is, therefore, high time to investigate into the reasons for such a low return and to remove such irregularities as may be detected as a result of such investigation to save the public from being taxed more and more for the expansion of the existing public enterprises. It is also desirable that such investigation should be carried out by non-official public representatives and experts who should be directed to submit their report as early as possible.

Shri S. M. Banerjee: When I read the Resolution moved by my hon. friend, Shri Wasnik, I knew very well that the supporters of the private sector, or those who would like to sabotage the public sector, will take the cue from this Resolution and will surely make their own submission on the policies of their party and other people. I found that my fear was not unfounded when I heard with rapt attention to the very well-written speech of my hon. friend, Shri Ghosh, for as a spokesman of the Swatantra Party, he was trying to make their own submission in this House, and they are naturally against the growth of the public sector. But the public sector has come to say in this country; whether it is liked by some parties or vested interests is another matter, but it stands. The private sector and the public sector should grow in this country in the larger interests of our country and both of them are necessary to make our country move towards the goal of socialism.

The question naturally arises about the more efficient functioning of the public sector projects. I know that some hon. Members, especially those who are supporters of the private sector, are very apprehensive about the growth and success of the public sector. Some years back, in this very House, a discussion was raised by my hon. friend, the late lamented Feroze Gandhi about the production of locomotives by TELCO, and it was clearly proved that TELCO, that is, Tatas, who took money from this Government, were actually wasting money, swindling our Government, and they were about to say *ta ta* when the cat was out of the bag. This matter was properly discussed in this House and ultimately it was proved that the prices of locomotives manufactured by TELCO were far more than the prices of Chittaranjan locomotives. When Chittaranjan took up the manufacture of locomotives, it was stated both inside and outside the House by interested parties that Chittaranjan will not be able to make locomotives and the prices will be much more. But we have found that with the increase in production the prices came down and today, I am sure, if a commission is appointed to go into the prices, it will be proved that the price of the Chittaranjan locomotives is less than that of TELCO locomotives. I am of the view that TELCO should have been nationalised by this time.

According to our hon. Prime Minister, and also according to me, the public sector projects are places of pilgrimage. But the whole difficulty is that some of those people who are running these public sector projects should have been nationalised before giving them the charge of the nationalised projects. Some non-nationalised people unfortunately are running the nationalised concerns of our country. A group of pensioners are at the head of these public sector projects after retirement. That is the main reason why this sort of an attack is heard against the growth of the public sector from the agents of the private

sector. So, my amendment clearly suggests that a commission should be appointed. I feel that that is necessary also.

My hon. friend, Shri Wasnik, mentioned about the working of the IAC. He said that it is was sustaining a loss. That is true, but because the Government of India did not adhere to the Industrial Policy Resolution—it was rather a subversion of the Industrial Policy Resolution—people in this country have started saying about the working of the IAC. In this very House you remember, Sir, a discussion took place as to why a particular route has been given to the private sector, to certain airlines or non-scheduled operators like Kalinga. They want to set up a Kalinga Empire in this country. But still Government do not consider these to be rather undesirable and stop or nationalise these private routes. The purpose or the very spirit of the Industrial Policy Resolution was defeated when the IAC changed the Industrial Policy Resolution, or rather subverted it.

Then I should mention something about our steel plants. I am very happy that we are having three steel plants and a day will come when the other two steel plants in this country, the TISCO and the IISCO, will be nationalised despite all opposition from other leaders. But the whole difficulty is that there is constant trouble in Rourkela and defects in Durgapur. These are the two places where we sometimes feel whether we are running the public sector efficiently. The whole difficulty is because of those who are running these public sector projects. I have a feeling that more efficient people should have been given the charge of these public sector projects and overhead charges, audit and all other accounting procedures should have been changed.

In 1953 the All-India Defence Employees' Federation submitted a big memorandum saying that the ordnance factories should undertake the manufacture of many civilian goods. Strong exception was taken by men like, Shri

Shri Ram and others, who said, "Nothing doing". They advanced the argument that the price of any article which was likely to be manufactured in the ordnance factories will be much more. The ratio between direct and indirect labour was large. The gap was too much. But after changing the accounting procedure and after bringing the disproportionate ratio between direct and indirect labour to a proportionate ratio, today the ordnance factories are capable of producing anything. The binoculars, microscopes and rifles produced by the ordnance factories, I am sure, will match these articles produced not only in this country but in any country of the world.

I have a feeling that there is favouritism in appointments and promotions in these public sector projects. When I visited Bhilai, I met the General Manager there. I was surprised to see that he was feeling very shy in talking to me. When I asked him why it was so, he said, "Members of Parliament come to us and ask for certain favours in the matter of appointments etc." I told him very frankly that my son was only 13 years of age and that I would not ask for a job unless he is 18 years of age. He heaved a sigh of relief and had a good talk with me. Therefore I submit that there should be a thorough enquiry into the promotions, the various appointments that are made and into the working of these establishments. I can quote several instances. I would have welcomed if the Minister for Steel and Heavy Industries had been here. Because, my hon. friend Shri Kanungo is responsible only for those public sector industrial units which are under the Commerce and Industry Ministry. The main projects like the Heavy Electricals at Bhopal and the three Steel plants are all under a different Ministry, that is the Ministry of Steel and Heavy Industries. There should be a thorough probe into the working of these establishments.

I may cite one particular point about the Heavy Electricals. A lot of

[Shri S. M. Banerjee]

questions have been raised in this House. All those who are working that particular project are retired Railway officers. I have nothing to say against retired personnel. They are very capable. They are efficient. If a group of pensioners go on with such a big project, what is going to be the fate of this project could be seen after watching with care all these strikes which took place. Even today, I have received a big telegram that 31 young artisans have been dismissed or are likely to be dismissed from service. A strike took place some time back in the month of February. What was the cause of the strike? The cause of the strike was some demands which could have been met otherwise. All those who are on the top of these projects did not care to talk to the representatives of the people. They struck work. After they struck, negotiations started. I am very happy that just after the strike, these young boys observed a Production fortnight and compensated, if not in full, at least 75 per cent of the loss sustained during the strike. All these four young boys came to Delhi and saw the Minister for Steel and Heavy Industries, my hon. friend Shri C. Subramaniam and the Minister of State for Labour and Employment. They went back with a feeling of happiness that something will be done and they assured the hon. Minister that they will step up production. The Chairman of this particular Corporation or the Resident Director of the Corporation did not like those boys meeting the Minister and assuring of their support. Immediately when they went back to Bhopal, three or four days back, they got a sack. They got notices of dismissal from service. I want that there should be a thorough probe into the working of this particular project where the industrial relations are going from bad to worse. I feel that such an enquiry is necessary.

About the prices, prices are bound to come down. There should be proper adjustment of overhead charges.

There should be proper adjustment of relations between direct and indirect labour. The accounting procedure must change and red-tapism must come to an end in the public sector.

I have a feeling that in this country, more and more industries are likely to be nationalised. What happened? When Insurance was nationalised, the person who wrote articles after articles in the *Statesman* and other papers against nationalisation—I have no hesitation in mentioning his name; Mr. Vaidyanathan; he wrote these articles against nationalisation—was put at the head of the nationalised Life Insurance Corporation, just after nationalisation. I submit that before selecting these persons who are to run these establishments, the Government must make it absolutely clear to them that they have to work in a national spirit.

My hon. friend Shri Balkrishna Wasnik, in spite of all that has happened in this House, again mentioned about the Penicillin factory in Pimpri and about the dead fly which was found in streptomycin or penicillin. I visited this factory personally. I do not support everything of what they do. But, I have seen pamphlets after pamphlets taken out by the private sector people, including certain foreign firms. They do not want this particular factory to come up. That is why they say all these things. Attack is going on against the functioning of this particular factory in Pimpri. So, I would submit that there should be a thorough probe. I have suggested a committee consisting of Members of Parliament only because I feel that they are responsible to the people and they can suggest economies and improvements from this point of view. Of course, technicians, chemists or engineers etc. may be able to have a better probe, but I suggest that some three or four Members of Parliament must visit all these units and see the functioning of all these public sector projects.

In conclusion, I fully support the growth of the public sector. I totally oppose the viewpoint placed before the House by my hon. friend from the Swatantra Party. Even when Shri M. R. Masani was here, I used to tell him quite frankly that a day would come when not only all these heavy industries run by Tatas and Birlas would have to be nationalised, but even those members of the Swatantra Party including its leaders would very likely be nationalised, so that the nation may get the benefit.

Shri Narasimha Reddy (Rajampet):
Nationalise yourselves first!

श्री प्रिय गुप्त (कटिहार) : सभापति महोदय, मैं तो सोशलिस्टिक पैटर्न आफ सोसाइटी का विश्वासी हूँ और इसीलिये चाहता हूँ कि प्राइवेट एन्टरप्राइज खत्म हो जाय और पबलिक एन्टरप्राइज चले। कोशिश भी सरकार की तरफ से की गई, मगर देखा जाता है कि "खोदा पहाड़ निकला चूहा।" क्यों ? अनालिमिस की जरूरत है। मैं मिसाल देना चाहता हूँ। किसी कारपोरेशन ने वाटर सप्लाई प्लांट बनाया। सोई से पानी उठाया पम्प कर के। अच्छी तरह filter भी किया गया। उसकी सफाई भी की गई, पीने के लायक हुआ। लेकिन सप्लाई जिस पाइप के जरिये करना है, उसने अपोजिट एन्ड से जो पानी निकल रहा है, उस में दो चीजें आ रही हैं। एक मैलापन और दूसरा contamination। इंजीनियर लोग सोचते हैं कि क्या बात है। पानी अच्छा निकला, हमने उसको अच्छी तरह से स्टोरेलाइज भी कर लिया है, तब आखिर डिलीवरी में क्यों खराबी आ ही है ? यानी जितनी गड़बड़ी है वह ट्यूब के अन्दर है। नेशनलाइजेशन आफ दि प्लैन्ट्स बहुत अच्छी चीज थी, मगर नेशनलाइजेशन करने के जरिये में, उसका प्रोसेस जो है, उसमें दिक्कत है। तो जब इंजीनियर लोग करने लगे तो जाते जाते देखते हैं कि पानी जिस

ट्यूब के जरिये आ रहा है, उस कंट्रो करने वाले ट्यूब के अन्दर ऊँज करके मैला पानी घुस गया है। उसी तरह से हमारी जो मेशीनरी सेंट अप की गई है नेशनलाइज्ड इन्डस्ट्री को चलाने के लिये, उसमें दो किस्म के दोष घुस गये हैं। एक inefficient handling of the working machinery and bad attitude towards labour, और दूसरा bad economy।

कैसे ? प्लैनिंग में गलती है। एक छोटी मिसाल देखिये। असम में नूनमाटी आइल रिफाइनरी है। काम चालू हो गया। बीच में चालीस दिन काम ठप हो गया, ऊपर से नहरकटिया से तेल वक्त पर नहीं आया। प्लैनिंग की गड़बड़ी की वजह से चालीस दिन बैठना पड़ा और मैन् अवर्स का लॉस हुआ, क्षति हुई। इसी तरह से हर प्लैन्ट में, क्या रेलवे प्रशासन, क्या स्टील प्लैन्ट में, क्या कैमिकल इन्डस्ट्रीज में, क्या आई० ए० सी० में या दूसरे दूसरे कारपोरेशन्स में, क्या हैवी एलेक्ट्रिकल्स में, सब जगह दो चीजों की गलती नजर आती है। एक bad planning of the work, bad running of the work, and No. 2

क्या? लेबर लोगों को सही तौर से टैकल नहीं किया जाता। आप देखिये कि कम्पनी के टाइम में, चाहे Ex. B. A. Railway में या दूसरी जगह पर, ज्यादा नफा होता था। वही सब प्लैन्ट्स नेशनलाइज हो जाते हैं तो घाट में चलते हैं। क्यों ? वही चीज है, सभी कुछ वही है, लेकिन क्यों इस तरह से चल रहे हैं ? इस का कारण यह है कि उन अधिकारियों को किसी तरह का तजुर्बा नहीं है कि किस किस्म से उसे चलाना चाहिये। मेरा यह कहना है कि जब भी कोई घाटा होता है तो एक ही स्लोगन उठाया जाता है, चीप स्लोगन, कि "workers do not do the work, 'वर्कर्स काम नहीं करते हैं और इस लिये एफिशिएन्सी गिर गई है यही चीप स्लोगन है

[श्री प्रिय गुप्त]

They are camouflaging their lapses and inefficiency in management—their attitude towards labour, their unseasoned knowledge, यह सारी चीजें

एक ही आवरण से बन्द कर देते हैं कि वर्कर्स काम नहीं करते। कौन वर्कर्स लोग? नीचे के तबके के, ३०, ३५ रु० वाले, ४० रु० वाले, ५०, ६० रु० वाले, १००, १५० रु० वाले, वर्कर्स काम नहीं करते हैं। और नये नये कानूनों से डिसिप्लिन को काबू में करना चाहते हैं। नेशनलाइज्ड प्रोजेक्ट्स में किस किस्म की डिसिप्लिन होनी चाहिये इस के लिये मैं तो कुछ कहना नहीं चाहता, लेकिन जो रेलवे प्रशासन के चीफ कमिशनर मि० बक्ले हैं, उन की जो एविडेंस है बिकोर बि एस्टिमेट्स कमेटी उस की तरफ आप का ध्यान खींचना चाहता हूँ कि उन्होंने डिसिप्लिन के बारे में क्या बतलाया है। हमारी जो मशीनरीज है, हेबी एलैक्ट्रिकल्स के बारे में मि० बनर्जी ने बतलाया attitude towards the labourers स्टील प्लान्ट्स में, रेलवज में और दूसरी दूसरी संस्थाओं में लाइफ इन्वयोरेंस कारपोरेशन में, सब जगहों पर जो attitude of officers towards the labourers है, उस से देश बनने वाला नहीं है। इस लिये जैसे वाटर सप्लाई इंजिनियर ने अपने दोष, अपनी शिकायतों को महसूस करते हुए by process of elimination उसको रेशिफाई किया और अच्छा पानी पाइप से डिलिवरी प्वाइन्ट पर दिया, उसी तरह से जो हमारी नेशनलाइज्ड प्लान्ट्स हैं या दूसरे काम हैं उन को सही तौर से सफल बनाने के लिये इन चीजों को अख्यार में लेना होगा। Otherwise जो nationalisation programmes हैं वह बेकार हो जायेंगे। Groups of capitalists

तो चाहते हैं कि वह बकार हो जायें। अपनी तरफ से सहूलियत दे कर के, directly or indirectly connivance का attitude ले कर के वे लोग इस का संशोधन नहीं करना चाहते हैं। मैं कहना चाहता हूँ कि as an employer, Government is the ideal employer, मगर टाटा कम्पनी ने उन्हें चैलेंज किया है कि वो लोग जो चीज मजदूरों को देते हैं सरकार की जो सब से बड़ी संस्था रेलवे है या और जो भी बड़ी संस्था हो, वह उस का आधा भी अपने मजदूरों को नहीं देती है। कम से कम इस को मद्देनजर रखते हुए कि लेबरर्स को किस तरह से ठिकाने से टंकल करना चाहिये, अगर एफिशिएन्टली अपने आर्गनाइजेशन को सरकार चलाय तो बहुत अच्छी तरह से चल सकता है और उस से फायदा होगा। साथ ही इस से मोरारजी भाई देसाई का डाइरेक्ट और इनडाइरेक्ट टैक्सेज का बोझा भी कम हो जायगा। अगर नेशनलाइज्ड प्रोजेक्ट्स में १ परसेन्ट अर्निंग नहीं होती और इनकम घटती ही जाती है तो जो तमाम रुपये तिजोरी में से खर्च होंगे उस को पूरा करेगी हमारी गरीब जनता। इस लिये डाइरेक्ट और इनडाइरेक्ट टैक्सेज का असर मजदूरों, किसानों और जनता के दूसरे भागों पर पड़ेगा। इस लिये उस से उन लोगों को बचाने के लिये और हिन्दुस्तान को आगे बढ़ाने के लिये नेशनलाइजेशन तो जरूर होना चाहिये। मगर यह भी मद्देनजर रक्खा जाना चाहिये कि नेशनलाइजेशन की पालिसी को अख्यार करते वक़्त दो चीजों का ध्यान रखना चाहिये अर्थात् संस्था को एफिशिएन्टली रन करने के लिये काबिल आफिसर हों और उन का unbiased attitude towards the labour हो, economic planning हो, और properly चले। नेशनलाइजेशन बहुत

अच्छी चीज है, फायदेमन्द चीज है और कैपिटलिज्म की पालिसी जो खाली ब्लाकिंग है एक जगह में, उस ब्लाकेड को हटाने के लिये यही एक नक्शा है। मगर मैं निवेदन करना चाहता हूँ कि कंसन्ड' मिनिस्ट्री का इस चीज की तरफ ध्यान खींचा जाना चाहिये जो कि मिसाल मैंने पानी की दी है। पानी तो जरूर अच्छा पैदा हुआ, लेकिन लेते वक्त ट्यूब में दो मैलेपनों ने घुसकर उसे खराब कर दिया। उन दोनों चीजों को एलिमिनेट कर देना चाहिये by process of elimination—by experiment. हमारी आजादी को १५ साल हो चुके हैं। हमारी पालिसी १५ साल पहले भी कुछ थी। १५ साल में काफी रिसर्च हुई है, और political parties who are in power— they are the best experimentalists on this research! मैं समझता हूँ कि उन की रिसर्च इस प्वाइंट पर पहुँच गई होगी कि वे दोनों चीजों को दूर करने की आन्तरिक कोशिश करें, और तभी जा कर नैशनलाइजेशन कायम हो सकता है।

Shri Daji (Indore) rose—

Mr. Chairman: Only one minute more.

Shri Namblar: Let him start.

Mr. Chairman: Yes, he may speak.

Shri Daji: The points raised in the resolution, normally speaking, are very important, but an attempt is being made to throw out the baby with the wash water. We may not

agree with some aspects of the working of the public sector, and we would like to improve them. That may be one attitude, and a fair attitude. You may like to change the water, the dirty water, and bring fresh water, but if an attempt is made to throw away the baby itself in trying to throw away the wash water, I think it is not a correct approach and attitude to the problem posed in the resolution.

The question of the public sector versus the private sector has been very ingeniously posed before the House, and a comparison has been sought to be drawn, a comparison which insidiously suggests that the private sector works better. I vehemently deny the suggestion and with all the emphasis at my command, I say, let us examine the record of the working of the private sector over a period of 150 years. It is a record of defaults, fraudulent transactions and gross loot, of exploitation, of every sort of failure and illegal activity.

Mr. Chairman: How long would the hon. Member like to take.

Shri Daji: Ten minutes.

Mr. Chairman: Then he may continue the next day.

17.32 hr

The Lok Sabha then adjourned till Eleven of the Clock on Monday, May 7, 1962/Vaisakha 17, 1884 (Saka).

[Friday, May 4, 1962/Vaisakha 14, 1884] (Saka)]

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417	Pilgrims to Badrinath	2515-17	442	Frese and compulsory education	2557
418	Coordination Committee on Physical Education and Youth Welfare	2518-20	443	Children's Museum, New Delhi	2557-58
419	Production of aircrafts	2520-22	444	Industrial Management Pool	2558
421	Home Guards for Manipur	2522-23	445	Interest on Life Insurance Policies	2558-59
422	Service conditions of industrial and non-industrial employees	2524	446	Reorientation course to students going abroad	2559
423	Heavy Electricals Ltd., Bhopal	2425-28	447	Heavy Electrical Equipment Factory at Ranipur (U.P.)	2559-60
424	Visit of U.S. team of officers	2529-30	448	Correspondence courses	2560-61
425	L.I.C. loans for housing	2530-32	449	Sub-level caving in coal mines	2561-
428	Technical personnel for coal mining	2532-35	450	All India Secondary Education Board	2562
429	Agreement with E.N.I.	2535-37	S.Q.	No.	
430	Unauthorised structures demolished in Jangpura, New Delhi	2537-39	638	Merit scholarships in Residential schools	2562
431	Creation of Eastern Frontier State	2539-44	639	Allotment of funds for Welfare Schemes of S.C. and S.T.	2563
432	Service of Librarians	2544-45	642	"Bharatiya Kavita"	2563-64
433	Votes polled by Defence personnel by postal ballot	2545-48	643	Investigation into the bomb explosion in Delhi	2564
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4	Fire in Bhilai	2548-50	645	Population of Scheduled Castes in States and Union territories	2565
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420	Supply of crude oil to Nunmati Refinery	2550-51	648	Backward class students in Public Schools	2566
426	Total prohibition in West Bengal	2551	649	Mahabharata in Persian	2566-67
427	Earnings of the Life Insurance Corporation	2551-53	650	Regional Conference of Development Banks	2567-68
434	Meeting of Eastern Zonal Council	2553	651	Seizure of contraband gold	2568
435	Bhilai Steel Plant	2553	652	Arrest of a Pakistani constable at Haridaspor	2568-69
436	Infiltration from East Pakistan	2554	653	Coal shortage in Punjab	2569-70
437	Metal and Steel factory Ichapore	2554-55	654	Central loans to States	2570
438	Well No. I at Rudrasagar, Assam	2555	655	Ink used for marking in elections	2570-71
439	Training of engineers in steel processing	2555-56	656	Results of General Elections	2571
440	Oil in Jammu and Kashmir	2556			

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QUESTIONS—contd.

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657	Scholarships to backward class students in U.P. .	2572
658	Violation of Foreign Exchange Regulation .	2572
659	U.S. loan to India .	2573
660	Aid received from World Veterans' Organisation .	2573-74
661	University at Kanpur .	2574
662	Demands of All India Insurance Employees Association .	2574-75
663	Accounts in foreign banks .	2575
664	Nationalisation of private forests in Kerala State .	2575-76
665	Damage to crops .	2576
666	H.P. Administration .	2576
667	Publications by Manipur Administration .	2576-77
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669	Fertilizer Plant in Madhya Pradesh .	2577-78
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673	Survey of Mineral Resources of Mysore .	2580
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690	Local Purchase by workshops .	2590-91
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696	The winter and the Hill Allowances to Manipur Schools .	2594-95
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715	Compulsory primary education in Madras .	2606-07
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