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Monday, March 4, 1963
Phalgun 13, 1884 (*Śaka*)

LOK SABHA DEBATES

(Fourth Session)



(Vol. XIV contains Nos. 11—20)

LOK SABHA SECRETARIAT
NEW DELHI

NE RUPEE (INLAND)

FOUR SHILLINGS (FOREIGN)

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1859

1860

LOK SABHA

Monday, March 4, 1963/Phalgun 13,
1884 (Saka)

The Lok Sabha met at Eleven of the
Clock

[Mr. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Tusker Project

+

Shri D. N. Tiwary:
Shri P. C. Borooah:
Shri S. M. Banerjee:
Shri Harish Chandra
Mathur:
Shri Bhakt Darshan:
Shri Bhagwat Jha Azad:
Dr. L. M. Singhvi:
Shri Rameshwar Tantia:
Shri Surendranath Dwivedi:
Shri Vidya Charan Shukla:
Shrimati Savitri Nigam:
Shri Hem Barua:
Shri Basappa:
Shri Bibhuti Mishra:
Shri Berwa Kotah:

Will the Minister of Defence be
pleased to refer to the reply given to
Unstarred Question No. 919 on the
21st January, 1963 and state:

(a) whether inquiry into the allega-
tions against the Tusker Organisation
has since been completed; and

(b) if so, with what results?

The Minister of Defence (Shri Y. B.
Chavan): (a) No, Sir.

(b) Does not arise.

Shri D. N. Tiwary: May I know
whether this organisation, Tusker, has
done considerable harm to the NEFA
area by not doing the works in a pro-
per way and, if so, what steps have

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been taken so far?

Shri Y. B. Chavan: I think this
really speaking is a question which
presumably concerns with the enquiry
the result of which I cannot afford to
anticipate.

Shri D. N. Tiwary: May I know
whether anybody so far has been held
responsible and punished?

Mr. Speaker: When the enquiry is
being made, how could that arise
now?

Shri Bhagwat Jha Azad: May I
know whether it is a fact that, apart
from this enquiry which is being con-
ducted by the committee, there are
certain things which have been *prima*
facie proved, and the Government is
taking departmental action against
certain persons?

Shri Y. B. Chavan: Yes, Sir. In
certain cases of corruption the investi-
gations are proceeding. I can inform
the House that four cases have been
registered.

श्री भक्त दर्शन : मैं यह जानना चाहता
हूँ कि यह जांच किस अधिकारी या किन
अधिकारियों द्वारा की जा रही है, और क्या
उन्होंने बतलाया है कि वे कब तक अपनी
रिपोर्ट दे सकेंगे ?

श्री यशवन्त राव चव्हाण : जैसा मैं ने
कहा, कई केसेज स्पेशल पुलिस के हाथों में हैं
और कई टेकनिकल तरह के जो काम हैं वे
टेकनिकल अफसरों के हाथों में हैं ।

Shri Harish Chandra Mathur: May
I know who are the persons involved
against whom this enquiry is being
held and what are the *prima facie*
charges?

Shri Y. B. Chavan: I can give the hon. House the information which, really speaking, was given in answer to a question the other day.

Mr. Speaker: Yes; the answer was given in reply to a question on the last occasion. Perhaps he could give the reference.

Shri Y. B. Chavan: I am prepared to repeat it if the House wants it.

Shri Harish Chandra Mathur: No names were given, against whom this enquiry is being held.

Mr. Speaker: The charges had been given then.

Shri Harish Chandra Mathur: Who are the persons involved against whom this enquiry is being held. That was part (a) of the question; and then, what is the charge?

Shri Y. B. Chavan: It is rather unfair to give the names now, when the investigations are going on. But supposing ultimately, the charges, etc., are proved, it will certainly be brought before Parliament.

Mr. Speaker: They might be proved or not, but there must have been certain persons against whom there are allegations—who are alleged to have committed those irregularities.

Shri Y. B. Chavan: In any case those names are not with me unfortunately, now.

Shri Tyagi: Last time, the hon. Minister narrated before the House the items on which the enquiry was being made; one of them was corruption, etc. I wonder if any officer has so far been suspended; I want to know if the enquiry is going on while the officers are still in their positions, and whether the accounts of the alleged contractor, from whom things were had at exorbitant rates, have been searched and taken possession of by the enquiry committee.

Shri Y. B. Chavan: The information that I have got with me is regular

cases have been registered against four officers under section 120 IPC. Those names unfortunately are not with me.

Mr. Speaker: The question is whether anyone has been suspended and whether the accounts of the contractor have been taken possession of.

Shri Y. B. Chavan: The only thing I can say is that the officers against whom these allegations were made have been transferred from that area.

Shri Tyagi: That means, not suspended.

Shri Ranga: The question put by Shri Tyagi was, whether they have been suspended. The answer is that they have already been transferred from one place to another.

Mr. Speaker: Therefore, they have not been suspended. That is the answer.

Shri Tyagi: That is unconventional.

Mr. Speaker: We are entering into argument. He wanted to have the information and that has been given. Shri Banerjee.

Shri Ranga: Excuse me, Sir. The usual thing is, when the hon. Minister has not got that information he generally offers to supply that information to the hon. Member concerned. Would he be good enough to give that information to the hon. Member?

Shri Y. B. Chavan: Certainly I will give the information to the hon. Member if he wants.

Shri Ramanathan Chettiar: On a point of order. The hon. Defence Minister, in reply to an earlier supplementary question, stated that he had given out the names in the other House and you, Sir, also said that he had given the answer in reply to another question. Now he says he has not got the names. May I request you to ask him to enlighten the House?

Mr. Speaker: The hon. Member did not follow the answer quite distinctly.

Shri S. M. Banerjee: The hon. Minister has stated that the officers against whom allegations had been made have been transferred. I want to know the circumstances under which those officers could not be suspended. Is it a fact that they are prejudicing the enquiry because of non-suspension?

Mr. Speaker: Is the enquiry being prejudiced on account of non-suspension?

Shri Y. B. Chavan: No, Sir; it is not.

Shri Rameshwar Tantia: The enquiry committee was formed on the 21st January, one and a half months ago. May I know how much time it will take more to get their report and whether the members of the enquiry committee will go to NEFA, if necessary?

Shri Y. B. Chavan: The people who are making the investigation are all in that area itself. Of course, it is very difficult for me to indicate the time. (*Interruptions*).

Shri Tyagi: On a point of order, Sir. I would like to know which of the Ministers is responsible for Tusker. Is it the President of that committee, namely, the hon. Prime Minister or the hon. Defence Minister?

Mr. Speaker: There is no point of order in this.

Manufacture of Automatic Weapons

- +
- *224. { **Shri S. M. Banerjee:**
Shri Hari Vishnu Kamath:
Shri Rameshwaranand:
Shri Bibhuti Mishra:
Shri G. Mohanty:
Shri Mallick:

Will the Minister of Defence be pleased to state:

(a) whether automatic weapons are being manufactured in ordnance factories;

(b) if so, to what extent; and

(c) whether steps are being taken to reach a state of self-sufficiency?

The Minister of Defence Production in the Ministry of Defence (Shri Raghuramaiah): (a) to (c). The manufacture of the automatic rifles has been established in the Ordnance Factories. Steps are being taken to reach a rate of production which will give the Services their requirements.

Shri S. M. Banerjee: May I know whether these automatic weapons are being manufactured with the help of some foreign experts and if so, which are those countries?

Shri Raghuramaiah: They are being manufactured in our ordnance factories by our own officers and workers.

Shri S. M. Banerjee: May I know whether there is any truth in the fact that some kinds of arms and ammunition are likely to be manufactured by the private sector and if so, whether this is in conformity with our policy in regard to defence?

Shri Raghuramaiah: In view of the emergency, the Ministry of Defence and Economic Coordination are seized of this matter.

Shri Hari Vishnu Kamath: May I know what are the reasons for not arranging for the manufacture of such automatic weapons earlier? Was it due to ignorance of modern warfare or was it due to our poor intelligence of Chinese war preparations or was it due to some strange quirk in our military policy and programme?

Shri Raghuramaiah: It is a question of assessment of our requirements at that time by those in authority.

Shri Hari Vishnu Kamath: This is hardly any answer to my question, Sir. You will kindly come to my rescue. I asked three alternatives in my question.

Mr. Speaker: I also felt some difficulty in following him.

Shri Hari Vishnu Kamath: In following the answer?

Mr. Speaker: In following the question. If he puts a straight question, then certainly the answer would be straight.

Shri Hari Vishnu Kamath: I wanted to know, what are the reasons for not ordering the manufacture of automatic weapons earlier? Was it due to either....

Mr. Speaker: Why should he give the answer also?

Shri Hari Vishnu Kamath: The answer is evasive.

Mr. Speaker: Let the hon. Minister give the answer.

Shri Raghuramaiah: Ordnance factories produce according to the requirements of armed forces and the schedule of production then was based on the then requirements.

Shri Hari Vishnu Kamath: What were the then requirements? Can we have a clear idea?

Mr. Speaker: Does the hon. Member want that the hon. Minister should say that it was due to our ignorance? He can draw his own conclusions.

Shri Hari Vishnu Kamath: It is a blunder. Even Mahatma Gandhi confessed his Himalayan blunders. Why should not the Government confess its blunder?

Shri Daji: May I know whether our ordnance factories are self-contained in the matter of production of these automatic weapons or is it a fact that some parts have been formed out to certain private engineering firms for preparation and we only assemble them?

Shri Raghuramaiah: Efforts are being made in this as well as in other items of production to form out whatever can be done with precision by the civil sector.

Shri A. N. Vidyalkar: May I know what overall percentage of self-sufficiency has been attained in the defence equipment?

Shri Raghuramaiah: It is an enormous subject, and it will depend upon the item in question.

Shri Kashi Ram Gupta: May I know whether the quality of the items manufactured by us match with the quality of the articles imported from outside?

Shri Raghuramaiah: Definitely, yes.

Military Awards

***225. Shri Harish Chandra Mathur:** Will the Minister of Defence be pleased to state:

(a) whether highest military awards like Param Vir Chakra are accompanied by any financial benefits and if so, the nature and extent of such grants; and

(b) if not, whether Government have examined any such proposal and to what effect?

The Deputy Minister in the Ministry of Defence (Shri D. R. Chavan): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

Recipients of Param Vir Chakra (other than Commissioned Officers) receive a monetary allowance of Rs. 50 p.m. from the Central Government. In addition, all recipients of Param Vir Chakra (including Commissioned Officers) receive a lumpsum cash grant or land from the Governments of the States to which they belong. The rates of cash and land grants vary from State to State.

Normally, recipients of Ashoka Chakra Class I are not entitled to monetary allowance. But recipients of awards of Ashoka Chakra Class I (other than Commissioned Officers) for acts of gallantry in Naga Hill operations and in Goa operations, performed under battle conditions, are granted monetary allowances at the same rates as are given for awards of the Param Vir Chakra.

Shri Harish Chandra Mathur: According to the statement, Sir, it is

only the recipients of Param Vir Chakra who receive a monetary allowance of Rs. 50 per month in the case of non-commissioned officers. Do I take it that when the award is posthumous the families of the recipients of these highest awards get no material gain? It is left sometimes to the discretion of the States, even in the case of these national awards, as to what the State does. How does Government react to this improvised arrangement at the regional level, at the discretion of the State Governments?

The Minister of Defence (Shri Y. B. Chavan): In the case of awards of Param Vir Chakra, I think, the State Governments as a rule give some material benefit.

Shri Ranga: Why is it that the Government of India does not do it?

Shri Harish Chandra Mathur: It is left to the discretion of the State Government what they should give and what they should not. It is not uniform. One State may give Rs. 500 and another may give Rs. 10,000 even in the case of these national awards. I want a clarification on this point.

Shri Y. B. Chavan: In the case of State awards they have made certain specific rules. Of course, that varies from State to State, there is no doubt about that; but in each case they do give it as a rule.

Shri Harish Chandra Mathur: What is the minimum, and what are the rules in that connection?

Shri Y. B. Chavan: If I am permitted, Sir, I am prepared to give all the information about the awards in different States. I have a full list here and if the hon. Member wants I am prepared to give it.

Shri Harish Chandra Mathur: It is not a question of my wanting it; if it is a big statement it ought to have been laid on the Table.

Shri Y. B. Chavan: I have placed a statement on the Table, but all these

details are not included in the statement. (*Interruption*).

Mr. Speaker: Shri Bhakt Darshan.

श्री भक्त दर्शन : श्रीमन्, इस स्टेटमेंट में यह लिखा है :

"The rates of cash and land grants vary from State to State."

और इस बात को मिनिस्टर साहब ने भी स्वीकार किया है। क्या मैं जान सकता हूँ कि अलग अलग राज्यों में इस विषय में अन्तर रखने की क्या आवश्यकता है, और सारे देश में यह चीज एक तरह क्यों नहीं की जाती ?

Shri Ranga: Give some thought to it now.

Shri Y. B. Chavan: Well, certainly it can be considered again.

श्री बेरवा कोटा : मैं जानना चाहता हूँ कि अंग्रेजों के जमाने में जो विक्टोरिया क्रॉस दिया जाता था और जो अब परम वीर चक्र दिया जाता है इन में कौन सा ज्यादा है और इन दोनों में क्या अन्तर है ?

अध्यक्ष महोदय : उस में ज्यादा दिया जाता था। मुझे पता है कि मिनिस्टर साहब भी यही जवाब देंगे कि उसमें ज्यादा दिया जाता था।

Shri Harish Chandra Mathur: May I know if the Government have considered, at least in those cases of conspicuous gallantry, where the recipient dies on the field, what material provisions and grants should be given to the families of the recipients? May I know whether Government have considered this proposal at all, and if so what are their conclusions?

Shri Y. B. Chavan: Certainly, Government has considered this question of persons who receive these gallantry awards, and certain permanent payments etc., have been given. As far as the others are concerned, those

who are not given awards, if the hon. Member's question is comprehensive enough to include them also, we know there are certain rules which provide for giving them pension, gratuity etc.

Doctor Kidnapped by Pakistanis

- +
- *226. { Shri Subodh Hansda:
Shri S. C. Samanta:
Shri B. K. Das:

Will the Prime Minister be pleased to state:

(a) whether Government are aware of the fact that one doctor was kidnapped by the East Pakistani Riflemen from Tehatta of Nadia District, West Bengal on the 16th January, 1963; and

(b) if so, what are the reasons for kidnapping the doctor?

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) and (b). One Indian doctor was kidnapped, on January 19, 1963, by some East Pakistan Rifles personnel and Pakistani nationals from Indian territory at Shahpur Gainpara, P.S. Tehatta, District Nadia. The reasons for the kidnapping are not known.

Shri Subodh Hansda: May I know whether there were any border guards in that part of the border from where the doctor was kidnapped?

Shri Dinesh Singh: The hon. Member will appreciate that it is very difficult for the border guards to be present in all places at all times. This doctor had gone to his field and from there he was kidnapped by the Pakistan frontier guards and taken away.

Shri Subodh Hansda: May I know whether the doctor is still in the custody of Pakistan authorities or he has been released? If he has not been released, has any charge-sheet been framed against him?

Shri Dinesh Singh: He has not been released so far. We have lodged several protests with the Pakistan Government and asked them to enable

one of our officers to meet him. We find from newspaper reports that he is being charge-sheeted and tried in courts.

Shri S. C. Samanta: May I know whether at that time several other persons were with him and some of the neighbours also came to his help?

Shri Dinesh Singh: We believe there were some bystanders. But, since the Pakistan guards were armed, they could not do much.

Shri D. C. Sharma: How far from the border is the place from where this doctor was kidnapped?

Shri Dinesh Singh: It is practically on the border.

Shri Joachim Alva: Have we any effective machinery by which we see to it that experts of standing like doctors are not kidnapped and even if they are kidnapped they are restored as quickly as possible or do we leave them to the tender mercies of Pakistan Government to have a charge-sheet against them indefinitely?

Shri Dinesh Singh: We have lodged protests. Since we got this information we have repeated that protest. That is all what we can do at this stage.

Shri Hem Barua: Sir, on a point of order. The Deputy Minister has earlier stated that the Pakistan Rifles men took this doctor away from our territory. In reply to another supplementary question, he has stated that he was on the border. Which is the truth? If he was exactly on the border that weakens our case.

Mr. Speaker: He was on our side, in our territory, so near the border, just on the border. That is how I understood him.

Shri Dinesh Singh: I said that the field where he was standing is practically on the border.

Shri Tridib Kumar Chaudhuri: Have any attempts been made to find out where this doctor is being kept and have our officers tried....

Mr. Speaker: The concern of the hon. Members is that the other country might take advantage of this answer that he was just on the border.

Shri Tyagi: It is always the case with this Ministry.

Mr. Speaker: When he says that the doctor was in our territory, he should be clear and firm in that assertion.

Shri Tyagi: We lack diplomatic sense.

Mr. Speaker: Order, order. Shri T. K. Chaudhuri.

Shri Tridib Kumar Chaudhuri: I only wanted to know whether the Government has any information as to where this doctor has been kept on jail and under what conditions. Have our Mission made any attempts through the usual channels to contact him? My experience is....

Mr. Speaker: He need not mention his experience.

Shri Dinesh Singh: We are not aware as to where he is being kept. But our High Commission and Deputy High Commission at Dacca have requested the Pakistan Government to allow them to interview this gentleman.

श्री बड़े : क्या गवर्नमेंट ने अपने दूतावास को इन डाक्टर साहब को वकील की कोर्ट में मदद देने के लिए लिखा है ?

श्री दिनेश सिंह : जी हां, हम ने पाकिस्तान गवर्नमेंट को लिखा है कि हम को बतायें कि उनको क्यों पकड़ा गया है और हम क्या कर सकते हैं। इसी लिए हम उन से मिलना भी चाहते हैं।

अध्यक्ष महोदय : वह जानना चाहते हैं कि हम वकील की मदद कर सकते हैं या नहीं ?

श्री दिनेश सिंह : यह सवाल तो उसी वक्त उठेगा जब कि कोई केस उनके खिलाफ चलाया जाये।

Statutes Regarding Mines and Factories

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*227. { Shri Hari Vishnu Kamath:
Shri Marandi:

Will the Minister of Labour and Employment be pleased to state:

(a) whether any provisions of the statutes governing the working of mines and factories have been relaxed for the duration of the Emergency;

(b) if so, the nature and extent of such relaxation or exemption; and

(c) the purpose of such relaxation or exemption?

The Deputy Minister in the Ministry of Labour and Employment and for Planning (Shri C. B. Pattabhi Raman): (a) Yes.

(b) A statement giving the requisite information is laid on the Table of the House. [Placed in Library. See No. LT-897/63].

(c) Mainly for ensuring increased production, to meet the requirements of the present emergency.

Shri Hari Vishnu Kamath: The statement laid on the Table of the House shows very wide and sweeping exemptions and relaxations from the Mines Act and Factories Act, covering factories in almost every field of activity and the small note at the end says that the State Governments under their own powers can grant exemptions and relaxations, which are not mentioned here, and these exemptions relate, unfortunately, to weekly hours of work, weekly holiday, compensatory holiday, daily hours of work etc. Now, last November, soon after the emergency was proclaimed, the Government invited labour unions and other interests concerned for discussion on industrial truce.

Mr. Speaker: So far, the question has not come.

Shri Hari Vishnu Kamath: Sir, if I do not give the background, how can I put the question? Were those unions

consulted and their concurrence obtained in the interest of labour, before the exemptions and relaxations were ordered in regard to work in the factories?

Shri C. R. Pattabhi Raman: Most of the steps are taken as a result of tripartite talks. It is, firstly, to increase production and, secondly, to take advantage of the spontaneous response from workers in factories who wanted to give extra and free work on a day and things like that. Actually, most of these have now been relaxed because they are having over-production in coal-mines at pitheads for example. Therefore, with the transport problem arising, we are not now continuing it in many cases. It is true that the States have the power to extend these provisions to factories. They have done it and they are being watched.

Shri Hari Vishnu Kamath: Were the unions consulted or not?

Shri C. R. Pattabhi Raman: No complaints have come from any industry.

Shri Hari Vishnu Kamath: Has any responsibility been cast upon the employers, either in the private sector or in the public sector, with regard to relaxations or exemptions to ensure that additional or extra wages are paid to labour when they work for longer hours and also to see that their living conditions and other matters are properly safeguarded?

The Minister of Planning and Labour and Employment (Shri Nanda): All these exemptions are in pursuance of the understanding reached at the tripartite conference where the Industrial Truce Resolution was passed. There is nothing beyond that; they are all within that. Also, in practice the unions are consulted and one-sided arrangements are not made. I find that the workers are even more anxious than the employers to do more work in order that they may be able to do something more on this occasion. Because of the exigencies

of production, that is, sometimes the raw materials may not be available and other difficulties may be there, sometimes we cannot make use of that response.

Mr. Speaker: Shri Banerjee.

Shri Hari Vishnu Kamath: Again, Sir, my question has been side-tracked. I asked about wages.

Mr. Speaker: I will come to him later on. Shri Banerjee.

Shri S. M. Banerjee: Has it been brought to the notice of the hon. Minister that apart from these exemptions which have been granted during the emergency, these mine-owners are flouting all the labour laws and it has become impossible for the unions to have any negotiations? They refuse negotiations. Has such a thing been brought to their notice and what has happened to the tripartite decisions?

Shri Nanda: I have asked individual organisations of the workers to let me have specific cases of any violations of that truce which have occurred and which are within their notice and we shall deal with them.

श्री कछवाय : क्या सरकार को इस बात का पता है कि संकट-कालीन स्थिति की घोषणा के बाद कारखानों में उत्पादन बढ़ा है या नहीं ? यदि बढ़ा है, तो किन किन उद्योगों में कितना कितना उत्पादन बढ़ा है ?

अध्यक्ष महोदय : यह बहुत जनरल क्वेश्चन है ।

Shri Hari Vishnu Kamath: What about the responsibility for payment of extra or additional wages for extra hours of work? Also, as regards the extra profits that will accrue to the private employers from additional hours of work, will they pay that profit to the National Defence Fund or will they appropriate it to themselves?

Shri Nanda: These are arrangements which are discussed at the level of the unit where these things are done. The principles are laid down. We cannot go to the hundreds of factories and look after that from here unless there are any complaints about that.

Shri Ranga: He has not answered the question at all.

Shri Hari Vishnu Kamath: I am extremely sorry again to request your intervention in this matter. The hon. Minister says that it is on some principles. The Government has a policy for all factories, mines, gold mines etc. Now, the responsibility is cast upon a particular unit who is free to see to it that these Government principles are enforced within that particular small unit. Has Government got adequate machinery or not for that purpose?

Shri Nanda: The machinery is there but it does not go to each place and find out whether there is any complaint or not. The workers are organised and they can let us know if there is any difficulty about that.

Goan Economy

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- *228. { **Shri Hari Vishnu Kamath:**
Dr. L. M. Singhvi:
Shri P. C. Borooah:
Shri Bibhuti Mishra:
Shri Heda:
Shri Raghunath Singh:
Shri Daji:
Shri Indrajit Gupta:
Shri S. M. Banerjee:

Will the Prime Minister be pleased to state:

(a) whether the Goan economy was disrupted in the wake of liberation;

(b) the measures that have been, or are being, taken to restore health and normalcy to the economy; and

(c) the present position with regard thereto in general, and the iron ore industry in particular?

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh

Singh): (a) to (c). There was some disruption of the economy of Goa principally as a result of the action taken by the Portuguese before their departure. Roads and bridges destroyed by the Portuguese army were repaired and the municipal services restored within a short period. The Portuguese had also taken away the assets of the banks in Goa. The Government have taken steps to safeguard the interests of the depositors and to provide adequate banking facilities in Goa. Several development projects have been undertaken both to provide employment and to develop Goan economy in general. Mining and exports of ores continue to be normal, although there is a recession in the world markets. Steps are also being taken to develop mining resources on a scientific basis.

Shri Hari Vishnu Kamath: Considering that whatever industries there were in Goa before liberation were modelled on an imperialist pattern, have the industrial units which were owned by the Portuguese before liberation, been given over after liberation to Goan Indians or to Indians resident outside Goa, or have they been taken over by the Government?

Shri Dinesh Singh: I do not think there were any industrial units owned by the Portuguese as such. If there were, they were probably disposed of before they left.

Shri Hari Vishnu Kamath: Am I to understand that there were no industrial units owned by the Portuguese Government or Portuguese capitalists in Goa? He said mostly; he did not say....

Mr. Speaker: That is what he can say. That is enough. Any other question?

Shri Hari Vishnu Kamath: Is it a fact that there was trouble in the iron ore mines soon after liberation? The Lieut. Governor of Goa made a speech to that effect last month or a little earlier and he assured the people that necessary steps would be taken. What

steps have been taken since then to restore the position of the iron ore industry. That is an important industry.

Shri Dinesh Singh: This industry is functioning normally. Because of slump in the world markets, there has been some retrenchment of workers. We are looking into the question of providing alternative employment for them.

Shri Hem Barua: Is it not a fact that the economic instability in Goa is partially due to the projection of political and regional rivalries into that area and if so, may I know what steps the Government have taken to ensure some respite to Goa so that it might consolidate its position in the economic field?

Shri Dinesh Singh: I could not say about rivalry. In the Plan that we have brought forward for Goa, we are trying to integrate their economy with the surrounding areas.

Shri Daji: Is it a fact that the Government Plan prepared for Goa is objected by the Consultative Council of Goa that they were not consulted before the Plan was finalised? Have they now been consulted?

Shri Dinesh Singh: I think they are being consulted.

Shri S. M. Banerjee: I want to know whether, in view of the fact that their economy was upset to some extent, a Plan has been formulated for Goa especially and whether any new industries are likely to be established there to improve their economy?

Shri Dinesh Singh: In the last session, I had given the details of the economic plan.

Shrimati Savitri Nigam: May I know whether any employment exchange has been opened over there, what is the number of un-employed people, and if there is any co-ordination between that Employment Exchange and the other in India?

Mr. Speaker: From this question, we are coming to un-employment.

Shri Kashi Ram Gupta: After the liberation, certain importers and dealers have suffered badly. Is the Government going to compensate them in any way as the importers and dealers who used to flourish at the time of the Portuguese have suffered after liberation?

Shri Dinesh Singh: It is difficult to say about the Government compensating. We are not certainly going to give them compensation. If they want to import some other items which are within our import list, it will be considered.

Mr. Speaker: Dr. Colaco.

Shri Kashi Ram Gupta: Have they approached the Government for that?

Mr. Speaker: Order, order. I have called Dr. Colaco.

Dr. Colaco: May I know whether it is not a fact that the sudden change of the commercial, economic and other policies has also contributed to the upset of the social and economic life of Goa, and whether it was not intended to maintain at least for a few years, as we had always expected even during the implementation of the new development plan, the old features of the commercial, industrial and other policies?

Shri Dinesh Singh: Except the import policy.

Mr. Speaker: Next question.

Shri Joachim Alva: I want to plead with you Sir. I want to place one point which has not been brought before the House. Parliament should know it. . . .

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

Shri Joachim Alva: Please allow me.

Mr. Speaker: We can only get information and not give information now.

Shri Joachim Alva: I am sorry. You have allowed the Members from the Opposition to put so many questions, but you are not allowing me to put even one question.

Mr. Speaker: Next question.

Modernisation of Armed Forces

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- *229. { **Shri Hari Vishnu Kamath:**
Shri B. N. Mandal:
Shri Ram Sewak Yadav:
Shri Bagri:
Shri Harish Chandra Mathur:

Will the Minister of Defence be pleased to state:

(a) whether Government have decided to modernize our armed forces;

(b) if so, whether a blueprint has been prepared for the same;

(c) whether any concrete measures have been implemented so far in that direction; and

(d) if so, the details or a brief outline thereof?

The Minister of Defence (Shri Y. B. Chavan): (a) to (c). Yes, Sir.

(d) It is not in the public interest to disclose the details.

Shri Hari Vishnu Kamath: We do not want the details. But has there been any consultation in this matter with the foreign military missions from friendly countries which have visited our country so far, and has there been in the preparation of the blue-print—any co-operation with those teams, and are any technicians and experts from the foreign friendly countries being invited to our country for training our own personnel in these matters?

Shri Y. B. Chavan: I would say generally, yes.

Shri Hari Vishnu Kamath: I could not hear the answer.

Shri Y. B. Chavan: Generally, my answer would be 'Yes'.

Shri Hari Vishnu Kamath: I suppose 'generally' means in regard to all the three things. May I know whether any target date has been set for the modernisation of our Armed Forces so as to meet the possible threat of a Chinese invasion in the near future?

Shri Y. B. Chavan: May I say that it is rather difficult to indicate any target date as such, because modernisation is a very complex process and a continuous process?

Shri Hari Vishnu Kamath: Is there a phased programme?

Shri Y. B. Chavan: Certainly. Naturally, when we say that there is a programme for it, it has to be a phased programme, and it is a phased programme.

श्री राम सेवक यादव : मैं जानना चाहता हूँ कि तीनों प्रकार की स्थल, जल तथा नभ सेनाओं, तीनों का आधुनिकीकरण किया जा रहा है, यदि हाँ, तो इस आधुनिकीकरण का क्या संख्या पर भी कोई प्रभाव पड़ेगा ?

श्री यशवन्त राव चव्हाण : आधुनिकीकरण में जहाँ और बातें की जाती हैं वहाँ संख्या भी बढ़ायी जाती है। दोनों ही होती हैं।

श्री राम सेवक यादव : अध्यक्ष महोदय, मैं जानना चाहता हूँ कि यह आधुनिकीकरण तीनों सेनाओं का होगा और इस आधुनिकीकरण का स्थल सेना की संख्या पर भी क्या प्रभाव पड़ेगा ?

अध्यक्ष महोदय : यही तो उन्होंने कहा है कि पड़ेगा। आधुनिकीकरण का संख्या पर भी असर पड़ेगा।

Shri Harish Chandra Mathur: Could the hon. Minister give an assurance that we shall not be dependent on foreign advisers and consultants and that we have already taken steps to train our own personnel?

Mr. Speaker: Assurances are not asked for during the Question Hour. Only information can be asked for.

श्री यशपाल सिंह : जैसा कि ग्रानरेबल मिनिस्टर ने बतलाया है कि पबलिक इंटरैस्ट में नहीं है, तो क्या कोई भी मिलैटरी प्रीपेरेशन छिपाना पबलिक इंटरैस्ट को सर्व कर सकता है ?

Mr. Speaker: It is theoretical.

Shri Narendra Singh Mahida: May I know whether the modernisation will be in the communist way or the Western way? (*Laughter*).

Mr. Speaker: Order, order. It should not be taken so lightly.

Shri Tyagi: The hon. Minister has said that it is not in the public interest to give the details. I would not like to seek any information with regard to the details. But I would like to have this information whether some practical steps have already been taken and whether the Minister will take the responsibility? In future, if there is any lack of ammunition or arms, then, will the Minister be responsible personally for it? We do not want the details.

Mr. Speaker: It is not a new responsibility.

Shri Y. B. Chavan: In the sense and to the extent which any Defence Minister can be responsible, yes.

Report of Mahalanobis Committee

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- *230. { **Shri P. R. Chakraverti:**
Shri Bibhut Mishra:
Shri Sidheshwar Prasad:
Shri Ramshekhar Prasad Singh:

Will the Minister of Planning be pleased to state:

(a) whether it is a fact that the Mahalanobis Committee on the distribution of national income has submitted its report to Government; and

(b) if so, the main findings of the Committee?

The Deputy Minister in the Ministry of Labour and Employment and for Planning (Shri C. R. Pattabhi Raman): (a) No, Sir.

(b) Does not arise.

Shri P. R. Chakraverti: In view of the importance attached to the findings of this report, will Government persuade the learned committee to come out with the result of their findings as soon as possible?

The Minister of Labour and Employment and Planning (Shri Nanda): Yes, we have been in touch with the chairman and the other members of the committee, and we have requested them to expedite the report.

Shri P. R. Chakraverti: In view of the expectations raised in the minds of the people by the Planning Commission, can we at least expect that before the third year of the Third Plan elapses, we can have in our possession the findings of the Committee?

Shri Nanda: The Chairman has told me that he would be in a position to place the report in the hands of the Planning Commission before the end of this session of Parliament.

Shri P. R. Patel: A year ago the *Indian Express* wrote an editorial giving the findings of the Mahalanobis Committee. That being so, how is the Government not in possession of the findings of the Committee?

Shri Nanda: There are no findings of the Committee as yet.

Dr. Ranen Sen: Is it a fact that an interim report has been submitted to the Government by the Committee?

Shri Nanda: No, Sir.

Shri Kashi Ram Gupta: What are the reasons for the extraordinary delay which is unexpected?

Shri Nanda: It is an extraordinary difficult and complex subject.

Shri Bhagwat Jha Azad: Is it a fact that this Committee wanted some more powers in the shape of terms of reference from Government, as for example, to go into the books and accounts to assess the real situation?

If so, have Government given it those powers?

Shri Nanda: All that they asked for was to be in a position to go into the question of concentration of economic power also. That was permitted.

Research in NEFA Operations

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- *23L { **Shri D. C. Sharma:**
 Shri Hari Vishnu
 Kamath:
 Shri Bhakt Darshan:
 Shri Bhagwat Jha Asad:
 Shri Yashpal Singh:

Will the Minister of Defence be pleased to refer to the reply given to Unstarred Question No. 107 on the 21st January, 1963 and state the progress made so far in research studies of the war operations in NEFA area during October-November, 1962?

The Deputy Minister in the Ministry of Defence (Shri D. R. Chavan): The team of officers deputed to carry out research studies has since completed the field work. The report is now under compilation.

Shri D. C. Sharma: By what time will the report of the team be out, and will it be placed on the Table of the House?

The Minister of Defence (Shri Y. B. Chavan): I do not think the report can be placed on the Table of the House.

Shri D. C. Sharma: May I know if the Historical Division of the Ministry of Defence is also collaborating with these officers in the preparation of this report, or only these officers are engaged in its preparation?

Shri Y. B. Chavan: This is done by the officers who, really speaking, are technically qualified to study this question, who are from the Research and Development Organisation, whose special job is to do the evaluation of this weapons work. They are doing this work.

श्री भक्त दर्शन : श्रीमन्, इस प्रश्न में पूछा गया था कि बार प्रीपेरेन्स इन नेफा के बारे में क्या जांच की गई, तो मैं यह जानना चाहता हूँ कि यह जांच केवल शस्त्रों के सम्बन्ध में थी या जिन अधिकारियों ने गलतियाँ कीं, उन के बारे में भी जांच की गई है ।

Shri Y. B. Chavan: That is a different matter about which the Prime Minister spoke once. That military appraisal is a different subject.

Shri Hari Vishnu Kamath: Is this inquiry the same as the inquiry which the Prime Minister promised to both Houses of Parliament in November last,—an inquiry into the state of military unpreparedness in the face of the Chinese invasion, or is it a separate matter? If that inquiry is not being conducted along with this when will that come?

Shri Y. B. Chavan: So far as I know, it is the same thing.

Shri Hari Vishnu Kamath: Is it the same or different?

Shri Y. B. Chavan: I referred to two inquiries, of which one was the military appraisal done by the military officers. This was done by the weapons evaluation group who belong to the Research and Development Organisation. It is a rather technical type of inquiry.

Shri Hari Vishnu Kamath: My question related to the inquiry into the military unpreparedness in NEFA which the Prime Minister promised to have undertaken. You, Sir, were here at that time. You will remember it. Is this inquiry the same as that or is it different from that?

Mr. Speaker: He has said it is the same.

Shri Hari Vishnu Kamath: How can it be the same?

Shri Ranga: The other inquiry is into the failure to resist the aggression.

Shri Hari Vishnu Kamath: Let us have the terms of reference of this inquiry.

Mr. Speaker: Hon. Members should realise that if a definite answer comes, then I am not concerned with whether it is a wrong answer or not. For the time being, the answer has to be accepted, and if a Member thinks that it is not the correct answer, he can write to me. I will make enquiries.

Shri Ranga: We can ask for elucidation then and there.

Shri Hari Vishnu Kamath: Let us know the terms of this Inquiry Committee. From that we can find out whether it is the same or different.

Shri Bhagwat Jha Azad: May I know whether this Committee, apart from going into the question of the suitability of the weapons for the area, was also charged with the responsibility of looking into the difficulty of the terrain and allied matters in those areas?

Shri Y. B. Chavan: I referred to two sorts of inquiries going on. One was about the technical part and the other, the operational part. The operational part done by military officers is what I would like to describe, in a phrase used by the Prime Minister, as a military appraisal, which, I think, is the same as what the Prime Minister promised Parliament last time. This is a different kind of enquiry which is being done by technical people who do the evaluation of the weapons.

श्री यशपाल सिंह : मैं जानना चाहता हूँ कि नेफा में हमारे जवानों को जी गंज दी गई थीं वे क्या रस्टिड थीं ? बी० बी० सी० ने जो बाइकास्ट २२ प्रकृवर को किया और उस में कहा

"The guns used by Indian troops in NEFA are guns left during the Second World War",

क्या यह रिपोर्ट सही थी या गलत थी ?

Shri Y. B. Chavan: I cannot answer the question, because this question is about the enquiry. The enquiry report is yet to be compiled. I cannot give any answer now.

Shri Shivaji Rao S. Deshmukh: May I know whether the Ministry of Defence has placed at the disposal of this committee the reports appearing in the *Dawn* entitled "Indian Debacle in NEFA" regarding tactical blunders committed by our brass-hats?

Shri Y. B. Chavan: I do not think it is necessary to do that.

Fall in Export of Ilmenite

*232. **Shri A. K. Gopalan:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that the mineral sands industry at Chavara in Kerala is in a crisis due to fall in the export of ilmenite; and

(b) if so, the action taken by Government to relieve the situation?

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) Yes.

(b) The steps that have been taken to recapture the export market for ilmenite include:

- (i) a reduction, in the selling price,
- (ii) an aggressive sales promotion campaign in foreign countries, and
- (iii) the harnessing of the resources of the State Trading Corporation.

Shri A. K. Gopalan: May I know whether there was any negotiation with a Japanese firm recently, and if so, what is the result?

Shri Dinesh Singh: We have been negotiating with Japan to sell Ilmenite. A team had gone there and they are discussing this matter.

Shri A. K. Gopalan: May I know whether any research is conducted to

remove the impurities in Indian Ilmenite; if so, what is the result; if not, do they propose to have the research immediately?

Shri Dinesh Singh: Research is being conducted into the question of finding out a better way to remove the impurities.

Shri Daji: Is the Government aware of the interest shown by Czechoslovakia in this item, and are any steps being taken to contact them immediately so that we can export this to them?

Shri Dinesh Singh: As I mentioned, we are negotiating through the State Trading Corporation with all countries that are interested.

Shri Vasudevan Nair: The hon. Minister stated that steps were being taken for export promotion. May I know whether they are thinking of sending some teams to countries like UK or USA to find out markets for this product?

Shri Dinesh Singh: I cannot say whether sending teams is in contemplation, but we are doing it through the normal channels that we have.

Shri Sham Lal Saraf: May I know if the reasons have been gone into to know why other competing countries are able to sell it cheaper than ourselves?

Shri Dinesh Singh: We have gone into that. There are several reasons. There are certain impurities in our Ilmenite, and our cost of production is rather high. There is emergence of other sources, for instance in South Africa, Australia, Canada etc., and they can get it a little more cheaply.

Col. Bhattacharjee

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*233. { **Shri P. R. Chakraverti:**
Shri D. C. Sharma:
Shri Raghunath Singh:
Shri Kajrolkar:
Shri Indrajit Gupta:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that the Special Bench of the Dacca High

Court has rejected on 1st February, 1963 the writ petition for habeas corpus of Col. Bhattacharjee, undergoing terms of imprisonment in Dacca;

(b) whether the Court held that martial law regulations had been treated as "existing laws" under the Constitution of Pakistan; and

(c) whether in the face of these findings of the High Court, Government propose to take up the case of Col. Bhattacharjee with Pakistan?

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) and (b). Yes, Sir.

(c) No, Sir, not for the present. But the question of any further appeal to be filed by Lt. Col. Bhattacharya is under consideration.

Shri P. R. Chakraverti: Now that all the legal and constitutional methods have been exhausted so far as Col. Bhattacharya is concerned, will the Government take it up at the diplomatic level.

Mr. Speaker: It is a suggestion for action.

Shri P. R. Chakraverti: What stands in the way of taking up this case in the discussions that are going on between Pakistan and India?

Shri Dinesh Singh: All legal processes have not been completely exhausted as the hon. Member mentioned earlier. This matter has been referred to the Pakistan Government by our High Commissioner several times, and if there is further need to take it up, we will do so, but in the talks that are going on, there are only certain specific matters that are being discussed.

Shri D. C. Sharma: May I know whether any other legal avenues are open to us to have this case examined, and if so, what are they?

Shri Dinesh Singh: An appeal can be made to the Supreme Court under the new Constitution. That matter is being examined.

Shri Narendra Singh Mahida: May I know whether the President of Pakistan has reduced the sentence on Col. Bhattacharjee?

Shri Dinesh Singh: Yes.

श्री कक्षाबाय : कर्नल भट्टाचार्य को पाकिस्तान में कब पकड़ा गया था और तब से अब तक हमारी सरकार ने उन्हें दूढ़ने में क्या क्या किया है ?

अध्यक्ष महोदय : अब तो हम बहुत आगे जा चुके हैं ।

Shri S. M. Banerjee: During a speech the hon. Law Minister stated that it will not be long before Col. Bhattacharjee was with us. I want to know what action the Government of India had taken, whether they have taken up his case with the Foreign Minister of Pakistan or whether it is going to be discussed in Calcutta.

Mr. Speaker: He has answered that.

Shri S. M. Banerjee: My question should be answered.... (Interruptions).

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): It has been taken up.

Shri S. M. Banerjee: My submission is that all these matters are connected with Indo-Pakistan dispute and they are being discussed.

Mr. Speaker: So far as this particular meeting is concerned, the answer was given that it is only on specific issues that talks were taking place. What else does he want?

Shri S. M. Banerjee: The talks cover all issues. It is not only about the border dispute.

Mr. Speaker: The answer has been given that these talks are going on only on specific issues.

Shri S. M. Banerjee: Should I take it that it will not be taken up?

Mr. Speaker: Not during these discussions.

Shri Shivaji Rao S. Deshmukh: Has the Government considered the desirability of taking up this issue to the International Court of Justice?

Shri Dinesh Singh: The question does not arise at this stage.

Training Centres for Emergency Commissioned Officers

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*234. { **Shri Hem Raj:**
Shri E. Madhusudan Rao:

Will the Minister of Defence be pleased to state:

(a) whether Government propose to open more schools for the training of officers for entry to the emergency commission;

(b) if so, their number and location of each; and

(c) how many such schools have been opened in the previous year and places of their location and the intake of each of them?

The Deputy Minister in the Ministry of Defence (Shri D. R. Chavan):

(a) to (c). Two Officers' Training Schools, one at Poona and the other at Madras, have already been opened during January 1963. For the present, there is no proposal for opening any more Officers' training schools.

Shri Hem Raj: May I know the number of officers who require to be trained for these emergency commissions?

Shri D. R. Chavan: Our plan is to turn out about 3500 officers by January 1964.

Shri Hem Raj: May I know whether these two schools will be sufficient for that purpose and whether some such school will be opened in areas where training in mountain warfare could be given?

Shri D. R. Chavan: I have already stated that there is at present no pro-

posal to open another school in addition to the two schools already established.

श्री भक्त दर्शन : श्रीमान्, क्या यह विचार किया जा रहा है कि पूना और मद्रास में जो ये अफसरों के लिए विद्यालय खोले गए हैं, उनमें अधिक छात्रों के रहने की व्यवस्था की जाए ताकि एक साथ ज्यादा अफसरों को ट्रेनिंग दी जा सके ?

The Minister of Defence (Shri Y. B. Chavan): I think they can be trained for all the services.

Mr. Speaker: He refers to the number.

Shri Y. B. Chavan: At the present moment the number is about 450 and in course of time, in about two months, it would be 900.

Shri Sham Lal Saraf: What is the duration of this course of training?

Shri Y. B. Chavan: 22 weeks.

Shri Hem Barua: In view of the fact that one of the reasons of our reverses in NEFA was given out to be the lack of knowledge on the part of our jawans for mountain warfare, may I know if steps are taken to train all our people in mountain warfare?

Shri Y. B. Chavan: I can only say that necessary steps are being taken to train our officers and jawans in that particular type of warfare.

श्री यशपाल सिंह : क्या यह सही है कि आज हमारे कंडाईन्स को इस लिये रिजेक्ट किया जाता है कि वे सुन्दर अंग्रेजी नहीं बोल सकते हैं ?

अध्यक्ष महोदय : नैकस्ट क्वेश्चन ।

श्री यशपाल सिंह : श्रीमान् मेरे सवाल का जवाब नहीं मिला है ।

अध्यक्ष महोदय : यह सवाल तो बहुत बार हो चुका है और आप इसको जानते हैं ।

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Unemployment in Goa

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*235. { **Shri D. C. Sharma;**
 Shri Indrajit Gupta;
 Shri Bibhuti Mishra:

Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that unemployment in Goa is assuming alarming proportions;

(b) whether this is due to any specific social and economic factors peculiar to Goa; and

(c) Government's reaction to the problem?

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) and (b). No Sir. There is, however, a certain degree of unemployment, principally due to the disappearance of various Portuguese institutions. A certain amount of unemployment is also due to the recession in the world ore markets.

(c) The Government have taken steps to provide employment in Government Departments as well as in various development schemes.

Shri D. C. Sharma: May I know what are these Portuguese institutions that have disappeared, and what institutions are taking their place, on our part, to fill up the gap?

Shri Dinesh Singh: Some institutions like the Portuguese Air Transport Service, the Board of External Trade and the Banco Nacional Ultramarino have been wound up. We are extending the facilities of our banks and some people will be employed in these.

Shri D. C. Sharma: What steps are being taken to increase the employment potential there in the last few months?

Shri Dinesh Singh: A lot of people are being employed in the new schools which are being opened and also in the new development projects that are coming up.

Shrimati Savitri Nigam: May I know whether any employment exchange has been opened there or not, and what is the number of placements which have been made there during the last few months?

Mr. Speaker: Whether any employment exchanges have been opened there?

Shri Dinesh Singh: Yes.

Shrimati Savitri Nigam: The number of placements which have been made.

Shri Dinesh Singh: I could not say off-hand, but this new employment potential that has been provided comes to about 1,400.

Shri Daji: May I know whether the Government has even a rough estimate as to the extent of unemployment prevailing in Goa today?

Shri Dinesh Singh: Yes; as I mentioned earlier, because of the disappearance of some of these institutions, about 1,660 permanent people and 978 people on daily wages were displaced. 1,400 are being employed due to the new potentials that are being created, and many more are being employed in the banks and other institutions that are opened. Apart from this, as the House is aware, because of the slump in the world market, workers in the iron ore industry—about 9,000 of them—had become unemployed. As I mentioned earlier, the question of their employment is being looked into.

Dr. L. M. Singhvi: In what particular sector of the Goan economy has there been any decline in unemployment? Is it also in the field of mining?

Mr. Speaker: He has already answered that.

श्री बड़े : पिछले समय में जिस गोवा डेवेलपमेंट प्लैन के बारे में इस हाउस में बतलाया गया था क्या उस का इम्प्लिमेंटेशन अनएम्प्लायमेंट को दूर करने के लिये किया

गया है ? यदि किया गया है तो कहां तक किया गया है ?

श्री विनेश सिंह : मैं ने अभी अर्ज किया कि १४०० लोगों का इन्तजाम हो गया है, औरों का हो रहा है ।

श्री बड़े : मैं जानना चाहता हूं कि पिछले समय में जिस गोवा डेवेलपमेंट-प्लैन के बारे में यहां जिक्र किया गया था उस का इम्प्लिमेंटेशन हो रहा है या नहीं और यदि हो रहा है तो उस के अनएम्प्लायमेंट कम हुआ है या नहीं ?

अध्यक्ष महोदय : यही तो उन्होंने जवाब दिया कि इम्प्लिमेंटेशन हो रहा है और यह यह बातें हुई हैं ।

श्री बड़े : उन्होंने अनएम्प्लायमेंट के बारे में नहीं बतलाया है ।

Mr. Speaker: I will give him another opportunity.

Shri Joachim Alva: There were quite many heads of administration in Goa who were actively aligned with the Portuguese rule, and some of them still continue to be heads of those administrative offices in Goa. Is this due to the lack of economic development and the lack of political integration? Is that also due to the obstructive tactics of those officers, and lack of sympathy for India?

Shri Dinesh Singh: I could not answer the vague charges that are made—that some who are anti-national are still being retained. As you know, the people who were in employment, those who had sworn allegiance to India, were continued to be employed.

श्री बड़े : मेरा सवाल यह है कि पिछले वक्त गोवा के बारे में जिस एकनमिक डेवेलपमेंट प्लैन का जिक्र किया गया था उस का कितना इम्प्लिमेंटेशन हो गया है और उस की क्या प्रोग्रेस हुई है ।

श्री विनेश सिंह : उस का इम्प्लिमेंटेशन हो रहा है और इस सम्बन्ध में सन्

१९६३-६४ के किये ३ करोड़ की प्लैन्स बन रही हैं ।

श्री रामेश्वरानन्द : क्या यह सच है कि इमर्जेन्सी के कारण इस समय पहले की अपेक्षा अधिक बेरोजगारी बढ़ रही है ।

Mr. Speaker: It is a general question.

Shri Hem Barua: May I know if it is a fact that there were large number of offices and a large number of people, and if so, may I know whether the present administration has reduced the number of offices and the number of men in the office and whether that is one of the reasons why there is unemployment

Shri Dinesh Singh: It is a general question about all the offices. As I mentioned, some offices have been closed and others have been opened.

✓ Land Reforms in Mahe

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*236. { **Shri Pottakkatt:**
 Shri A. V. Raghavan:

Will the **Prime Minister** be pleased to state:

(a) the steps taken to carry out land reforms in the former French enclave of Mahe; and

(b) whether the question of extending the Kerala Agrarian Relations Act, 1961 to Mahe had been considered and the decision taken thereon?

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) The Malabar Tenancy Act, 1929 was extended to Mahe in 1958. Subsequently, the Mahe (Stay of Eviction Proceedings) Order was promulgated on the 28th of April, 1962 for a period of six months. The continuance of this Order upto the 31st of December, 1963 is under consideration.

(b) The Supreme Court has declared some sections of the Kerala

Agrarian Relations Act, 1961; as *ultra vires* of the Constitution. The Government of India understand that the Kerala Government are considering the formulation of a comprehensive tenancy legislation before the end of 1963. The Government of India will thereupon examine the question of extending the same Tenancy Law to Mahe.

आकाशवाणी में शक्तिशाली ट्रांसमीटर

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{ **श्री सिद्धेश्वर प्रसाद :**
*२३७. { **श्री रामशेखर प्रसाद सिंह :**
 श्रीमती सावित्री निगम :

क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि आकाशवाणी में शक्तिशाली ट्रांसमीटरों का अभाव है ;

(ख) क्या यह भी सच है कि इनके अभाव के कारण दूरस्थ देशों के लिये प्रसारित कार्यक्रम वहां ठीक ठीक नहीं सुने जा सकते; और

(ग) यदि हां, तो सरकार इस सम्बन्ध में क्या कदम उठा रही है ?

सूचना और प्रसारण मंत्रालय में उप-मंत्री (श्री शाम नाथ) : (क) जी, हां ।

(ख) जी, हां, कुछ हद तक ।

(ग) दिल्ली में १०० किलोवाट के दो शार्टवेव ट्रांसमीटर लगाने का काम चालू है और उम्मीद है कि यह १९६३-६४ के अन्त तक पूरा हो जायेगा । इसके अलावा तृतीय योजना में आकाशवाणी की विदेश सेवा की शक्ति बढ़ाने के लिये दिल्ली में १०० किलोवाट के ५ और शार्टवेव ट्रांसमीटर लगाने की व्यवस्था की गई है । इस योजना की कार्यन्विति फॉरिन ऐक्सचेंज के मिलने पर निर्भर है ।

(a) Yes, Sir.

(b) Yes, Sir, to some extent.

(c) Work on installation of two 100 KW shortwave transmitters at Delhi is in hand and is likely to be completed by the end of 1963-64. In addition, provision has been made in the Third Plan for installation of five 100 KW shortwave transmitters at Delhi for strengthening the external services of A.I.R. The implementation of this scheme is subject to the availability of foreign exchange.

श्री सिद्धेश्वर प्रसाद : क्या सरकार ने इस बात पर विचार किया है कि शक्तिशाली ट्रांसमीटरों के अभाव में विदेशी प्रचार का कार्यक्रम उचित रीति से नहीं चल सकता है ? यदि हाँ, तो इस के लिए विदेशी मुद्रा की कठिनाई को दूर करने के लिए क्या कदम उठाए जा रहे हैं ?

श्री शामनथ : उस के लिए यह कोशिश की जा रही है कि ज्यादा से ज्यादा फारेन एक्सचेंज हमें मिले । सन् १९५८ से जो ट्रांसमीटर आने वाले थे उन का काम शुरू हो गया था लेकिन उस में थोड़ी सी देर हुई । जो तीसरी योजना के पांच ट्रांसमीटर हैं उन के लिये भी फारेन एक्सचेंज हासिल करने की कोशिश की जा रही है ।

श्री सिद्धेश्वर प्रसाद : दिल्ली के अतिरिक्त और किन स्टेशनों पर शक्तिशाली ट्रांसमीटर लगाये जायेंगे ?

Shri Sham Nath: This is rather a different question. The hon. Member wants to know at what other stations we are putting up high-powered transmitters. As far as Delhi is concerned, the external services are radioed from Delhi station and here we require more high-powered transmitters.

Shrimati Savitri Nigam: What are the reasons for the delay in fixing up these transmitters, because the work was started in 1958? May I know whether any other countries are collaborating with us in this matter?

Shri Sham Nath: The ordered transmitters have not come. As soon as they come, they will be installed.

Shrimati Savitri Nigam: Is it because of our fault that we could not place orders in time or the other party have not supplied it?

Shri Sham Nath: Yes Sir, there was some delay in placing the order but it was due to non-availability of foreign exchange.

Shri Inder J. Malhotra: The AIR plays a very important role especially in this emergency. May I know if these plans and schemes were formulated before the emergency or whether they have been reorganised keeping in view the requirements of the present emergency?

Shri Sham Nath: As I stated in my answer, Sir, in the second Five Year Plan also there was provision for two high-powered transmitters. In the third Plan, there is provision for 5 high-powered transmitters. We are trying to get them as quickly as possible.

श्री प० ला० बाहूपाल : बीकानेर का सब रेडियो स्टेशन चालू करने का कार्यक्रम कब तक पूरा हो जायेगा ?

Shri Sham Nath: Even though it is a separate matter, I can inform the hon. Member that in two or three months' time we will be able to do something as far as Bikaner is concerned.

Shri Basumatari: May I know whether any complaint has been received by the Government that due to the shortage of a high-power transmitter at Gauhati our defence effort badly suffered during the time of the Chinese aggression; and, if so, what steps have been taken by the Government to meet the situation?

Shri Sham Nath: The transmitter which we installed at Gauhati is being replaced by a higher power transmitter of 50 kilowatts.

Shri Abdul Ghani Goni: May I know whether the hon. Minister is

aware that the radio transmitter in Jammu is only of one kilowatt and it cannot be heard even locally whereas in the occupied area of Kashmir there is a high-power transmitter which being heard throughout; if so, what steps are being taken to improve the position?

Shri Sham Nath: As far as Jammu and Kashmir Radio Stations are concerned, we intend doing something for improving their power.

WRITTEN ANSWERS TO QUESTIONS

Recruitment of Ex-Servicemen

*238. { **Shri Bhagwat Jha Azad:**
Shri Bhakt Darshan:
Shri P. K. Deo:
Shri Ram Harkh Yadav:

Will the Minister of Defence be pleased to state:

(a) whether Government have decided to open recruitment of ex-Servicemen to the regular army; and

(b) if so, since when and the qualifications needed for their re-employment?

The Defence Minister (Shri Y. B. Chavan): (a) Yes, Sir.

(b) Orders regarding the re-employment of ex-servicemen were issued on the 28th November 1962. All ex-Junior Commissioned Officers, Other Ranks and Non Combatants (Enrolled) bearing 'good' military character and in medical category 'A' are eligible for re-employment or re-enrolment subject to the following maximum age limits:—

Junior Commission- ed Officers	..	48 years.
Other Ranks	..	45 years.
Non-Combatants (Enrolled)	..	50 years.

T.B. Cases in Sugar Factories

*239. **Shri A. N. Vidyalkar:** Will the Minister of Labour and Employment be pleased to state:

(a) whether it is a fact that recently the number of T.B. cases amongst the workers in the sugar factories has increased considerably;

(b) whether it is due to the inhalation of sugar dust causing bagassosis, that soon develops into T.B.; and

(c) the steps taken to check the growth of bagassosis and T.B. amongst the workers in sugar factories?

The Deputy Minister in the Ministry of Labour and Employment and for Planning (Shri C. R. Pattabhi Raman):

(a) and (c). Information is being collected from the State Governments and will be laid on the Table of the Sabha as soon as it is available.

(b) No. Bagassosis is caused by the dust of Bagasse and not sugar dust. It has not been proved that bagassosis pre-disposes the worker towards Tuberculosis.

National Income

*240. { **Shri P. K. Deo:**
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Gopal Datt Mengi:
Shri Abdul Ghani Goni:

Will the Prime Minister be pleased to state:

(a) whether there has been an increase of 2.2 per cent in India's National Income last year according to the estimate prepared by the Central Statistical Organisation of the Central Cabinet, as against 5 per cent envisaged in the Third Five Year Plan period; and

(b) if so, the reason for this comparative small increase?

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) According to the preliminary estimates of national income just released by the Central Statistical Organisation, the national income at 1948-49 prices increased by 2.1 per cent in 1961-62 over the previous year. Target of increase in national income envisaged in the Third Plan relates to

the five-year period as a whole and no separate annual target was fixed for 1961-62.

(b) The rise in national income during 1961-62 was low due mainly to (i) slight fall in agricultural output as compared to the previous year because of the adverse weather conditions, and (ii) the slower rates of growth in the main items of industrial output during the year.

Engines for Supersonic Jet Fighter Aircraft

*241. { Shri P. C. Borooah:
Shri M. L. Dwivedi:
Shri S. C. Samanta:

Will the Minister of Defence be pleased to state:

(a) how far the Hindustan Aircraft Limited, Bangalore have been successful in their venture to make an engine suited to supersonic fighter aircraft; and

(b) when it is likely to accomplish its object and complete the first engine?

The Minister of Defence Production in the Ministry of Defence (Shri Raghuramiah): (a) Hindustan Aircraft Limited, Bangalore is now engaged in the manufacture of Orpheus 703 engines which power the aircraft HF-24 Mk-I. The Government have also concluded an agreement with the Soviet Authorities for the supply of a few engines initially and for their manufacture in India for powering the Mk-II version of HF-24.

(b) A few Orpheus 703 engines have already been made at HAL. The supply of the Russian engines is due by the end of 1963. Their manufacture in India will be taken up in 1964.

Payment of Interim Relief by TISCO and IISCO

*242. { Shri S. M. Bamerjee:
Shri Daji:
Shri Indrajit Gupta:
Shri Mohammad Elias.

Will the Minister of Labour and Employment be pleased to state:

(a) whether TISCO and IISCO have paid the interim relief as recommended by the Iron and Steel Wage Board to the workers;

(b) if not, the reasons for the delay; and

(c) steps Government propose to take in this matter?

The Deputy Minister in the Ministry of Labour and Employment (Shri R. K. Malviya): (a) and (b). Implementation is reported to be held up for want of clarification of some points in regard to implementation of the Board's recommendations.

(c) The points raised by the parties have been referred to the Wage Board for clarification.

Loss due to Chinese Aggression

*243. { Shri Hari Vishnu Kamath:
Shri Kappen:

Will the Minister of Defence be pleased to state:

(a) the estimated value in rupees of our military equipment and stores including food and clothing lost to the Chinese during the recent aggression by Chinese on the Himalayan frontier; and

(b) the value of such equipment which has been returned to India?

The Minister of Defence (Shri Y. B. Chavan): (a) The information is still incomplete. The total of losses suffered is estimated at roughly Rs. 4.01 crores on the basis of material so far available.

(b) Approximately Rs. 50 lakhs.

Agricultural Administration

- *244. { Shri P. R. Chakraverti:
Shri Hem Barua:
Shri Bibhuti Mishra:
Shrimati Renu Chakravarty:
Shri S. M. Banerjee:
Shri Rameshwar Tantia:
Shri P. Venkatasubbaiah:
Shri A. N. Vidyalkar:
Shri P. C. Borooah:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Prakashi Vir Shastri:
Shri Jagdev Singh Siddhanti:
Shri Himatsingka:

Will the Minister of Planning be pleased to state:

(a) whether the panel of agricultural experts on the Planning Commission expressed the view that there has been a failure of performance on the food front; and

(b) if so, whether the responsibility for the poor performance has been fixed and steps taken to gear the agricultural administration to the task?

The Deputy Minister in the Ministry of Labour and Employment and for Planning (Shri C. R. Pattabhi Raman): (a) and (b). No such mention was made at the meeting of the Panel on Agriculture held on the 2nd and 3rd February, 1963. It was only stated that 'there was no overall advance in agricultural production in the first year of the Third Plan and in the second year also, on the present reckoning, the progress may be modest.'

Purchase of Anti-Aircraft Missiles

- *245. { Shri Bibhuti Mishra:
Shri P. C. Borooah:
Shri Mohammad Elias:
Shrimati Maimoona Sultan:
Shri Indrajit Gupta:

Will the Minister of Defence be pleased to state:

(a) whether there is a proposal to buy and/or manufacture anti-aircraft missiles for air defence; and

(b) if so, what steps have been taken in that direction so far?

The Minister of Defence (Shri Y. B. Chavan): (a) It is not in the public interest to disclose the information asked for.

Training of Indian Scientists in Military Science

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

(a) whether there is any scheme for training of Indian Scientists in Military Science; and

(b) if so, which foreign countries have been approached for imparting the training?

The Minister of Defence Production in the Ministry of Defence (Shri K. Raghuramaiah): (a) and (b) Yes, we have schemes for training Indian scientists in defence scheme in India and abroad. Besides imparting training within India some are sent to UK, USA and some European countries like USSR, Sweden, West Germany France etc.

Compulsory Military Training

- *247. { Shri Hari Vishnu Kamath:
Shri Prakash Vir Shastri:
Shri Jagdev Singh Siddhanti:
Shri P. Venkatasubbaiah:
Shri D. C. Sharma:
Shri B. N. Mandal:
Shri Ram Sewak Yadav:
Shri Bagri:
Shri Bibhuti Mishra:
Shri P. R. Chakraverti:
Shri Bade:
Shri S. C. Samanta:
Shri Subodh Hansda:
Shri Bishanchander Seth:
Shri Yashpal Singh:
Shri Sidheswar Singh:
Shri Rameshekhar Prasad Singh:
Shri Mohammad Elias:
Shri Ramshekhar Prasad Dr. L. M. Singhvi:

Will the Minister of Defence be pleased to state:

(a) whether Government propose to introduce compulsory military

training for persons of certain age-groups;

(b) if so, which age-groups;

(c) when such training scheme will begin to function; and

(d) if there be no such proposal before Government, the reasons therefor?

The Defence Minister (Shri Yeshwantrao B. Chavan): (a) It is not the intention of Government to introduce compulsory military training for persons of any age group in general.

(b) to (d). These do not arise. However, in order to give the youth of the country some military training, it has been decided to extend the N.C.C. Rifle scheme to all able-bodied boys in Colleges and Universities. Measures to implement the scheme are being taken and it is hoped that all such boys will be brought within its scope by the beginning of the next academic session starting in July, 1963.

Manufacture of Engines for Alouette Helicopters

- *248. { Shri P. C. Borooah:
Shri Bhagwat Jha Azad:
Shri Bhakt Darshan:
Shri Bishanchander Sethi:
Shrimati Savitri Nigam:
Shri Yashpal Singh:

Will the Minister of Defence be pleased to state:

(a) whether India has acquired license to build the French Gas Turbine Engine Artouste III-B for Alouette Helicopters; and

(b) if so, the details thereof?

The Minister of Defence Production in the Ministry of Defence (Shri K. Raghuramiah): (a) Yes, Sir.

(b) Under the agreement, the Government of India have acquired the sole and exclusive right to manufacture and sell these engines in India and a non-exclusive right to sell the engine in some neighbouring countries

outside India. The agreement provides for the deputation of the licensor's specialists to assist us in establishing manufacture and for our technicians to be trained in the works of the licensor. The licence fee is payable in instalments spread over a few years. It will not be in the public interest to disclose the quantum of the licence fee or of the royalty payments.

Wage Board for Lime Industry

- *249. { Shri Indrajit Gupta:
Shri P. C. Borooah:
Shri R. S. Pandey:

Will the Minister of Labour and Employment be pleased to state:

(a) whether Government have decided to constitute a Wage Board for the dolomite and lime stones industry; and

(b) if so, what is the constitution and the main terms of reference of the Board?

The Deputy Minister in the Ministry of Labour and Employment (Shri R. K. Malviya): (a) Yes.

(b) The composition and terms of reference of the Wage Board are being finalized.

नंगल में प्रतिरक्षा सामग्री का कारखाना

३६१. { श्री सिद्धेश्वर प्रसाद :
श्री प्र० र० चक्रवर्ती :

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नंगल में प्रतिरक्षा सामग्री बनाने के लिये कोई कारखाना खोला जाने वाला है ;

(ख) यदि हां, तो उक्त कारखाने में कब से उत्पादन शुरू होगा ; और

(ग) उक्त कारखाने में क्या क्या सामग्रियां बनाई जायेंगी ?

प्रतिरक्षा मंत्रालय में उत्पादन मंत्री (श्री
रघुरामैया) : (क) जी नहीं ।

(क) तथा (ग). प्रश्न नहीं उठता ।

Community Listening Sets in India

392. Shri Krishna Deo Tripathi:
Will the Minister of Information and
Broadcasting be pleased to state:

(a) the number of community
listening radio sets in operation in
India;

(b) whether there is any proposal to
provide one set of such radio to every
village panchayat; and

(c) if so, when all village pan-
chayats in the country will have a
radio set for community listening?

The Minister of Information and
Broadcasting (Dr. B. Gopala Reddi):

(a) Exact information on this point is
not available, but under a scheme of
this Ministry and another of the
Ministry of Community Development
about 1.45 lakh of community listen-
ing sets have been supplied to vil-
lages so far.

(b) A proposal is under considera-
tion to supply a community listening
set to each village with a panchayat.
In furtherance of this proposal, it is
proposed to step up the supply of com-
munity listening sets in 1963-64 to
25,000 from the normal figure of about
6,000.

(c) This will depend on the finances
which are made available for the
purpose from year to year and the
willingness of the State Governments
to participate in the scheme, as they
bear a part of the price of the listen-
ing sets.

Republic Day Celebrations

394. Dr. L. M. Singhvi: Will the
Minister of Defence be pleased to state
the total expenditure incurred on Re-
engine in some neighbouring countries

(1963) and how it compares with that
of the preceding several years?

The Minister of Defence (Shri Y. B.
Chavan): Accounts of expenditure in-
curred on Republic Day Celebrations
this year are still being compiled. A
statement of the expenditure will be
laid on the Table of the House after
the accounts have been finalised.

Information in respect of the years
1955 to 1960 and 1961 is contained in
the statements laid on the Table of the
Lok Sabha on 9th December 1960 and
1st September 1961 in implementation
of the assurances given in the answers
to Unstarred Questions No. 307 and
2410 answered on 19th February 1960
and 28th March, 1961, respectively. In-
formation in respect of the year 1962
is given in the statement laid on the
Table of the House.

STATEMENT

1. Expenditure on movement of troops and connected equipment; and cost of fuel consumed by Service transport and hire of sotres in connection with the Parade and the rehearsals and extra allowances paid to Services personnel.	4,76,700.00
2. Temporary camps, i.e. Tal-katora Camp (for folk dancers etc. from the States), Camps for participating troops, N.C.C. and L.S.S. contingents and expenditure on the accommodation etc., for the Tribal Chiefs.	2,06,500.00
3. Stage and other arrangement for folk dance performances at the National Stadium and Bridges at Raj-path by Army Engineers.	15,400.00
4. Work carried out by the C. P.W.D. including putting up of barricades, tiered stands, construction of bridges, fabrication of benches, hiring of chairs and illumination of Government buildings, etc.	3,94,800.00
5. Mushaira and Kaw-melan.	9,100.00
6. Fireworks Displays	19,800.00

7. Miscellaneous e.g. hiring of extra Public Address equipment, printing of programmes, trophies and prizes, duty badges and discs, newspaper advertisements, refreshment to troops and school children etc. 25,300.00

TOTAL . . 11,47,600.00

केन्द्रीय श्रम अनुसन्धान संस्थान

३६५. { श्री म० ला० द्विवेदी :
श्रीमती सावित्री निगम :

क्या श्रम और रोजगार मंत्री यह बताने का प्रयास करेंगे कि :

(क) श्रम अनुसन्धान के लिये जो केन्द्रीय संस्थान खोला जा रहा था उसका स्थापना में विलम्ब क्यों हो रहा है ; और

(ख) क्या यह सच है कि सरकार इस संस्थान के मुख्यालय का जगह प्राप्त न कर सकने के कारण इस अनुसन्धान का स्थापना को स्थगित प्रवृत्ति मनाया करता चाहती है ?

श्रम और रोजगार मंत्रालय में उप मंत्री तथा योजना उप मंत्री (श्री चे० रा० पट्टाभिरामन) : (क) और (ख) राष्ट्रीय श्रम अनुसन्धान संस्थान संसाधन राज रजिस्ट्रेशन एक्ट १८६० (१८६० का २१) के अन्तर्गत २८ जून, १९६२ को पंजीकृत हो गई है। संस्थान ने अभी तक अपना कार्य प्रारम्भ नहीं किया। साधारण निकाय और संचालन निकाय के गठन के सम्बन्ध में सक्रिय कदम उठाये जा रहे हैं।

Indian Missions Abroad

396. Shri Surendra Pal Singh: Will the Prime Minister be pleased to state:

(a) the total estimated expenses of all our Foreign Missions abroad during 1962-63; and

(b) the steps being taken to cut down this expenditure to the minimum in view of the present national emergency?

The Prime Minister and Minister of External Affairs and Minister of

Atomic Energy (Shri Jawaharlal Nehru): (a) The voted grants for 1962-63 for our Missions abroad amount to Rs. 5,52,62,000 (Rupees Five crores, fifty two lakhs, sixty two thousand). The revised estimates have, however, been approved to the extent of Rs. 5,35,19,300 (Rupees Five crores thirty five lakhs, nineteen thousand, three hundred) only.

(b) The following are some of the measures taken to reduce the expenditure:—

- (i) Ad hoc cuts in the budget allotments relating to Miscellaneous items of expenditure so that the overall expenditure may be restricted, as far as possible, to 95% of the budget grants for 1962-63.
- (ii) Discontinuance of Republic Day celebrations.
- (iii) Restricting tour expenses to the inescapable minimum and booking of accommodation in cheaper hotels.
- (iv) Reduction in staff wherever possible.
- (v) Staggering of postings of officers and staff and deferring proposals for additional staff or new items of expenditure as far as possible.

Employment of Indian Armed Forces Personnel in Nigeria

397. Shri Surendra Pal Singh: Will the Minister of Defence be pleased to state:

(a) whether it is a fact that a few months back the Government of Nigeria approached the Government of India with a request for the loan of Indian Armed Forces personnel to be employed in Nigeria to organize that country's defence services; and

(b) if so, what was our Government's reaction to that request from Nigeria?

The Minister of Defence (Shri Y. B. Chavan): (a) Yes, Sir.

(b) A few Naval Officers have been loaned to the Government of Nigeria for filling certain specified posts in the Royal Nigerian Navy.

Training School for N.C.C. Women Officers

398. { Dr. L. M. Singhvi:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri B. K. Das:

Will the Minister of Defence be pleased to state:

(a) whether it is proposed to set up a school for higher training of N.C.C. women officers; and

(b) if so, the details thereof?

The Minister of Defence (Shri Y. B. Chavan): (a) It is proposed to start a college for training women N.C.C. officers.

(b) The college would be located at Gwalior in Madhya Pradesh if a suitable building is available there. No building has so far been acquired.

The proposed N.C.C. College for women would cater for 125 trainees. The Lady Officers would be given specialised training in nursing and signalling, besides drill, musketry drill, map reading and organised social service. Selected lady officers will also be on the instructional staff and be associated with the administration of the college.

K.M.T. Government

399. Dr. L. M. Singhvi: Will the Prime Minister be pleased to state:

(a) whether the Government of India or its nationals have any dealings with Marshal Chiang-ki-Shiek's Government of China or nationals thereof; and

(b) if so, in what form and to what extent?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru):

(a) No, Sir.

(b) Does not arise.

Nomination of M.P.s. to the Delegations to U.N.O.

400. Dr. L. M. Singhvi: Will the Prime Minister be pleased to state:

(a) whether it has been the practice in the past to nominate Members of Parliament to the Indian delegations to the United Nations General Assembly; and

(b) if so, the number of such Members of Parliament nominated each year for the last decade and their party affiliations?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru):

(a) Yes, Sir

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

STATEMENT

Year	Number of MPs nominated	Party affiliations.
1953 . . .	5	Congress Party
1954 . . .	7	Congress Party
1955 . . .	6	Congress Party
1956 . . .	6	Congress Party
1957 . . .	1	Congress Party
1958 . . .	5	Congress Party
1959 . . .	2	Congress Party
1960 . . .	4	Congress Party
1961 . . .	3	Congress Party
1962 . . .	4	Congress Party

नेपाल को बिट्टी के तेल का सम्भरण

४०१. { श्री योगन्द्र झा :
श्री सिद्धेश्वर प्रसाद :
श्रीमती मंमता सुल्तान :

क्या प्रधान मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को ऐसा शिकायतें प्राप्त हुई हैं कि भारत-नेपाल सीमा पर

नेपाल को दिये गये कोटे के प्रतिरिक्त भी भारी मात्रा में मिट्टी का तेल चोरी छिपे भेजा जाता है जो अन्ततः नेपाल से चीन भेज दिया जाता है ;

(ख) यदि हां, तो क्या इन शिकायतों की जांच कराई जा रही है ; और

(ग) इसकी रोकथाम के लिये कौन से कदम उठाये गये हैं ?

प्रधान मंत्री तथा वैदेशिक कार्य मंत्री तथा ऋण शक्ति मंत्री (श्री जवाहरलाल नेहरू) :
(क) जी हां । लेकिन नेपाल के लिए यह कोटा निश्चित नहीं है, बल्कि नेपाल की बढ़ती हुई जरूरतों के मुताबिक इसमें परिवर्तन होता रहता है ।

(ख) तेल कम्पनियों के जरिये और किन्हीं अन्य तरीकों से नेपाल में मिट्टी का तेल भजने के सवाल पर सरकार विचार कर रही है ।

(ग) भारत सरकार नेपाल सरकार के साथ यह तय करने के लिए सलाह-मशविरा कर रही है कि इस विषय में क्या-क्या कदम उठाए जायं ।

Facilities to Families of Jawans

402. { **Shri Hari Vishnu Kamath:**
Shri Hem Raj:
Shri Rameshwaranand:

Will the Minister of Defence be pleased to state:

(a) whether any special amenities, facilities or concessions have been provided for the families of officers and for other ranks serving at the front on the Himalayan frontier; and

(b) if so, the details thereof?

The Minister of Defence (Shri Y. B. Chavan): (a) and (b). Certain normal concessions/facilities such as:—

- (i) free remittances of family allotment (in the case of JCOs) and, in the case of

officers, only at places where banking facilities do not exist);

- (ii) free conveyance of family to a selected place of residence and from there to the new duty station on re-posting or, alternatively, retention of family accommodation at concessional rent, etc.; and

- (iii) suspension of civil or revenue court proceedings against a soldier on active service on the basis of a certificate issued by the military authority concerned are provided for the families of officers and JSOs/ORS serving in operational areas.

After the commencement of the emergency all State Governments/ Administrations have been requested to ensure that no difficulties are faced by soldiers or their families in realising rent from their tenants or sub-tenants and that the interests of soldiers are not adversely affected in regard to litigation on lands owned or held by them. They have also been asked to give free education to the children of JCOs and ORs in the Army and of personnel of corresponding ranks in the Navy and Air Force and to condone the delay, if any, in the payment of school and college dues in the case of children of service personnel. Most of the State Governments have already taken action as requested and others have such action under examination.

Emergency Commission

403. { **Shri Hari Vishnu Kamath:**
Shri D. C. Sharma:
Shri Hem Raj:
Shri Bishanchander Seth:
Shri Yashpal Singh:
Shri Bishang Keishang:
Shri J. B. S. Bist:

Will the Minister of Defence be pleased to state:

- (a) the number of applications for Emergency Commission in the Air and

Armed Forces that have been received up-to-date;

(b) the number examined and interviewed so far; and

(c) the number of commissions granted and appointments or postings made so far in Army and Air Force separately?

The Minister of Defence (Shri Y. B. Chavan): (a) to (c). Emergency Commissions are granted only in the Army. The required statistical information regarding the grant of such commissions in the Army as on 25th February 1963 is given below:

(1) Number of applications recommended by Preliminary Interview Boards . . .	17,275
(2) Number so far detailed for Services Selection Board interviews . . .	13,403
(3) Number so far interviewed by Services Selection Boards . . .	8,549
(4) Out of (3) the number who qualified after Services selection Board interviews . . .	2,148
(5) Number undergoing training in the current course at the Indian Military Academy/Officer Training Schools . . .	1,171

सैनिक प्रशिक्षण केन्द्र

४०४. श्री रामेश्वरानन्द : क्या प्रतिरक्षा मंत्री यह बताने का कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ बड़े शहरों में ही सैनिक प्रशिक्षण देने के केन्द्र खोले गए हैं ;

(ख) क्या ऐसे केन्द्र गांवों में भी खोले गये हैं ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

प्रतिरक्षा मंत्री (श्री यशवन्त राव चव्हाण):

(क) तथा (ख). यह कहना एक नहीं है, कि सैनिक प्रशिक्षण केन्द्र केवल कुछ बड़े नगरों में ही स्थापित किए गए हैं। वह या तो वहां खोले गए हैं, जहां सुविधाएं विद्यमान हैं, अथवा प्राप्य की जा सकती हैं।

(ग) प्रश्न नहीं उठता।

Elections in Nagaland

405. Shrimati Savitri Nigam: Will the Prime Minister be pleased to state whether an announcement has been made to hold general elections in Nagaland in 1964?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): No announcement has been made regarding the holding of general elections in Nagaland in 1964. The Interim Body of Nagaland in its Sixth Session at Kohima in September, 1962, passed a resolution that elections in Nagaland should be held by February, 1964.

कटंगा में भारतीय सैनिक

४०६. श्री गुलशन : क्या प्रतिरक्षा मंत्री यह बताने का कृपा करेंगे कि :

(क) कटंगा में मारे गए चार भारतीय सैनिकों और अफसरों के परिवारों का देख-भाल के लिये भारत सरकार क्या प्रबन्ध कर रही है और क्या उनके वहां मारे जाने का पूरा विवरण प्राप्त हो गया है ; और

(ख) यदि नहीं, तो इसके क्या कारण हैं ?

प्रतिरक्षा मंत्री (श्री यशवन्त राव चव्हाण) : (क) लगता है, माननीय सदस्य १ जनवरी, १९६३ को, जादोटविले में शत्रु-कार्यवाही द्वारा मारे गए, चार सैनिकों के विषय में जानकारी प्राप्त करना चाहते हैं। नियमों के अनुसार उनके आश्रितों को निम्न-लिखित अदायगीएं अधिभुक्त की जा चुकी हैं :—

(१) कुटुम्बों को ग्लाइडेंट १ जनवरी १९६३ में दे दी गई थी।

(२) १-२-१९६३ से उतने समय तक के लिए, जांच पर्यन्त २० रुपये मासिक अनुदान की स्वीकृति दे

दा गई है, कि जितने तक इस राशि का विशिष्ट कुटुम्ब-पेंशन का निर्णय नहीं हो जाता।

- (३) प्रत्येक मामले में १६ फरवरी १९६३ को एक विशिष्ट कुटुम्ब उपदान दिया गया था।

(ख) प्रश्न नहीं उठता।

Wage Board For Iron and Steel

407. { Shri Yashpal Singh:
Shri Bishanchander Seth:

Will the Minister of Labour and Employment be pleased to refer to the reply given to Starred Question No. 500 on the 25th January, 1963 and state:

(a) whether action on the recommendations of the Wage Board for Iron and Steel has been taken by Government;

(b) if so, whether the recommendations have been fully accepted; and

(c) if the reply to part (a) above be in the negative, the details of the adjustment made by Government?

The Deputy Minister in the Ministry of Labour and Employment (Shri R. K. Malviya): (a) to (c). The recommendations of the Wage Board have been accepted by Government. Some points for clarification have been raised by the managements and the workers and these have been referred to the Board for clarification.

Peaceful Uses of Atomic Energy

408. { Shri Yashpal Singh:
Shri Bishanchander Seth:
Shri D. C. Sharma:

Will the Prime Minister be pleased to refer to the reply given to Starred Question No. 388 on the 21st January, 1963 and state:

(a) whether the invitation to attend the Conference to be held at Tokyo

in March 1963 to promote the peaceful uses of atomic energy has been accepted by Government; and

(b) whether the Government of India propose to put forward any proposal in the Conference?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) Yes.

(b) No.

Gamma Garden in Trombay

409. Shri D. C. Sharma: Will the Prime Minister be pleased to state:

(a) whether a proposal to set up a Gamma garden in Trombay is under consideration; and

(b) if so, the details thereof?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) Yes. The setting up of a Gamma Field at Trombay has been under consideration for some time. The details of the radiation source and design of the Control House and the Field have already been finalised. Initial work on the preparation of the Field has been completed. Several of the experimental materials have been selected and are being prepared for planting in the field.

(b) The Gamma Field will cover an area of about 6 acres and will have a radiation source of 500 curies of Radio active Cobalt (Co 60). Plants of economic importance will be grown in the Field for the induction of useful mutations and for basic research purposes.

रेडियो स्रोतों का वितरण

४१०. { श्री भक्त दर्शन :
श्री भगवत झा आजाद :

क्या सूचना और प्रसारण मन्त्री २१ जनवरी, १९६३ के अतागंकित प्रश्न संख्या

८६३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) सामूहिक श्रवण योजना के अन्तर्गत जो कुल ७८,०२५ रेडियो सेट उपलब्ध कराये गये हैं, उनमें से प्रत्येक राज्य में कितनी-कितनी संख्या में उनका वितरण किया गया है ;

(ख) उनमें से कितने रेडियो सेट सीमावर्ती क्षेत्रों में बांटे गये हैं ; और

(ग) आसाम, नेफा और नागालैण्ड के अतिरिक्त विशेष रूप से अन्य सीमावर्ती क्षेत्रों में कितने और रेडियो सेट दिये जाने का निश्चय किया गया है ?

सूचना और प्रसारण मंत्रालय में उप-मंत्री (श्री शामनाथ) : (क) एक विवरण सभा पटल पर रखा जाता है। [पुस्तकालय में रखा गया, देखिये संख्या ए० टी० ८६८/६३]

(ख) ७२६८ ।

(ग) बिहार, उत्तर प्रदेश, पंजाब, हिमाचल प्रदेश तथा जम्मू और काश्मीर राज्यों को शीघ्र ही कुल मिला कर २०५० सामुदायिक श्रवण सेट दिए जायेंगे। अभी यह नहीं बताया जा सकता कि इनमें से कितने सेट इन राज्यों के सीमावर्ती क्षेत्रों में वास्तव में लगाये जायेंगे।

Kalinga Airlines

411. Shri Surendranath Dwivedy: Will the Prime Minister be pleased to state:

(a) the number of crashes of airplanes of Kalinga Airlines while undertaking operations of supplies in NEFA region since January, 1962 up to date; and

(b) whether it is a fact that Defence Ministry lent some of its planes and parachute equipment to the Kalinga

Airlines for carrying out its contract business in NEFA region?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) One, on 21st September, 1962.

(b) No.

Rifle Training

412. { Shri Hem Raj:
Shri Berwa Kotah:

Will the Minister of Defence be pleased to refer to the reply given to Starred Question No. 146 on the 12th November, 1962 and state:

(a) the number of College and University students who have been covered by the National Cadet Corps Rifle Training Scheme up to 15th February, 1963, State-wise and University-wise;

(b) the progress made for expanding and finalising the Civil Rifle Training Scheme; and

(c) the number of the civil population that will be covered by it during the remaining period of the Third Five Year Plan?

The Minister of Defence (Shri Y. B. Chavan): (a) A statement showing the distribution of NCC Rifle Companies by States and Universities as on the 15th February, 1963 is laid on the Table of the House. [Placed in Library. See No. LT-899/63].

(b) and (c). This matter is under consideration in the Ministry of Home Affairs.

Regional Labour Commissioner

413. Shri Priya Gupta: Will the Minister of Labour and Employment be pleased to state:

(a) whether the Regional Labour Commissioner (Central) is authorised to intervene, when referred to by the organised labour in the Railway establishments or by individual railway employee in respect of any dispute

arising out of break of service condition of workers or in case of violation of statutory provisions; and

(b) whether the Chief Labour Commissioner (Central is aware of frequent infringements of Payment of Wages Act by the Railway administration as employer in respect of non-payment of overtime, arrear pay, subsistence allowance during suspension as well as frequent violation of Hours of Employment Regulation in switching over from 8 hours continuous shift cycle to 12 hours intermittent shift cycle without changing the roster by the competent authority?

The Deputy Minister in the Ministry of Labour and Employment and for Planning (Shri C. R. Pattabhi Raman): (a) The Regional Labour Commissioners (Central intervene in cases of violation of statutory provisions of the Payment of Wages Act, Hours of Employment Regulations, Employment of Children Act and the Minimum Wages Act as applicable to the Railways. They do not, however, intervene in disputes arising out of breach of service conditions of workmen employed in railway establishments (except private Railway Companies) unless the parties to a dispute are in a position to show that they have exhausted the remedies available through the departmental machinery.

(b) Infringements of, and irregularities under, the provisions of the Payment of Wages Act and the Hours of Employment Regulations are brought to the notice of the Chief Labour Commissioner (Central) through periodic reports from his field officers and necessary remedial measures are taken by him. To ensure expeditious disposal of rectification of the irregularities the Officers of the Central Industrial Relations Machinery keep in close touch with the railway authorities at different levels.

बाराहोती तक सड़क

४१४. { श्री म० ला० द्विवेदी :
श्री स० च० सामन्त :
श्री सुबोध हंसदा :

श्रीमती सावित्री निगम : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) बाराहोती और जोशीमठ के बीच का अन्तर कितने मील का है ;

(ख) क्या यह सच है कि उत्तर प्रदेश सरकार की बसें केवल जोशीमठ तक ही जाती हैं ;

(ग) यदि हां, तो इस स्थान से आगे बाराहोती के लिए जो सेना और साज-सामान ले जाया जाता है उसके लिए क्या व्यवस्था है ;

(घ) क्या यह भी सच है कि यहां जो मोटर की सड़क है वह बहुत तंग है और इसी वजह से एक जीप जिसमें तीन सैनिक थे हाल ही में दुर्घटनाग्रस्त हो गयी ; और

(ङ) यदि हां, तो क्या इस सड़क को चौड़ा करने के लिए सरकार शीघ्र कदम उठायेगी ?

प्रतिरक्षा मंत्री (श्री यशवन्त राव बहाण) : (क) लगभग ६५ मील ।

(ख) जोशीमठ को दो रास्ते जाते हैं ।

(१) कोटद्वार से श्रीनगर और वहां से जोशीमठ ।

(२) ऋषिकेश से श्रीनगर और वहां से जोशीमठ ।

कोटद्वार मार्ग पर श्रीनगर तक सरकारी बसें चलती हैं । ऋषिकेश मार्ग पर उत्तर प्रदेश सरकार की बसें लक्ष्मण झूला तक चलती हैं, जो ऋषिकेश से दो मील आगे है ।

तदपि, खुले मौसम में प्राइवेट
बसों वाले दोनों मार्गों से
जोशीमठ तक बसें चलाते हैं।

(ग) यह सूचना प्रकट करना लोक-
हित में नहीं होगा।

(घ) तथा (ङ) दुर्घटनाग्रस्त गाड़ी
एक ३-टन लारी से दुर्घटना का कारण एक
कोटें आफ इन्क्वायरी द्वारा जांच अधीन है,
और अगले पग उनकी रिपोर्ट प्राप्त होने पर
उठाए जायेंगे।

Placements in Service

415. Shri Subodh Hansda: Will the
Minister of Labour and Employment
be pleased to state:

(a) the total number of placements
in service out of the register of Em-
ployment Exchanges during the first
half of 1962; and

(b) the different sectors of employ-
ment in which they have been placed?

The Deputy Minister in the Ministry
of Labour and Employment and for
Planning (Shri C. R. Pattabhi Raman):
(a) and (b).

Sector	No. of placements effected during Ja- nuary-June, 1962.
Public	1,83,900
Private	26,571
TOTAL	2,10,471

Health Survey by Employees' State Insurance Scheme

416. Shri A. K. Gopalan: Will the
Minister of Labour and Employment
be pleased to state:

(a) whether Government's atten-
tion has been drawn to the health
survey by Employees' State Insurance
Corporation on industrial workers;
and

(b) the action Government propose
to take to remedy the state of affairs
revealed by this survey?

The Deputy Minister in the Minis-
try of Labour and Employment and
for Planning (Shri C. R. Pattabhi
Raman): (a) and (b). The Employees'
State Insurance Corporation has not
carried out any such survey. The
Hon'ble Member is presumably refer-
ring to a report appearing in one of
the local newspapers which is based
on the statistics regarding attendance
of workers at State Insurance Dis-
pensaries under the Employees' State
Insurance Scheme during the year
1960-61. The annual report of the
Employees' State Insurance Corpora-
tion for the year 1960-61, a copy of
which has already been placed on the
Table of the Lok Sabha, gives these
statistics which were reproduced in
the Indian Labour Year Book 1961.

The increase in attendance as
revealed by the statistics is partly
due to the fact that the medical fa-
cilities under the Employees' State
Insurance Scheme have been improved
and the workers are becoming health-
conscious. The medical facilities
include specialists' consultation,
treatment at dispensaries or clinics of
panel doctors and home visits. Cases
requiring inpatient treatment are
admitted in hospitals. X-ray
examination and domiciliary treat-
ment are provided free of charge on
advice of specialists. Hospitals and
wards are also being established.

Contract Labour in Mines

417. { Shri Daji:
Shri S. M. Banerjee:
Shri Indrajit Gupta:

Will the Minister of Labour and
Employment be pleased to state:

(a) whether it is a fact that the
Tripartite Meeting on Mines other
than coal decided to discontinue con-
tract labour in such mines; and

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

The Deputy Minister in the Ministry of Labour and Employment (Shri R. K. Malviya): (a) The Industrial Committee on Mines other than coal at its meeting held on the 3rd October 1962 recommended that the conclusions of the 19th and the 20th sessions of the Indian Labour Conference regarding the abolition of contract labour system generally, should be adopted for implementation in mines other than coal. The Industrial Committee also recommended that there should be no extension of contract labour in non-coal mines in the mean time. A statement showing the conclusions of the 19th and the 20th sessions of the I.L.C. is laid on the Table of the House. [Placed in Library. See No. LT-900/63].

(b) The recommendations of the Industrial Committee were brought to the notice of the Organisations of Employers and Workers, soliciting their assistance in implementing them. Progress reports on the action taken are being called for and the implementation of the recommendation is being watched.

Tagore Estate in Kustia (East Pakistan)

418. Shri Raghunath Singh: Will the Prime Minister be pleased to state whether it is a fact that Pakistan has accepted the proposal to renovate Tagore Estate in Kustia District of East Pakistan as a mark of respect to poet Shri Rabindranath Tagore?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): Yes, Sir. According to our information, Shri Rabindranath Tagore's Estate at Shilaidaha, Kushtia district has been substantially restored by the Department of Archaeology, East Pakistan Circle. It is also understood that steps are being taken to establish a museum and a library within the premises of the 'Kuthi Bari'.

Relaxation of Age Limit

**419. { Shri Bhagwat Jha Azad:
Shri Bhakt Darshan:
Shri Bishanchander Seth:
Shri Yashpal Singh:**

Will the Minister of Defence be pleased to state:

(a) whether Government propose to reduce the minimum age for recruitment in the army; and

(b) if so, when?

The Minister of Defence (Shri Y. B. Chavan): (a) and (b). Government have already issued orders reducing the minimum age limit for grant of emergency commissions in the Army from 20 years to 19 years. Government do not propose to reduce the minimum age limit of 17 years for enrolment of other ranks.

Assistant Engineers in All India Radio

420. Shri Daljit Singh: Will the Minister of Information and Broadcasting be pleased to state:

(a) the total number of Assistant Engineers working in All India Radio at present; and

(b) the number of persons belonging to Scheduled Castes and Scheduled Tribes?

The Deputy Minister in the Ministry of Information and Broadcasting (Shri Sham Nath): (a) 401.

(b) Scheduled Castes—Two.
Scheduled Tribes—Nil.

Export of Indian Films

421. Shri Daljit Singh: Will the Minister of Information and Broadcasting be pleased to state:

(a) the total number of Indian films exported to foreign countries during 1960-61 and 1961-62 (Country-wise); and

(b) the amount of foreign exchange earned therefrom?

The Deputy Minister in the Ministry of Information and Broadcasting (Shri Sham Nath): (a) Statistics are not maintained of the number of films exported from India. Statistics concerning the length and value of films exported are, however, regularly published by the Department of Commercial Intelligence and Statistics. Calcutta, in the publication intitled "Monthly Statistics of the Foreign Trade of India.

(b). (i) 1960-61—Rs. 1,85,07,000

(ii) 1961-62—Rs. 1,48,87,000

Settlement of Tibetan Refugees in M. P.

422. Shrimati Maimoona Sultan: Will the Prime Minister be pleased to state:

(a) whether a number of Tibetan Refugees are proposed to be settled in Madhya Pradesh;

(b) if so, how many and where; and

(c) how many Tibetan Refugees have already been rehabilitated in that State and in which districts.

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru):

(a) Yes.

(b) 2000 in Sarguja District.

(c) None.

Ex-N. C. C. Cadets

423. Shri N. R. Laskar: Will the Minister of Defence be pleased to state:

(a) whether there is any follow up programme of Ex-N. C. C. cadets in the country;

(b) if so, the details thereof;

(c) whether it is a fact that large number of Ex-N.C.C. cadets from the State of Assam have applied for Emergency Commission; and

(d) if so, with what results?

The Minister of Defence (Shri Y. B. Chavan): (a) No.

(b) Does not arise.

(c) 261 N.C.C. and Ex-N. C. C. cadets from the State of Assam have applied for Emergency Commissions.

(d) The results are awaited.

Milk Ration for Troops

424. Shri Daljit Singh: Will the Minister of Defence be pleased to state:

(a) whether it is a fact that Government have decided to increase the milk ration of troops; and

(b) if so, the nature of steps proposed to be taken to secure additional milk.

The Minister of Defence (Shri Y. B. Chavan): (a) No, Sir.

(b) Does not arise.

नेफा और लद्दाख में विमान से सामान गिराने का कार्य

श्री प्रकाशवीर शास्त्री :

४२५. श्री जगदेवसिंह सिद्धान्ती :

श्री हरि विष्णु कामत :

क्या प्रधान मंत्री ३० अगस्त, १९६२ के तारांकित प्रश्न संख्या ७०८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) मई, १९६० से नेफा में विमान से सामान गिराने का कार्य किस प्राइवेट चार्टर्ड कम्पनी ने किया है और आज तक उस कम्पनी को कुल कितने घन का भुगतान किया गया है ;

(ख) क्या उस कम्पनी ने ही लद्दाख में भी विमान से सामान गिराने का काम किया है ; और

(ग) यदि नहीं, तो किस कम्पनी ने किया ?

प्रधान मंत्री तथा बंदेशिक-कार्य मंत्री तथा धन शक्ति मंत्री (श्री जवाहरलाल नेहरू) : (क) मेसर्स कलिंग एयरलाइन्स

(प्राइवेट) लिमिटेड को मई १९६० से नेफो के इलाके में हवाई जहाज से सामान गिराने का ठेका दिया गया था। बहुत से भ्रष्टाचारों में विज्ञापन के जरिये टेंडर मांगे गए थे और उसके बाद यह ठेका दिया गया था। इस कम्पनी को अब तक १,७८,३३,४१६ रुपए की रकम दी जा चुकी है।

(ख) लद्दाख में ५,३०,००० रुपए की लागत से करीब ७००० मन राशन सामग्री को हवाई जहाज से भेजने के लिए टेंडर मांगे गए और उसके बाद इसी कम्पनी को इस काम के लिए एक और ठेका दे दिया गया। इस बार हवाई जहाज से तिब्बती शरणार्थियों के लिए भौतिक सामान भेजा गया और यह काम जुलाई और नवम्बर १९६२ के बीच पूरा हो गया।

(ग) प्रश्न नहीं उठता।

Dock Labour Scheme in Cochin Port

426. { Shri A. K. Gopalan:
Shri P. Kunhan:

Will the Minister of Labour and Employment be pleased to state the progress so far made in the implementation of the Dock Labour Scheme in Cochin Port?

The Deputy Minister in the Ministry of Labour and Employment (Shri R. K. Malviya): The Cochin Dock Workers (Regulation of Employment) Scheme 1959 has since been implemented with effect from the 5th November, 1962.

Production of Aircraft in H.A.L.

427. Shri Yallamanda Reddy: Will the Minister of Defence be pleased to state:

(a) whether there is any proposal to produce new aircraft in the Hindustan Aircraft Factory:

(b) if so, when; and

(c) what is the type that is going to be produced?

The Minister of Defence Production in the Ministry of Defence (Shri Raghuramajah): (a) to (c). Yes, Sir. HAL proposes to undertake the manufacture of the following types of new aircraft:—

Jet Trainer.

Artillery Observation Post Aircraft.

Alouette Helicopter.

The manufacture of these aircraft has been approved recently. Programmes of production are being prepared. It is expected that the first few aircraft in each type will be made available in the second half of 1964 and bulk production will be effective from 1965.

Army Horse Shows

428. Shri Daljit Singh: Will the Minister of Defence be pleased to state:

(a) the number of Army Horse Shows held in various parts of the country during 1962-63; and

(b) the names of places with other particulars?

The Minister of Defence (Shri Y. B. Chavan): (a) Nil.

(b) Does not arise.

New Transmitters at Jabalpur and Gwalior

429. { Shri R. S. Pandey:
Shri Yashpal Singh:

Will the Minister of Information and Broadcasting be pleased to state:

(a) whether Jabalpur and Gwalior will soon have new transmitters; and

(b) if so, their capacity?

The Deputy Minister in the Ministry of Information and Broadcasting (Shri Sham Nath): (a) Yes, Sir.

(b) The power of the transmitters at Jabalpur and Gwalior will be 20

K.W. mediumwave and 5 K.W. mediumwave respectively.

Plan Publicity in Punjab

430. **Shri Daljit Singh:** Will the Minister of Information and Broadcasting be pleased to state the amount spent for Plan publicity in Punjab State during 1962-63?

The Deputy Minister in the Ministry of Information and Broadcasting (Shri Sham Nath): Plan Publicity in the States is mainly the function of the State Government concerned. During 1962-63, the amount spent by the Punjab Government on Plan publicity up to the end of January was Rs. 4,57,843.

This Ministry is also responsible for giving general publicity to the Plan through its various Media Units. As the expenditure is not booked State-wise, it is not possible to furnish figures of expenditure incurred in the Punjab under this Programme. the State Government.

Yield of Paddy Crop in Kerala

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

Will the Minister of Planning be pleased to state:

(a) whether a scheme to increase the yield of paddy crop in Kuttanad (Kerala) by 50 percent has been submitted to the Planning Commission;

(b) if so, the details thereof;

(c) the estimated cost of the scheme; and

(d) whether the Planning Commission has approved the scheme?

The Deputy Minister in the Ministry of Labour and Employment and for Planning (Shri C. R. Pattabhi Raman): (a) to (d). Shri John Jacob, a member of the reconstituted Panel on Agriculture, submitted a scheme for the construction of permanent granite bunds for the punja fields of

Kuttanad area in Kerala, for the consideration of the Panel on Agriculture at its meeting held on the 2nd and 3rd February, 1963. The objective of the scheme which was estimated to cost Rs. 600 lakhs, was to convert the ring bunds already in existence into permanent bunds by building it with granite stones and cement mortar.

In view of the local nature of the scheme, Shri Jacob did not press for its inclusion in the agenda items for the Panel on Agriculture. The scheme has been sent to the Ministry of Food and Agriculture for examination and necessary action in consultation with the State Government.

जबलपुर की गन करेज फैक्टरी में अग्निकांड

४३२. { श्री भक्त वर्शन :
 { श्री भागवत झा आजाद :

क्या प्रतिरक्षा मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जबलपुर की गन करेज फैक्टरी की एस्टेट में हाल ही में एक अग्निकाण्ड हो गया था ;

(ख) यदि हां, तो उस अग्निकांड के कारण व उससे हुई हानि और उसके शमन के लिये किये गये प्रयत्नों पर प्रकाश डालने वाला एक विवरण सभा-पटल पर रखा जायेगा ; और

(ग) उस अग्निकाण्ड के लिये जिम्मेदार अधिकारियों के विरुद्ध क्या कार्यवाही की गई है ?

प्रतिरक्षा मंत्रालय में उत्पादन मंत्री (श्री रघुरामैया) : (क) से (ग) गन करेज फैक्टरी जबलपुर की सम्पदा मे, अस्थायी इमारत संख्या टी/१५ में स्थित, भ्लाक की दुकानों के, एक कक्ष में चल रहे होटेल मे ७ फरवरी, १९६३ को लगभग ५-४५ पर आग लग गई। इस से पहले कि उस पर काबू पाया

जा सकता, भाग एक दम साथ लगती दो दुकानों में फैल गई। भाग लगभग एक घंटे में बुझाई जा सकी। सरकारी सम्पत्ति की क्षति का अनुमान लगभग एक हजार रुपया है, पर गैर सरकारी सम्पत्ति की क्षति इससे अधिक हो सकती है। भाग बुझाते बुझाते एक आदमी को चोटें भी आईं। शीघ्र ही एक कोर्ट आफ इन्क्वायरी आयोजित की गई, और पता चला, कि इस भाग के लिए किसी को उत्तरदायी नहीं ठहारा जा सकता। कोर्ट आफ इन्क्वायरी को भाग के कारण के बारे में कोई प्रमाण नहीं मिल पाया। ख्याल किया जाता है, कि भाग किसी दुर्घटनाबश लगी। पोलिस अधिकाइयों द्वारा भाग के कारण की जांच, अभी सम्पूर्ण नहीं हुई है।

12.01 hrs

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED RAILWAY ACCIDENT IN THE ALLAHABAD STATION ON 3-3-1963

Shri Rameshwar Tantia (Sikar): Sir, I beg to call the attention of the Minister of Railways to the reported railway accident in the Allahabad station on the 3rd March, 1963 resulting in injuries to about 60 persons.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Sir, at about 20-30 hours on 3-3-1963 while 390 Up Allahabad—Nagpur Passenger after starting from Allahabad station was passing near Allahabad East Cabin, it side-collided with a light engine which was to work an out-going goods train near cross-over points on the east end of the Allahabad Yard.

The engine of the passenger train derailed of two wheels as a result of the impact.

Forty-eight persons received injuries as a result of the side collision and were given first aid on the spot. Of these, 30 were discharged after first-aid. The remaining 18 were sent

to the Railway Hospital at Allahabad and later transferred to the Civil Hospital, Allahabad. Three of these 18 persons were discharged from the hospital after preliminary medical attention.

Nine of the 15 persons in hospital have sustained simple injuries and are expected to be discharged soon. Of the remaining 6 persons, 3 are said to have sustained fractures and the other three are still under observation.

Immediately after the accident, the Divisional Superintendent, Allahabad, Railway doctors and other Divisional Officers rushed to the site of the accident to render assistance to the affected passengers. The General Manager of Northern Railway has proceeded to the site.

The Additional Commissioner of Railway Safety, Lucknow, will be enquiring into the cause of the accident.

Shri Rameshwar Tantia: It is reported that the accident took place when the passenger train was just leaving the station and it collided with a shunting engine. This type of accident is a very serious one. The train was not in full speed and it was just leaving the station. May we hope that the Government will take steps to enquire into the matter and punish those who are responsible for it?

Shri S. V. Ramaswamy: I just now said that the matter will be enquired into by the Additional Commissioner of Railway Safety.

Shri S. M. Banerjee (Kanpur): Sir, after the presentation of the Kunzru Committee's report more accidents are taking place. I want to know what positive steps have been taken and whether the recommendations of the Kunzru Committee have been implemented to avoid future accidents?

Shri S. V. Ramaswamy: As I submitted earlier, several recommenda-

tions of the Committee have been accepted and are being implemented. But accidents do happen and we shall try our utmost to prevent them.

Mr. Speaker: What the hon. Member means to say is that certain measures have been suggested by the Committee in order to avoid future accidents. He wants to know whether they are being implemented.

Shri S. V. Ramaswamy: Yes, Sir.

12.04 hrs.

OBITUARY REFERENCE

Mr. Speaker: I have to inform the House of the sad demise of Syed Sultan Ahmed who passed away on the 27th February, 1963 at Alingar Pali at the age of 83.

Syed Sultan Ahmed was a member of the Central Legislative Assembly and a Member of the Viceroy's Executive Council in 1937 and from 1941 to 1945.

We deeply mourn the loss of this friend and I am sure the House will join me in conveying our condolences to the bereaved family.

The House may stand in silence for a short while to express its sorrow.

The Members then stood in silence for a short while.

12.05 hrs.

PAPERS LAID ON THE TABLE

COAL MINES RESCUE (SECOND AMENDMENT) RULES

The Deputy Minister in the Ministry of Labour and Employment and for Planning (Shri C. R. Pattabhi Raman): Sir, I beg to lay on the Table a copy of the Coal Mines Rescue (Second Amendment) Rules, 1963 pub-

lished in Notification No. GSR 122 dated the 19th January, 1963, under sub-section (7) of section 59 of the Mines Act, 1952. [Placed in Library. See No. LT-896/63].

WORKING JOURNALISTS WAGE BOARD (AMENDMENT) RULES

The Deputy Minister in the Ministry of Labour and Employment (Shri R. K. Malviya): Sir, I beg to lay on the Table a copy of the Working Journalists Wage Board (Amendment) Rules, 1963, published in Notification No. GSR 296 dated the 16th February, 1963, under sub-section (3) of section 20 of the Working Journalists (Conditions of Service) and Miscellaneous Provisions Act, 1955.

APPROPRIATION (RAILWAYS) BILL, 1963

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): Sir, on behalf of Shri Swaran Singh, I beg to move:*

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1962-63 for the purposes of Railways, be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1962-63 for the purposes of Railways, be taken into considera-

The motion was adopted.

Mr. Speaker: We will now take up the clause by clause consideration.

Shri Ranga: I would like to say one or two words. Only this morning we had one report of a railway accident. We go on sanctioning all this money and allow these people to appropriate

*Moved with the recommendations of the President.

[Shri Ranga]

funds while they do not seem to be taking sufficient care to prevent these accidents, even after the Kunzru Committee Report had been submitted. If they do not take sufficient care and if we go on placing money at their disposal. . . .

Mr. Speaker: Order, order. He can vote against the Bill, if he so desires. Now the question is:

"That clauses 2, 3, 1 and the Schedule stand part of the Bill."

The motion was adopted.

Clauses 2, 3, 1 and the Schedule were added to the Bill.

The Enacting Formula and the title were added to the Bill.

Shri Shah Nawaz Khan: I beg to move:

"That the Bill be passed".

Mr. Speaker: The question is:

"That the Bill be passed".

The motion was adopted.

12.09 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—contd.

Mr. Speaker: The House will now take up general discussion on the Railway Budget for the year 1963-64. Shri Frank Anthony.

Shri Frank Anthony (Nominated—Anglo-Indians): Mr. Speaker, Sir, at the outset I would like heartily to endorse the tribute paid by the Railway Minister to railwaymen for having risen so magnificently to the occasion of the emergency. Sir, I agree with the assessment of the Railway Minister that the task that faces the railways in the Third Plan is a stupendous task. May I, here, pay a personal tribute to the Railway Minister? I am not in the habit of paying tributes to Railway Ministers, but one

thing in him I do admire, and that is his capacity for hard work. Because, I feel that, by and large, without reflecting on any particular individual, that is a quality which is not to be found in many politicians, including members of the Treasury Benches. But I have found that Sardar Swaran Singh is always ready to apply his mind to a problem and to deal with it, rather than try to fat it off on some railway official. I am sorry that the Railway Minister is not here to hear my encomia. I also agree with his estimate that the railways are an integral part of the defence effort.

In fact, I have underlined this position that the Railways literally are the lifelines of our national strength and our progress. Inevitably, Shri Swaran Singh has tried in his Railway Budget speech to skim the surface of a colossal task. Perhaps, he has not also put into focus the difficulties that he is faced with and the deficiencies of the Railway administration. But I am anxious that because the Railway Budget speech does not put these difficulties into focus, this House and the Railway Ministry should not fall into any sense of complacency.

I feel that many of the basic weaknesses of the Railway Administration are due to the fact that the Planning Commission has made mistakes. Many of the basic deficiencies are due to the fact that the targets passed on to the Railway Ministry are not targets properly assessed by the Planning Commission. There has been, if I may say so, a marked absence of co-ordination and planning by the Planning Commission *visa-a-vis* the Railways. Hon. Members of this House may remember that in his 1962-63 Budget speech Shri Jagjivan Ram had said that the tentative target set for the Third Plan was 235 million originating tons. That target was then raised to 245 million tons of originating carrying capacity. Shri Swaran Singh now tells us that he has raised

the target to 260 million tons of originating capacity for the Third Plan. What I feel is that this whole upward revision is purely *ad hoc*; it is purely by rule of thumb. There has been no real attempt at assessing the task of the Railway administration and needs of trade and industry both in the private and public sectors. There has been no correct allocation of resources.

The first allocation was Rs. 1,255 crores. That was put up to Rs. 1,325 crores. Now, I think, the hon. Minister has put it up by another Rs. 200 crores of which Rs. 145 crores have already been accepted, so to speak. This is where I differ with him. Of these Rs. 145 crores, Rs. 120 crores have been earmarked for increased carriage of coal and Rs. 25 crores for increased carriage of goods generally. When Shri Jagjivan Ram—I think, it was Shri Jagjivan Ram—introduced his estimates with regard to the Second Plan *vis-a-vis* the Railways, I criticized him. I said that his speech was not only unduly rosy but it was dangerously unrealistic. I do not think the Railway administration took that criticism very kindly. But that criticism has proved to be correct with an unfortunate vengeance.

I made two criticisms. In the first place, I said that the Railways had hopelessly under-estimated their task. My estimate was, if you were not going to be faced and if the country was not going to be faced with crippling bottlenecks in trade and industry, the very least you would require for increased carriage would be in the region of 20 to 25 million tons per year. But the hon. Railway Minister said, "No; 15 million tons per year will meet the needs of trade and industry."

Two things happen. First of all you under-estimate your target and then you are not able to achieve it. What happened so far as the achievement was concerned? I do not know whether any speaker has analysed it.

Your target in the last two years of the Second Plan was an increased carriage capacity of 15 million tons. In no year during the Second Plan did the Railways achieve an increased carriage of more than 9 million tons. Throughout the Second Plan period the Railways never carried or achieved more than 50 per cent of the target which, as I have already said, was grossly under-estimated. My own estimate is this. You had estimated 15 million tons per year increase at the end of the Second Plan. Your target was 162 million tons for the final year of the Second Plan. What did you achieve? One hundred and fifty three millions. Your short-fall in the final year of the Second Plan was, according to your own figure, 8 million tons. One hundred and sixty-two million tons was your own target for the final year. You purported to add to that 15 million tons. Simple arithmetic can work—177 million tons. The Minister tells us, in the first year of the Third Plan, all that you have been able to carry is 158 million tons. That means, according to your own figures, you have fallen short of your under-estimated target, in the first year of the Third Plan by almost 20 million originating tons. What has been the consequence? The consequence has been inevitable. No amount of tricks of advocacy—I am an advocate like my hon. friend Shri Swaran Singh—no amount of statistical gymnastics can get over this truth. You have not achieved half of your under-estimated target in the Second Plan. In the first year of the Third Plan, according to your own targets, you have fallen short by between 18 to 20 million originating tons. What has been the consequence? An unseemly dispute between two Ministers, one trying to plam off the blame to another. What has been the actual effect?

Actually, the coal industry has been crippled, with the result that there has been a chain reaction by a corresponding crippling in industry and trade throughout the country. I do not blame the Minister. When he

[Shri Frank Anthony]

wants an advocate, even in this House, perhaps, he may enlist me, certainly.

Shri Tyagi (Dehra Dun): Without fees.

Shri Frank Anthony: Without any fees. Yes, Sir. The genesis of the trouble is this. Here, I would ask the Railway Minister not to qualify his criticism of the Planning Commission. The genesis of the trouble is the Planning Commission. Look at their figures. The Planning Commission asked the Railways to provide for a target of 51 million tons for carriage of coal. Trade and industry—look at their figures—said that this was hopelessly inadequate provision. The Railways are asked to provide for 51 million tons of coal carriage. The coal industry say that they had produced at least 60 million tons, with the result that they were obliged because you could not provide them with the necessary wagons, to reduce coal production. The figures are significant. The planners themselves make certain statements. They think that some of us, all of us are likely to forget their figures. I do not. The planners, according to their original estimate, provided carriage for coal 7183 wagons per day. That was their estimate at the end of the Second Plan. What did the Minister provide? He provided 5999 wagons. That is, the Minister provided, on his own showing 1184 wagons less per day than even the estimate set by the Planning Commission. What was the result? As I see, the result was, outcry from the coal industry and reduced output by the coal industry and a chain reaction throughout all the other industries. The Railway Minister says this. He set his target of increased carrying capacity at 17 million tons. Of this, as far as I can make out, 4.2 million tons will be for carrying other goods. I have two criticisms to make. You will not achieve 4.2 million tons. Even if you achieve, it will be hopelessly inadequate. The private sector

is going to be more and more starved. The private sector is going to come to a grinding halt.

I am not enamoured of the figures supplied by the Railway Board or the Review by the Railway Minister. Because, I feel it is human nature to doctor them to some extent in order to support your own case. The Minister's own figures have their own tale to tell. Coal carriage has increased. You have concentrated everything on carrying coal because of the outcry from the coal industry. Cement carriage has fallen from 83.48 in 1960-61 to 81.50 in 1961-62. Even the carriage of iron and steel has fallen from 167.06 in 1960-61 to 165.08 in 1961-62. The figures are significant. There has been a steep fall in the carriage of raw jute; 78.25 was carried in 1960-61. It fell to 62.79 in 1961-62. It is the same story with regard to tea. There was a steep fall in the carriage of tea requirements. It was 78.13 in 1960-61, and it fell to 68.86 in 1961-62. What I say is this, that the gap between promise and performance, the promise by the Planning Commission and the promise passed on to the Railway Administration and the performance, has not only been glaring but it has been crippling for trade and industry. These figures are there, and I think I have read them fairly, and I hope I have read them correctly.

In passing, I would like to refer to what I regard as a breach of ordinary financial practice amounting to almost malpractice. No one suggests for a moment that the railways should not more than play their part in contributing to the defence effort, but I say this to the Minister with due respect; neither he nor his Ministry nor his Administration is going to play his or its part, if you are not fair to yourself.

I have always been against this contribution by dividend to general revenues. And I say this that it is an

elementary principle of financial practice that you pay no dividends until you have made up all your arrears of depreciation. You make up your arrears of depreciation first. I say this to the Railway Minister that this provision of Rs. 80 crores for his Depreciation Reserve Fund, if you say it quickly, means a lot. But in the background of the terrible backlog of rolling-stock, track and materials, Rs. 80 crores is not only illusory, but Rs. 80 crores is a hopelessly utterly inadequate provision. Yet, the dividend to the Central or general revenues is not only maintained but it is increased. As I see it, it is a financial malpractice at the expense of the railways' resources. Somebody may say that the Central revenues and the general revenues are badly in need of money. But how does the Railway Minister defend what is indefensible, what I regard as utterly immoral? How does he raid the railway funds, which are not adequate, to pay the States, unequal, halting in their performance, Rs. 12.5 crores? What is he doing? How can you defend him?

First of all, your allocation to depreciation is hopelessly inadequate. You pay when according to financial practice you shall not pay. Then you said it to help whom, to help the States to the tune of Rs. 12.5 crores in lieu of passenger tax. Then what will happen? If the Railway Minister says, Mr. Anthony, no, no, we have plenty of money, I say to the Railway Minister that this is the tragedy of the Indian railways today. I do not join with my friends who keep criticising the railways the whole time; the tragedy of the railways today is that we have a creaking, a groaning, a dilapidated administration, necessarily creaking and dilapidated because your stocks, your engines, your stock, your materials, are so largely creaking, groaning and dilapidated. If the Minister says 'No, I have adequate funds', then he had this accident today, and he will continue to have accidents, and he will be destroying his own defence, and he will prevent

people like me from coming to his defence and saying, unless you provide the railways with near-adequate resources, you cannot ask them to carry the task that they are asked to carry today. I am, I believe, pleading his case.

So far as operational efficiency is concerned, here again, I do not want to break into any illusion that everything in the railway operating garden is perfect. It is not. I am quite prepared to concede certain achievements. For instance, I was looking at the average loads of trains. That has increased. I was looking at the average wagon-load. That has increased. That shows a certain increase in the operating efficiency. But I looked also at crucial critical tests of operational efficiency. And what did they show? Look at the speed of goods trains. It is a critical test of operating efficiency. The speed of goods trains on the broad gauge was 17.4 km. in 1950-61, and in ten years, the speed of goods trains has fallen to 15.4 k.m. Why? Your engines have improved, you have got the W.G. engines now, you have got faster engines, you have got diesel engines, and yet, the speed of your goods trains has fallen as compared with the performance ten years ago. On the metre gauge also it was the same story. From 15 km. in 1950-51, it fell to 13.07 km. in 1962-63. As I say, I am not blaming the Railway Minister. The speed of your goods trains, your operating efficiency, is going to decline, because you are in this chronic condition; you have got your sick lines or inadequate yards; you have got your over-aged engines. These are all going to impede any attempt at improving the operating efficiency. I am not blaming the Railway Minister. I am only pointing out from his own figures the decline.

The Minister of Railways (Shri Swaran Singh): And more traffic.

Shri Frank Anthony: And more traffic. I am sympathising with the Railway Minister.

Shri Harish Chandra Mathur (Jalore): Not for more traffic.

Shri Frank Anthony: Take the wagon turn-around. Here is another crucial test. The wagon turn-around has got slower. It was 11.2 in 1960-61, it increased to 11.5 in 1961-62. This was on the broad gauge. The Minister, probably much to his chagrin, had to admit that he does not know what to do about empty haulage? A hundred per cent empty haulage. How is it happening? I do not know. Apparently, there seems to be no way of breaking this bottleneck in operating efficiency. But what I am sad about is the gaping hole in their operating efficiency made first by engine failures and then by the incidence of these accidents.

Look at the engine failures. They went up from 34.8 per cent in 1960-61 to 36.53 per cent in 1961-62. The Railway Board report says that the failures owing to faulty design, material and workmanship increased from 1190 in 1960-61 to 1404 in 1961-62. This is the Railway Board's own report. Due to faulty design, material and workmanship, engine failures have gone up. Failures of coupling and draft gear in goods trains have risen from 13.6 per cent to 14.8 per cent.

Then I want to say this to the Minister. There is a constant complaint—and there is no sign of it letting up—from the running staff. Because of this fetish for driving your men and material beyond the limits of endurance, men are not allowed to book repairs. They are told by their officers, 'You will take this out.' It is a defective engine. But they are told 'You will take this out'. If they book repairs, the repairs are not carried out. So naturally this complaint is there. Again, I do not blame the Railway Administration. They are faced with an impossible task. They do not know how to begin to meet it, with the result that we have this tremendous increase in failures of all kinds.

Then look at the accident position. There is a Review here. Of a total of

1557 accidents in 1960-61, 1056—68 per cent—were due to the railway staff. In these accidents derailments represent the highest proportion, 16.9 in 1960-61 and 16.05 per cent in 1961-62. But I am bound to tell the Railway Minister that the railwaymen do not accept his conclusions. They say these accidents are there, but they are not due, as the Railway Administration would have us believe, to the railway staff to the extent it is stated. Take the track. The Minister knows it. Experts have said that the Indian track was never built to carry the WG engines. The track is outworn. When I tour railway centres, the men tell me that the track is outworn, the track is not adequate and maintenance of the track is not adequate. So they say, 'Do not put all this down to the running staff. It is due to many other factors'.

Here I want to say a word about driving the staff. You are driving the staff tremendously. I do not know what is the reason. Last time I said that they were not recruiting people adequately, my hon. friend, Shri Shah Nawaz Khan, said 'No, no. We are making adequate recruitment.' But the hard fact is that you have not got enough rest-givers; you are not able to give rest to your running staff; you have not got enough of leave reserve. Even if they get leave, it is almost impossible to take it because they have to work under-staffed. All this contributes also to failure of the staff. There is a salutary rule of 10 hours actual running, 12 hours from shed to shed. But I know that in goods trains running that rule is not usually observed.

Then I want to say this. In 1961-62, the railways paid over Rs. 4 crores in claims. Pilferage amounted to over one crore of rupees. Theft of complete parcels was of the value of over Rs. 18 lakhs. I am a great friend of railwaymen. I am the last person to make any allegations against them. But draw your own conclusions. Every wagon is loaded in the presence of

RPF staff, sealed in their presence; it is unsealed, unloaded in their presence. How does this pilferage of over Rs. 1 crore take place? The only conclusion is, and the railwaymen agree with me, that your Railway Protection Force, in the tradition of the Indian Police, which is not a very salutary tradition, is involved in it; either with their collusion, or with their active participation, the pilferage and theft take place. There is no other conclusion, and I would ask the Railway Minister to do something about this huge amount of Rs. 4 crores going down the drain.

I only want to refer to two other matters, though there are many other things I wanted to refer to. There is this question of increased house rent that the staff has to pay. You increased it by 25 per cent in 1954, by another 25 per cent on 1st October, 1960, and I hear the complaint from unions that again it is going up from 4 to 6 per cent. How can you justify this?

Shri Swaran Singh: Pay Commission's recommendations.

Shri Frank Anthony: People who are not experienced come to conclusions without knowing very much. I say this with all respect. Even if it was the Pay Commission's recommendations, when the Railway Minister accepted them. It may have been all right for new buildings, but half the buildings on the railways are 30, 40, 50 years old. You have recovered their capital value over and over again. How can this tremendous increase in house rent be justified? What the railways have given with one hand they are taking away from the men with both hands. So far as the quarters are concerned, they are to increase by 12,000 units each year. I calculated it, and I am not going to give it again, it is going to take 50 years to provide all the railwaymen with quarters. What is the result? Tremendous abuse by the railway officials. There is a reserve quota for quarters. That reserve quota is given

only to their favourites, usually to their stenographers and clerks who are not essential staff.

I want to end by making an appeal to the Railway Minister. There is a strong rumour that the railway administration is toying with the idea of reducing the privileges of the staff with regard to passes and PTO. I would ask him not to do that. He himself has paid a tribute to the railwaymen. What do they get? If they have less than one year's service, they get nothing. If they have one year's service, they get one pass; if they have five years service, they get 3 passes and 6 PTOs. If you say this quickly, some MPs. will think it is an undue privilege, but remember this that this is necessary. It is not a privilege, it is something which is necessary to all your line staff, your staff at small railway stations. They cannot keep their families with them. The only way they can go and see their families sometimes is through the use of this PTO and passes. So, I would make an earnest request to the Minister not to curtail this.

Mr. Speaker: Not even for a moment had I the attention of the hon. Member throughout the speech!

Shri Frank Anthony: I am sorry.

Shri Swaran Singh: He was advocating my case also all the time!

श्रीवती रामदलारी सिन्हा (पटना) :

अध्यक्ष महोदय, भारतीय रेलवे का विशाल संगठन हमारे मुक्त के अर्थ-नैतिक जिन्दगी का एक महत्वपूर्ण हिस्सा है। इसकी विशालता और इसकी अहमियत का इसी से अन्दाज़ लगाया जा सकता है कि समार में इसका दूसरा स्थान है। इसकी अपनी एक दुनिया है जिसमें बारह लाख कर्मचारी काम करते हैं। मैं ऐसा समझती हूँ कि भारतीय रेलवे की अहमियत सिर्फ इसलिये नहीं है कि इससे भारत सरकार को अधिक मुनाफ़ा प्राप्त होता है बल्कि इसकी अहमियत और इसकी विशेषता और प्रधानता इसलिये भी है कि यह एक आधार है हमारी योजना की सफलता

[श्रीमती रामदुलारी सिन्हा]

का और साथ ही साथ औद्योगिक प्रगति का भी। हर साल भारतीय रेलों से २०८ करोड़ की वस्तुएं खरीदी जाती हैं। इसलिये आज आवश्यकता इस बात की है कि हम सभी सदस्यों की पैनी दृष्टि रेल विभाग पर जाये। यह इसलिए भी आवश्यक है कि जनसंख्या, विकास, कार्यक्रम, उत्पादन और योजनाओं के बढ़ते हुए बोझ के अनुपात से रेलवे में एफीशेंसी, प्राइविटी, कैपासिटी और बढ़ोतरी आवश्यक है अन्यथा हमारी योजना को कुछ ठेस लगेगी।

मैं माननीय रेल मंत्री जी को धन्यवाद देना चाहता हूँ कि आज वह इतनी विशाल संगठन की पेचीदा समस्याओं को सुलझाने में शीघ्रता कर रहे हैं। मैं इस बात की भी सन्नता जाहिर करती हूँ कि भारत जैसे गरीब देश में पैसैजनों का किराया उन्होंने नहीं छुआ है। रुपये की बढ़ती हुई आवश्यकता में १४५ करोड़ की राशि प्राप्त करना लाजिमी है। जहां तक जनरल रेवेन्यूज की मद में डिप्रिजिएशन रिजर्व फंड की बढ़ोतरी का मवाल है, उसका मैं स्वागत करती हूँ। इसका कारण यह है, जैसे रेल मंत्री जी ने अपने वक्तव्य में संकेत किया था, कि प्रति वर्ष रेलों का कैपिटल बढ़ता जा रहा है और अगले साल तक वह शायद २१०४ करोड़ तक पहुंच जाये।

जहां तक फ्रेट के सरचार्ज के रेट में वृद्धि का सवाल है जो कि पांच से दस परसेंट की गई है और उसके साथ साथ पार्सलों पर एक रुपये में दस नये पैसे की वृद्धि की गई है, वह मुझे कुछ मालूम नहीं दिखाई देती। यों रुपये की जब आवश्यकता होती है और उसको देखते हुए जब रेट बढ़ाया जाता है तो जहां तक यह बात होती है, वहां पर जब कास्ट स्टडी के साथ-साथ हर चीज को नापा जाता है तो कुछ और ही बात हुआ करती है। इस

सिलसिले में मैं यह कहना चाहती हूँ कि सरकार के दो विभाग हैं, एक लेबर और एक रेलवे। एक तरफ रेलवे फ्रेट के सरचार्ज में वृद्धि हो रही है और दूसरी तरफ अभी हाल में ही इसी सदन में नन्दा जी ने वक्तव्य देते हुए यह प्रन्देशा जाहिर किया था कि हमारी चीजों के दाम अधिक बढ़ने न पायें और इसके साथ ही साथ उन्होंने प्लानिंग कमीशन के ठोस इरादे का भी जिक्र किया था कि कास्ट आफ लिविंग को बढ़ने नहीं दिया जायेगा और प्राइस लाइन को भी होल्ड किया जाएगा। ये दोनों ही परस्पर विरोधी बातें हैं। ये दोनों ही एक साथ नहीं चल सकती हैं। इस पर ध्यान देना हमारे रेल मंत्री महोदय का फ़र्ज था। इससे दाम बढ़ेंगे ही।

रेल मंत्री जी के वक्तव्य में और जब ट स्पीच में इसका संकेत नहीं मिलता कि अगले दिनों के बढ़ते हुए बोझ और जिम्मेदारियों का कैसे हल निकाला जाएगा। मैं कहना चाहती हूँ और माननीय सदस्यों को यह बात मालूम भी है कि आए दिन रेलवे की नाकामियों की शिकायत हम लोगों के सामने आती रहती है समय पर रेलवे द्वारा कोयला और पिग आयरन आदि समय पर उद्योगों तक नहीं पहुंचने से, उद्योगों की प्रगति में धक्का लगता है और कई उद्योग तो बन्द तक हो जाते हैं जिससे मजदूरों के मामले भुखमरी की समस्या भी खड़ी हो जाती है। मुझे आशा है कि वर्ल्ड बैंक की स्टडी टीम जो हार्वर्ड यूनिवर्सिटी के प्रोफेसर एडवर्ड मासन (Prof. Edward Mason) के नेतृत्व में काम कर रही है, उसकी सिफारिशें कामयाब साबित होंगी। मुझे यह भी उम्मीद है कि तीसरी योजना की १४५ करोड़ की प्रतिरिक्त रकम तथा डिप्रि-सिएशन की मद में दस करोड़ की राशि तृतीय योजना से जो उन्होंने निकाली है वह हमारे रेल मंत्री के हाथों को मजबूत करेगी, और हमारा रास्ता साफ करेगी।

इसके साथ ही साथ मैं आशा करती हूँ कि रेलों में वह एफिशेंसी लायेंगे, उसकी प्राइविटि-विटी को बढ़ायेंगे और उसके जरिये इकोनोमी भी करने की कोशिश करेंगे : इससे देश की आर्थिक हासलों में सुधार होगा और रेलवे की नाकामियों के चलते जो खर्च कठिनाइयाँ उठी हुई हैं उसमें सुधार हो सकेगा ।

अभी चन्द दिन पहले शाहनवाज खां साहब जो रेलवे के डिप्टी मिनिस्टर हैं, उनका एक पत्र मेरे पास आया था । उसमें उन्होंने इस चीज का जिक्र किया था कि रेलवे में बिना टिकट यात्रियों की बढ़ोतरी को रोकते का प्रयत्न किया जाये । मैंने उसका स्वागत किया । देश की हर दिशा से इसकी शिकायत भी होती है कि बिना टिकट यात्रियों की भरमार रेलवे में बढ़ती जा रही है । लेकिन मैं कहना चाहती हूँ कि यदि रेलवे में किसी तरह का सुधार लाना है तो उसका आधार हमारी लेबर पालिसी भी है । जो लाख हम लेबर के वास्ते बनाते हैं, वे यदि उचित हों, समयानुकूल हों, तो जो लोग रेलों के अन्दर काम करते हैं, वे इस तरह की चीजों में सुधार ला सकते हैं । पार्सलों और गूड्स में जो चोरियाँ होती हैं, वे रेलवे की पुलिस और कर्मचारियों का जो गन्दे तरीके का गठबन्धन होता है, उसी के फलस्वरूप होती हैं । मैं चाहती हूँ कि इन तमाम चीजों को रोकने के लिए एक नया कदम उठाया जाना चाहिये । रेल मंत्री जी का कर्तव्य है कि नई दिशा में वह कदम उठाये । वहाँ पर जो अनेक यूनिजं हैं, उनमें एकरूपता लाई जाए और उसके सामने एक नया प्रोग्राम रखा जाए ।

इसके साथ साथ थिहटले काउंसिल्र को चालू किया जाए और सहयोगी समितियों को तीव्र गति से मजबूत बनाया जाए, बल्केयर फंड का एक अच्छा हिस्सा वर्कजं एजुकेशन पर भी खर्च किया जाना चाहिए । रेलवे के कर्मचारियों की कठिनाइयों और उनकी कतों पर महानुभूतिपूर्वक विचार किया

जाना चाहिये । रेलवे मंत्री महोदय ने इमर्जेंसी के मौके पर रेलवे कर्मचारियों ने जो देशभक्ति का परिचय दिया है उसकी दाद देकर उनके ऊपर एक अच्छा असर डाला है और उससे देश को बहुत प्रसन्नता है । लेकिन इन तमाम चीजों के बावजूद उन लोगों की जो दिक्कतें हैं उनकी तरफ भी रेलवे मंत्री महोदय को अवश्य ध्यान देना चाहिये ।

अन्त में मैं एक बार फिर मंत्री महोदय को धन्यवाद देती हूँ कि उन्होंने अपने बजट की तजवीजों को बड़े अच्छे तरीके से पेश किया है, और मुझे पूरी उम्मीद है कि वे अपने योग्य नेतृत्व में रेलों की खामियों, त्रुटियों और कठिनाइयों को शीघ्र से शीघ्र और यह सदन उनके इस महान प्रयास में हृदय से सहयोग देगा ।

Shri Hari Singh Chandra Mathur: Mr. Speaker, Sir, it was really refreshing that even the carping critic—Shri Frank Anthony—had to pay a tribute to the railway administration and the Railway Ministry. By and large, most of the hon. Members who have participated in this discussion in this House and in the other House have given approbation to the Railway Minister. While some of the critics have made certain adverse observations, in spite of the fact that it was a well-intentioned criticism, it is obvious that that criticism was absolutely one-sided and out of focus, and they did not take into consideration certain major issues. When I say all this, I do not wish to convey the impression that all is well and that there is very little left for improvement in the railway administration. It is not so. There are many a colourful bubble which have been raised and which may be pricked and which will be pricked. But it would be unfair to deny the obvious fact that the railways, by and large, have given an exceedingly good account of themselves both in the matter of earnings as also of performance.

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The railways have fulfilled their commitments so far as the general revenues are concerned; they have also increased the depreciation fund and also the development fund. They have carried about 15 million tons of additional traffic. They have fulfilled all the needs of defence without disrupting the usual traffic. That is very creditable. The performance of the railways in that particular region has shown an increase of 65 per cent. Therefore, it would be uncharitable and unfair not to recognise all this and give our wholehearted support, congratulations and compliments to the workers of the railway and to the Railway Ministry.

While I do this, I wish to remind the hon. Minister that he is concerned not only with the earnings—so much per ton-mile, so much has been lifted as haulage, etc.—but that he should not forget that the railway is almost a monopoly concern. There are irritants with which he should acquaint himself—the irritants so far as the clientele, the passengers are concerned. You have given the best earnings, but we cannot forget that the best earnings are also at the cost of overcrowding in the railways. There is overcrowding and you charge them for that. There has been a deterioration in the maintenance of the carriages and the people have to undergo hardships. So, you have got to take into consideration this aspect of the matter, namely, the consuming public has also contributed to the railways.

You have just passed an order and that shows the attitude—take it or leave it. The order is, the wagons must be released within three hours. You must remember that the other end, namely, the consumer, has also made a very great contribution, and is doing his very best and seeing that the wagons are released within three hours, so that there may be a better turnover.

While we take full note of the earnings and performance of the railways, and of the better movement of passengers and of wagons, we have got to take into consideration—the railways must apply their minds to them—the welfare activities, and the inconvenience caused to the travelling public as well as to those who send their goods, the sufferings they undergo and a considerable amount of malpractices that obtain on the railways.

I also fully support the additional surcharge which the hon. Minister has levied on the movement of goods. My hon. friend who initiated the debate raised a serious objection to that. I wish he had examined this in the context of the levies which have been imposed by the Finance Minister. If he had examined them in that context, I think he would have said nothing except welcoming it. The railways cannot work in isolation. The railways are just part of the entire administration and they have got to work in a particular context, and our hon. friends must understand that the Railway Minister, through his tact and politeness, has been able to manage the Finance Minister very cleverly and got away very lightly. The increase in surcharge has got to be viewed in that context and I fully support it. I fully support it for another reason also. What is he doing with it? He has given an additional sum of Rs. 4 crores to the general revenues. He is increasing the depreciation fund about which my hon. friend who preceded me spoke has a certain intimate knowledge of the railway's working and of the administration. He was so eloquently wanting that the depreciation reserve fund must be increased. The Railway Minister has taken a definite and positive step in that direction by giving an additional Rs. 10 crores for that fund. He has also increased another Rs. 5 crores in the development fund. That is all very well. That must be very much welcomed.

But, when I say this, while I agree with my hon. friend that this is a welcome stage for increasing the depreciation and, I do not at all agree with my hon. friend when he said certain things about the general revenues. Even when the report of the Railway Convention Committee was discussed, I said that the railways must contribute about Rs. 100 crores to the general revenues. I say that the increase in dividend from $4\frac{1}{4}$ per cent to $4\frac{1}{2}$ per cent is not only fully justified but the Railway Minister must have a target of raising this to six per cent. As one of our best-establishments and one of our largest enterprises which we have in this country, which has all the advantages of a monopoly, all the advantages of complete support from Government, the railways should at least give a dividend of six per cent. This is the minimum which I would expect from them, and that would mean that Rs. 125 crores must be contributed by the railways, with their outlay of Rs. 2,000 crores, to the general revenues. Otherwise, it would be difficult for us to raise further money for our plan and projects and also for the improvement of the railways. But I say that this should be done not by raising the freights and fares alone. They must certainly bring it through a greater efficiency and economy. That greater efficiency and economy is quite possible. I cannot go deeply into it now, but I venture to submit that it is quite possible and it will certainly come along with the dieselisation of the railways which they have now taken on hand. We must have dieselisation and electrification, more particularly in those areas which are far removed from the coal-bearing areas.

Having given this support, I would next pass on to the administration of the railways and the working of the railways. There has been a growing feeling in me that the hon. Minister should now have an overall examination of the working of the railways and their operation. I again venture to suggest that he should appoint a

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high-power commission for it. I suggest it not only for an overall examination of the working of the railways but for a further re-examination of the regional distribution as it exists today. This regional distribution of the railways was almost *ad hoc*. I venture to submit that it should be on a certain rational basis and on the needs of development. I may make it perfectly clear on the floor of the House that I do not want the railways to be divided into zones so as to correspond with the States. Let us keep the States completely out of consideration in this matter; let us keep politics completely out of it. I am not one of those who support such a demand coming from certain States. But certainly we have got to take a second and fresh look at our present zones and try to see how the zones should be divided now, more particularly in view of the various developments that have taken place. We have put up three steel plants and we are going to have a Rajasthan Canal. These are going to generate traffic, of which no note could have been taken earlier when these zones were carved out. Some of the zones are certainly too big and it is absolutely impossible for the General Manager to know his staff and to have any personal contact with them. Certain divisions are too unwieldy. The Delhi division has a staff of 30,000 people. Sitting at Delhi, do you think the Divisional Superintendent can have any idea of the staff and have any kind of personal contact? It is humanly impossible. So, the entire thing needs re-examination.

I would also appeal to the Minister to re-examine the metre gauge system. I want a high-powered commission to examine the entire working and the policy matters to give you a guidance and a plan for future. They should also examine whether we should retain the metre gauge and whether in future, we should have any metre gauge. But at the present moment, I want to stress that the metre gauge zone should be separated. We have got certain sections in the Northern

[Shri Harish Chandra Mathur]

Railway and also in the Western Railway which are metre gauge. Originally, when the zones were being carved out, they had definitely come to the conclusion—you will be able to find it from the records in the Railway Board—that they wanted to carve out a separate metre gauge zone. But certain vested interests and certain personal conveniences were responsible for undoing that wise decision. In the metre gauge, the loading position has not improved as it has improved in all other sections. On the metre gauge, the passenger amenities and other things do not receive the same attention as in other sections. They send to the metre gauge sections those officers who are not favourites and whom they want to punish, those who have not got much push. So, it remains neglected. It is my definite complaint that the metre gauge sections remain very much neglected. They are far away from the headquarters of the railway, whether Delhi or Bombay and they do not receive the attention which they ought to receive. Therefore, I would again plead with the Minister to examine this matter very thoroughly to see whether it is not necessary to create this metre gauge zone.

While on this subject, I would submit that the General Managers and Divisional Superintendents should remain in charge of their particular divisions for a fairly long time, at least four to five years and responsibility must be fixed on them for giving a good account of the performance of the railways in their divisions. I have also written to the Minister and possibly I have said it here last time also. I would like to repeat it that when he presents the papers, we do not want to have only an over-all picture about the railways. We must know the performance of each railway, how it has acquitted itself, so that we may know what are the difficulties and bottlenecks in each railway and other railways may learn a lesson from it. I have not been able

to find the performance of each zone and I have written to the Minister also.

I do not want to say that the saloons which have been given to the railway officers should be withdrawn, but I wish to stress that the Minister should make it incumbent upon General Managers and Divisional Superintendents that at least two days in a month they travel in the ordinary carriage. Let them understand the people's difficulties; let them listen to what the people say. Let them learn something from personal experience. Instead of depending upon the reports of A, B or C. I want them to travel *incognito*. Of course, the hon. Minister will not be able to travel *incognito*; he would be easily recognised.

Dr. Ranen Sen: But the Deputy Ministers can do that.

Shri Harish Chandra Mathur: The Deputy Ministers are very conspicuous; at least one is.

Shri Swaran Singh: I have succeeded in travelling *incognito* many times.

Shri Harish Chandra Mathur: I entirely agree with what Shri Frank Anthony said about inadequacy of the staff. He has been saying it times without number. In spite of the fact that he was out to pay to the Railway Minister all the compliments, he had a very forceful argument to put forward, which will be supported by the Kunzru Committee report. I went through that report hurriedly and I found they have made certain very valuable recommendations. I find that a driver has to work sometimes about 18 hours continuously. I can understand a goods clerk working for two shifts, where the interest of the goods clerk also is there and the illegal profits he makes are not to be shared by too many. But in the case of the driver, in spite of the little amount

that you may pay to him, this is rather too much. The condition of the station masters and drivers has been highlighted by the Kunzru Committee report. I hope the Minister will see to it that there is no shortage. On the one hand we have the problem of unemployment and on the other hand we find they have not got any leave reserves and they do not employ adequate number of people. This is rather tragic and they must look into this.

Another very important cause of inefficiency is the ministerial staff. They recruit a matriculate who knows nothing; he is just thrust into the office. There is no arrangement for his training. He is just there to put obstacles. One or two efficient graduates will do better than four such people, who do not know what to do. Of course, you cannot rule out matriculates, but you must give them training, so that it may lead to efficiency. I say you should recruit more staff, because it will lead to more efficiency. Otherwise, it is a vicious circle. The matriculates who are recruited must undergo one year's training and they must pass a certain diploma test to discharge the responsibilities which are to be entrusted to them. Otherwise, they do not know what to do. Some State Governments have examined this matter and come to the conclusion that they should start training classes. They have started training classes. I hope our railway administration, which is so large, will look into this matter.

I would also point out to the Minister that this unfortunate legacy of Class II and Class I officers, which he has inherited from the past, should be done away with. It had a historical background. More than five years ago, I pointed it out as a Member of the Rajya Sabha and the predecessor of the present Railway Minister almost agreed it had a historical background and it was a legacy which we had inherited from the past. Between engineer and engineer, creating two different classes or castes has a demoralising effect. It is really unfortunate and something must be done about it.

I entirely support most of the recommendations of the Railway Accidents Enquiry Committee. But there is one recommendation with which I am in complete disagreement. That is, the Kunzru Committee has asked the railway administration to appoint some safety officers. I think they have already gone ahead with the appointment of these safety officers for each division. I think this is a great mistake. They do not realise what the effect of it is going to be. These safety officers will have no better fate than our Minister for Defence and Economic Coordination, Shri T. T. Krishnamachari, who is himself unhappy and all other Ministers are also unhappy. The safety officers will not be very happy; probing into this department or that department. This safety business is the responsibility of the divisional superintendent. He alone can exercise the overall control. Otherwise, this man will be poking his nose here, there and everywhere making himself unhappy and everybody would resent it. Therefore, please reconsider this matter, refer this matter back to the Kunzru Committee and ask them to reconsider it.

13 hrs.

Sir, I have two more points which I will dispose of in another two or three minutes. One is about trade unions. I am not a trade unionist and I do not know much about it. But I know one thing for certain, and that is that they are not running on sound lines. For this, both the leaders of the trade unions as well as the administration has to blame themselves equally. Sir, there is corruption. The corrupt leaders are further corrupted by the administration. When individual cases for remuneration are taken up, the attitude of the administration also smacks of favouritism so that they can keep these leaders in a bad order and also keep them pleased whereby they can keep the influence of the trade unions down. I think it is time for the trade union leaders to give a better health to this trade union movement. The trade union movement is very

[Shri Harish Chandra Mathur]

sound, but it has got to be given a good health.

Then I come to my last point and that is about the roadways. I hope the hon. Minister for Railways will be able to cast this old prejudice which still persists in the railway administration against the development of the roadways and road traffic. The railways have been a great inhibitory factor in the development of roads. We are so much pressed now with all sorts of freight traffic. We have almost forgotten about the Co-ordination Committee. What has happened to it? There was a Masani Committee which was appointed for the reorganisation of the roadways. Their report was accepted whole hog by this entire House, but those recommendations are not being given effect to. I hope the hon. Railway Minister will not stand in the way and he will make it perfectly clear that there should be an inter-State free movement of road traffic. That will only help him and that will help to develop the transport facilities in this country much better.

Shrimati Vimla Devi (Eluru): Mr. Speaker, Sir, let me join my hon. friends who spoke before me by greeting the railwaymen for the patriotic fervour they displayed in fulfilling the immense defence needs. They deserve our special thanks.

Having said this, I pose a question to the hon. Minister. Why can that enthusiasm not be harnessed for normal operational efficiency and for avoiding accidents? We can do it if we care for their minimum needs and improve the labour relations.

Sir, after the aggression by China on our country, the hon. Prime Minister and the Government repeatedly asked the people to change their ways according to the needs of the country. They are asked to bear the burden on their shoulders by paying heavy direct and indirect taxes. The nation is not only reeling under the impact of the Chinese aggression, but also under the impact of the Railway Minister's and the Finance Minister's demands.

13.04 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Sir, the people have a right to demand that the money collected from them by way of taxes should be used for the development of the nation. They do not wish that it should go into the purses of corrupt officials and contractors. People also expected that during this emergency the Government would rise to the occasion and find out ways and means to check wastage and corruption that is prevalent in the railway administration.

All these years, the Railway Ministry's policy was to get more revenue by increasing the passenger fares and freight charges. This year the freight charges are increased. By this measure the prices of all essential goods will shoot up and many small industries will be hit. Before looking into the pockets of people and into wagons for more money, the Railway Ministry should have looked into its own pockets and found out how the money from their own pockets is being drained into the pockets of contractors and corrupt officials.

The department thinks that by cutting the strength of the staff the wage bill can be reduced. But this results in paying more money as overtime allowances. Shortage of staff in other categories results in lack of proper maintenance and attention to the engines and wagons. Shortage of operating staff is resulting in overwork without rest causing more accidents.

There is shortage of important materials in all the repair depots. The worker has to remove parts from one engine or wagon and place them on another wagon or engine, which has to move from the station, taking double the time. This would not happen if parts are supplied readily. At some places even rivets are not being supplied and the workers are using bolts instead of rivets. Bolts are very costly. It is necessary, therefore, that all the workshops are developed into production shops to produce spare parts for engines and wagons so that

the railway department need not buy them from private industries. Thereby they will also be able to save a large amount of money.

Added to this, the turn round time of engines and wagons has been cut to the barest minimum. The staff is not able to give full attention to the correct maintenance of engines and wagons. Even the scheduled repairs are not being undertaken in a proper way. This results in reducing the age and efficiency of the engines. This is also the cause of many accidents.

Coal is a vital item in our economy. Of late, the consumption of coal in the railways has increased enormously compared to the increase in the services. Previously good coal used to be supplied for passenger, express and goods trains. But, of late, good coal is not being supplied. When the engines are not being maintained properly, the coal consumption has become very heavy. Besides, coal is being loaded into the engines without being broken into pieces, without removing the shale and stones, because of the shortage of staff. The engine staff are removing the shale and stones while the train is on the run, resulting in heavy consumption. There have been many complaints that the cinder contractors are stealing away the coal stacked in the yards. There are complaints that these cinder contractors take the coal from the yards, pack it into boxes, cover them with cinder and then take them away. It is reported that each contractor is taking away nearly four lorry loads of coal per day. All these things should be stopped, good coal should be supplied and thefts should be prevented so that crores of rupees can be saved.

Railways maintain huge depots of stores worth crores of rupees. These are not properly maintained and accounted for. There are no periodical checks. There are cases where the permanent way inspectors have not settled their retirement dues for the shortages noticed in the stores under their control. In the State Governments the revenue department is the

most corrupt. But the railway engineering section is much worse. There is a lot of theft of zinc sheets, iron rods and pipe sets in large quantities. In many cases the contractors and officers are able to build their houses with railway property.

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): Give us some instances of that.

Shrimati Vimla Devi: I may be permitted to give them personally.

Shri Shah Nawaz Khan: You are always welcome.

- **Shrimati Vimla Devi:** Effective checks should be there periodically and the usage of each single item should be assessed in the stores. This will save a lot of money.

It has become common practice to beautify the stations when higher officials and dignitaries come to visit them. The aesthetic sense of the railway department surpasses any man's imagination. You can come and see, for example, the Vijayawada railway station, loco shed and the running room. They are painted with costly paints of silver and enamel. All these things can be avoided and more money can be saved.

Narrow gauge lines are running at a loss. They must be abolished or converted into metre or broad gauges to make them a paying enterprise.

Then, the number of inspection officers has been increased. When they go on visits, nearly 15 to 20 officers have to accompany them. It is causing a great drain on the exchequer. It would be better if the strength of the inspection staff is reduced and the number of the working staff increased. So, it would be better if the strength of the inspection staff is reduced and the working staff increased.

All these complaints have been brought to the notice of the department. But, somehow, the Railway Ministry maintain absolute silence

[Shrimati Vimla Devi]

over this. I do not know what has happened to Acharya Kripalani's report. Nothing is being done to check and stop wastage and corruption. Money can be saved or the development of the country by practising economy at various levels even without raising the fares.

I am glad that passenger fares have not been increased this year. But last year the revenue was increased by raising the passenger fares even though the amenities given to them are not enough. Only Rs. 3 crores are allotted for amenities and even that money is not being spent in full.

There are hundreds of stations where there are no sheds to protect the people from sun and rain. They are afraid to stand under the trees for fear of the birds. Many stations have to be provided with waiting rooms, especially for ladies. Third class compartments are over-crowded, resulting in passengers getting on the top of the trains and sometimes meeting with death during accidents. The ladies compartments should be made more safe and more third class compartments should be provided.

The Railway Ministry claims that all the goods offered for transport are moved. I do not agree with this view. I come from West Godavari which is the granary of the south. The paddy produced in that district cannot be moved in time due to lack of wagons and there were many complaints made to the railway department on this score. The performance of the railways has not been very striking.

Dr. M. S. Aney (Nagpur): The hon. Lady Member wants reserved compartments for ladies?

Shrimati Vimla Devi: We want more.

Shri Narendra Singh Mahida (Anand): Ladies are afraid to travel with men.

Shrimati Vimla Devi: We are not afraid to travel . . .

Shri Daji (Indore): Not with Dr. Aney, but certainly with Shri Mahida.

Shrimati Vimla Devi: The performance of the railways has not been very striking. The increase is marginal. Even this is due to the failure of industrial and agricultural products last year.

Coming to over-bridges, the policy so far followed by the Railway Ministry is that if an over-bridge is to be constructed the State Government should bear 55 per cent of the cost, the railways bearing the balance 45 per cent. I understand that the proportion has been changed to 50 per cent each side. According to the present practice, out of the 50 per cent to be borne by the State Government, 25 per cent is collected from the municipality and the other 25 per cent is paid by the State Government. Suppose a municipality is prepared to pay the 50 per cent without any aid from the State Government, will the over-bridge be constructed by the railways?

Shri Swaran Singh: Yes, with very great pleasure. Please send me the case. We will do it.

Shrimati Vimla Devi: Then, diesel trains are to be run at Vijayawada area in four or five directions. The floating population at Vijayawada is about 50,000 and its requirements have to be catered to.

For the coal and steel belt of the country all the traffic offered for transportation has been provided. So the Railway Ministry can now safely take up the most neglected areas of Andhra, Kerala and Mysore. The Andhra Government has repeatedly asked for many lines. None of them has been taken up. Last year I demanded many new lines, but not even one of them has been taken up.

Shri Swaran Singh: So, please do not demand more this year.

Shrimati Vimla Devi: We cannot avoid that, because we come from that part. Only those lines which link the south with the north are improved in capacity. So, I want the Ministry to take up at least one new line this year.

Andhra is falling under three zones. I do not want to ask for a separate zone for Andhra, but the whole of Andhra should be brought under one zone. In the Southern Railways the accidents are on the increase due to its huge area of 6,000 miles. This must be avoided, and it can be done if the zones are more efficiently organised. Last year the hon. Minister said that he has no objection to reorganising the zones. I understand that there is a proposal that the four zones, namely, Southern Railways, Northern Railways, Western Railways and Central Railways are to be reorganised into six zones, so that each can have a mileage which it can operate effectively. Such reorganisation is very necessary during this period of emergency when the railways might be called upon to shoulder heavy responsibility at any time. The little inconvenience which might be felt during the process of reorganising should be put up with for the purpose of increasing efficiency in the transport system.

Then I want to point out that all the press and people in Andhra came out with protests after the budget speech of the hon. Minister because he did not mention anything about the regional disparity. They protested vehemently against that attitude of the Centre. At a time when Government want every help from the people it is not good to keep 3½ crores of people utterly dissatisfied. The Centre must win their confidence not by their words but by their actions.

In conclusion, I want to draw the attention of the Railway Minister to

the fact that many workers engaged in electrification work are being retrenched, in spite of the assurance given to them to the contrary, while new staff is being recruited with the result that hundreds of workers are being rendered unemployed. I want the Ministry to look into the matter seriously.

Dr. K. L. Rao (Vijayawada): Mr. Deputy-Speaker, I rise to congratulate the hon. Railway Minister and his administration for the remarkable achievement of the railways during the present year of crisis. Starting somewhere in 1853, 110 years ago, with 22 miles from Bombay to Thana, the railway system has grown to a very wide dimension of 36,000 route miles, stretching across the whole country, functioning as main arteries, having a powerful impact on the economy and social progress of this country. Still there are vast areas in various parts of the country, specially in Madhya Pradesh, Orissa and Andhra Pradesh which are not connected with the railway system. It was hundred years back that an estimate was made that the least amount of mileage required for India's requirements would be in the order of 100,000 miles, of which we have so far only half. Also, it is very interesting to note that at the beginning of the century the railway passenger traffic was about 250 million, which has gradually gone up to 1700 million today, in the course of sixty years, while the goods traffic, which stood at 50 million at the beginning of the century has gone up only very little till our independence and only recently it has shot up to 170 million tons, showing rapid development, giving an idea of the progress of our country.

It is estimated that in the next 10 to 12 years the goods traffic will go up to 500 million tons. Thus, we will have the vast problem of meeting the increased goods traffic, the increased passenger traffic and covering vast areas in the country. I expect this will require anything over Rs. 5,000 crores. I submit, therefore, that a

[Dr. K. L. Rao]

parliamentary committee may be set up to draw a comprehensive railway plan for dealing with this problem. There is no use of tinkering with the problem from time to time. Instead of that, we must prepare a very comprehensive plan and decide how to get the funds and so on.

It is very clear from the magnitude of the problem that we can depend no more on taxation which, I think, has reached a fairly high level in view of our low *per capita* income of our country and we have to depend mainly on scientific and engineering advances more economic administration and advanced techniques to be adopted in the administration and increase goods traffic. In India a very important factor is that our prosperity, our earnings of the railways have to depend entirely on the goods traffic, and the more we get from goods traffic the better will be the earnings of the railways.

That being the case, I will first say a few words about the zones. My friend, the Honourable lady Member, has already referred to the redistribution of railway zones. I will give only a few more arguments in favour of the same. While we in India have got 8 zones for 36,000 route-miles, the United Kingdom has got 6 zones for a little more than half of this mileage. Britain is the pioneer, the inventor of the railway system, putting up a great fight for the supremacy of the railways over highways and airways in competition. She is even spending as much as Rs. 3,000 crores for modernisation in order to survive. Her experience will be very valuable to us.

From her experience it looks that the optimum size of a railway zone should be somewhat of the order of 3,000 to 3,500 miles. Of the eight zones in our country, four zones have 3,000 miles and less. It is only the Central Railway, the Western Railway, the Northern Railway and the Southern Railway—these four zones—that have got a mileage of 6,000 miles

and more covering nearly 24,000 miles out of the 36,000 miles. It is an utterly uneven distribution. These vast-area systems become unwieldy and the touch with the local areas is lost.

In the review of the efficiency published by the Ministry and given to us—this is a very valuable document it is stated in one of the paragraphs that the recent survey by the Railway Board has shown that the workload on the Central, Northern and Southern Railways has greatly increased. On previous occasions in 1953 and 1958 when similar increases were noted in the Eastern and the North-Eastern Railways, they were split up. In the same paragraph it has been stated by the Ministry that the division that they had made of the North-Eastern Railway into North-Eastern and North East Frontier Railway has been a very great advantage during the present crisis. They have, appreciated this division.

Also, these railway zones take a lot of time to settle down and to become running concerns. I would, therefore, appeal that the re-distribution of the zonal system may receive careful consideration at the hands of the Railway Board which is already aware of this problem and the necessary re-organisation may be effected very early.

On the technical side it is very difficult to make any suggestions. I have been trying to think it over whether I can make any useful contribution on the subject. It is so because the railway engineers are the flower of the nation. They are recruited after a very great competition. They are really some of our best engineers. I am only anxious that having such a good material it should be possible for us to establish a leadership of these engineers in the world all over. That means to say that we have got to create opportunities for some specialisation for them. At the moment having been recruited the railway en-

gineers just run on without getting that necessary training for specialisation. In these days of advance design and research and some aspects of technique of construction, I would submit that measures may be taken to ensure that they get a certain amount of specialisation.

There is a tendency in the Railways to effect transfers of engineers rather frequently because they do not pay so much as the other departments do on transfer and railway travel being free. You must try to keep them on for a longer period and ensure a thorough acquaintance with the local problems so that they may offer solutions suited to the area as well.

At the moment the Designs Office is located at Simla and the research organisation is located at Lucknow. These two must be together; otherwise, you would not get co-ordination and incentive to get along together. In spite of whatever may be the inconvenience or objections, the Designs Office must be brought near the Research Section.

It is also necessary that the research staff must be associated with investigations of accidents. I do not know whether it is done at the moment. But I would definitely say that this should be done. I am saying this because I understand that in the recent Naraj railway bridge pier explosion one of the reasons for the explosion was the presence of methane gas. If this gas is really there, it must have escaped from the coal-mines nearby. It would not exist under that pressure and in that quantity for a long time. If the regular inquiry is over and then the research staff is to come in, the conditions would change. Therefore it is essential that whenever any railway accidents occur, the research staff should also be associated with spot investigations.

There are one or two other minor aspects and if attention is paid to these

quite a large amount of savings can be effected. For example, in the Railways, quite correctly too, the standards are set very high so far as railway construction of the main lines and the bridges is concerned. But there are other structures, like, the platforms, the railway stations and buildings, which do not require the high standards. These can be lowered. We can follow the standards and the allowable factors that we permit in other civil engineering practice.

To take another example, it is stated that a few crores of rupees are being lost through breakages. The breakage should be prevented because the cost is more than few crores of rupees that are represented in the railway returns. There are lots of claims which are often rejected by the Railways. Goods that are broken and thus rendered useless are a great national loss. I know of cases where we get goods all the way from England and other countries. They get broken and are rendered useless. It takes a long time to repair them. Therefore we must endeavour and see that these breakages do not occur. This can be done by giving special training to those people who are handling them. By providing them with small cranes or belt conveyors, by giving them some simple mechanical device of this type it should be possible to avoid these breakages. That would indeed be very valuable and will save a few crores of rupees.

There must be a greater liaison between the Railway Ministry and the other ministries. To illustrate what I have in mind when I say this. I shall give two other examples. There is the Satpura thermal power station and the Obra power station which have been planned and sanctioned and for which every action has been taken but for which railway lines are still in the planning stage. The first thing that is required there is coal. There-

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fore before these thermal stations were planned the railway line must have been thought of and planned.

Similarly, there are stupendous and very big projects like the Rajasthan Canal and the Nagarjunasagar Project. These projects will bring in millions of acres of land under irrigation. That is to say, several million tons of foodgrains are going to be put into the market. In such cases the development will not be there unless the goods produced are readily removed. There is no use in merely producing food; there must be ready transport also. For example, at the moment Vijayawada which is a granary of foodgrains is not able to move out the foodgrains because of the bottleneck that is occurring at Vijayawada station. Similiar situations must be avoided. It should be necessary now to conduct surveys and see plan out additional railway lines so that the foodgrains can be readily transported.

Similarly, I may give the instance of Delhi City. The other day there was a question also in Parliament about it. Delhi City is a rapidly growing city. Being the capital of our country it is bound to bring in millions of people in the near future. Due to topographical difficulties of the city it is going to stretch out on the outskirts towards Mathura on one side and Punjab on the other side. The roads are very congested even now. To come from Chandni Chowk to Connaught Place takes a lot of time. When the traffic grows up it becomes almost impossible. I am, therefore, certain that an underground railway system is going to come for Delhi City. It must be there. An underground railway is easily constructed. Delhi is standing on good rock. Only tunnelling is required. I know there are financial difficulties. I do not advocate that you should construct underground system now though I would recommend that you should put in at least a single line from Chandni Chowk to Connaught Place. I would do it even

today. That would relieve congestion. It is necessary even now to conduct a survey so as to locate the railway stations and reserve those areas and prevent building on them. Because, once an area is built on, you will find it very difficult to have proper sites for underground stations. If you do not do it now, later on you will have to give kinks to the tunnel alignment. In a sense, bombing in London has been helpful in that some of the twists in some of the underground stations could be removed. The hon. Deputy Minister, in answering a question on this matter, said that it is the duty of the Delhi Municipality. I was surprised to hear that. No underground railway system is owned anywhere by a city. Always they are owned by the Railway organisations and investigations must be done by them. Railways have a great influence on social and the economic progress of the country. We have got to be alive to that fact all the time. Bacon the eminent writer said that a country can become great and prosperous provided there are three factors: a fertile soil, busy workshops and easy conveyance of men and commodities.

Once again I wish to pay my humble appreciation to the Railway Minister and his brilliant staff for the excellent budget they have prepared.

Shri Bhagwat Jha Azad (Bhagalpur): Mr. Deputy-Speaker, the outstanding feature of the Railway budget presented by the the Railway Minister this year is that, in spite of the emergency, there is no proposal to increase the passenger fares although there is a small increase in the freight on parcels and goods. He has made a refreshing departure in recent years in the Railway budget presented to the House in the sense that he has shown an urgency to keep the Railway finances on an even keel. That is the most important thing that he has shown his anxiety through his efforts. I would later on refer to how far he has succed-

what else could be done. At the outset, I would like to say that there seems to be an urgency to put the Railway finances on an even keel. Secondly, he has shown an anxiety to conserve the Railway finances for the defence efforts and defence purposes.

It has now to be examined how far he has been able or whether the efforts that are going in the Railways all over the country show that these efforts are really being fulfilled. The proposed surcharge on freight rates on goods and parcels is expected to yield about Rs. 19 crores and very judiciously he has allocated Rs. 4 crores to the General revenues, Rs. 10 crores to the Depreciation fund and another Rs. 5 crores to the Development fund. All this shows that he is conscious that in the coming years, the responsibility of the Railways is going to increase day by day when our economy gets a good start, rightly. In the first year of the Third Plan, we have seen that the Railways have failed miserably to carry out the task which was expected of them. We knew in the debate last year that it was not a happy performance. Compared to that, we can very well say this, the Railway Ministry has done very well. (Cheers). But, with this clapping, I would add two provisos. The first is this. This increase is favourable because of the comparison with the performance last year which was very bad. Secondly, as a student of economics, I must say, that the Railways' performance in the current year has to be judged in the light of the development of our economy. You know, in the food front, we have not been able to achieve the 5 per cent increase that we wanted to. Secondly, in the current year, it has not yet been said so far, but I know, even the national income in the country which was supposed to go up by 5 per cent possibly has not gone beyond 3 per cent. These two important facts had helped the railway performance to be commendable because the economic growth which was to put a large stress on the

Railways could not be there in the country. Therefore, with this performance, though I am happy to congratulate them, I fear, something that happened in the first year of the Third Plan may not happen in the future. The Railway Minister has not, anywhere in his Budget speech, indicated as to how he is going to handle the larger burden in the coming years when we expect that all the lapses that the plan is having on the food front or on the other fronts are made up in the coming 2 years or 2½ years, and how the Railways will be able to do it. I support the increase in the freight. I support it because I feel there is an urgency to give the finances a right direction, because there is urgency and he has shown an anxiety to contribute more to the General revenues, to put something more in the Depreciation fund and to put something more in the Development fund, to meet greater demands on the Railways in the coming years. But, at the same time, I would say this. Do you mean to say when the time and circumstances demand to have some more finances, you can do it in this arbitrary manner? The point is that an *ad hoc* increase or any arbitrary increase is no substitute for a rational policy of freight rates in this country. In the absence of periodic cost study, in the absence of prompt revision in the structure, I can say that it will never be a paying policy, it will never be a good policy for the Railways in the coming years to say, here I need something for defence purposes, a few more crores or here I need something to put in the Depreciation fund or to double the Development fund, and therefore I increase it. I say there must be a periodic cost study. There must be that attitude which must be shown to us that this policy of increase is based on a rational approach, on a rational study of the problem. I can say that I support this arbitrary increase because I feel that it is going to be properly utilised. But a commercial undertaking like the Railways, the biggest national undertaking in this country

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which is supposed to lead the other undertakings, must not increase in this manner. Rather, it must be based on a sound policy.

I know that the Railways, in coming years, have got a stupendous responsibility. It has to justify its solvency for the Development fund. Secondly, it must have an increasing return on the ever and ever expanding investment which it is sinking into it for the development of the country. Therefore, it must have a return which justifies the investment which in the coming years, or even today, tomorrow or the day after, the Railways are going to have. These things have to be kept in mind. Thirdly, to meet the future increase in expenditure chargeable to the Development fund, it must have more money. Therefore, I can understand the Railway Ministry trying to keep an annual net surplus like Rs. 31 crores instead of Rs. 15 crores. That is very justifiable, and a good attempt in this direction to meet all these. We know very well that at the end of the Third Plan, we have to have a capital at charge round about Rs. 2000 crores. I think that computation is correct, compared with Rs. 900 crores that we had in the First Plan. All these things are there. The average annual expenditure chargeable to Development fund also has to be doubled. From these points of view, we feel that the assessment is correct and to meet these things, you can increase it.

The most important point I have already dealt with is that there must be a rational basis, a cost structure study of all these things. The second important point is this. We feel we have a right to know whether the Railway Ministry believes in the Parkinson's law and whether the Railway Minister feels that there is scope for economy. I can understand the demand for more funds. As I have said, I can understand Rs. 145 crores

allotted to the Railways for development work. The point is whether this amount that is going to be allotted to the Railway Ministry or what it propose to get from the surcharge in the future is going to be properly utilised. Some of us feel as Shri Harish Chandra Mathur said that there is scope in the Railway Ministry for economy, economy in working expenses, economy in other ways which could give the amount which the Railway Ministry proposes to raise by this surcharge. I can very well say that let the surcharge be there, but I would also say that let an honest effort also be there in the direction of economy. I must say to the Railway Minister that I am not one of those who feel that our duty is fulfilled if we give some hard hitting speech from the public point of view, I feel that he can infuse the proper spirit in the administration. At least he can try that; just as he is trying that on many international problems, likewise he can try that here also. We expect from him that he will ask his administration at least to think along those lines that there is still scope for economy.

There is still scope for economy in working expenses. He has shown us that there is an increase in the total receipts. But that is completely wiped out by the increase in the working expenses. Therefore, on the one side while there is economy or there is increase in receipts, on the other, we find that the working expenses are almost equal, or rather, there is an increase in the working expenses which is much more than the increase in the receipts. Therefore, let not the repeated argument be advanced, as it has been advanced year after year, that every effort is being made in this direction. I had the privilege to speak on the railway budget for five continuous years in the First Lok Sabha, and I have got the chance to speak now in the Third Lok Sabha also, and I am now speaking for the second time in this House, and I feel that

whenever we put forward certain points before the Railway Minister for consideration, the same hackneyed reply comes, which gives the impression that possibly, the Railway Administration and its big officers are not prepared to hear them or consider them. Therefore, the difficulty arises that we feel that either they are deaf, dumb or blind or they do not understand anything at all.

Shri Narendra Singh Mahida: Have the facilities for third class passengers increased?

Shri Bhagwat Jha Azad: That is for my hon. friend to say. I am saying something else, and I hope my hon. friend will try to understand me. I am saying that the facilities have to be increased and they should be increased. But I think that the third class passengers may have to undergo more sacrifices in coming years, and we shall do it, or rather, they will do it, because I am now travelling in the first class. They will be prepared to undergo those sacrifices in the future, and they will be prepared to manage with less of services in the third class, provided they are convinced that the railways accept will be utilised for more and more development properly in the coming years. Therefore, that point about third class passengers does not arise.

Looking at it from all these points of view, it is very essential that we should see how far the gratifying reference made in the Minister's speech that efforts are being made to conserve the resources of the railways for defence purpose is justified. All that I have to say on that is this that though his anxiety is there, the efforts in the Ministry of Railways do not show any trend towards that direction. And I can quote some figures in this connection.

We find that the revised estimate of the goods traffic receipts for 1962-63 shows a rise from Rs. 545.36 crores to Rs. 549 crores over the budget esti-

mate; but, at the same time, the working expenses have also increased from Rs. 362 crores to Rs. 365 crores. What I mean to say is this that we do not find any sincere effort made by the administration in the direction of economy.

As regards this point, many other examples have been cited. I can, say for example, that every day we find that the fuel and staff bills go on rising. Possibly, my hon. friend the Deputy Minister, Shri S. V. Ramaswamy, would like to say, because he may not have heard me properly, 'But, don't you see? All these things are increasing all over the country'. But I am sure the Railway Minister will not say so, because I feel that in an expanding economy, and in an expanding undertaking, there is always scope for overhead costs to be economised, and there is always scope for reducing them, and we expect that in this undertaking also there should be economy. But we do not find such economy at all.

As has been pointed out just a little while ago, the wastage that is there is known to everybody. You cannot deny it by any number of speeches or by trying to evade our questions or by trying not to reply to our questions in the House. People feel that this wastage is there.

Then, take the question of economy in the matter of compensation in respect of goods lost. Some time before, we had booked a consignment of ours, and it had not reached the destination even after three months, and, therefore, we served a notice and immediately, the thing was delivered to us. There is a loss of Rs. 3 to 4 crores every year on this account in the railways. Why is that happening in spite of the fact that you have got your Railway Protection Force under you, and your station masters and all those persons are there? It is the same persons who seal them, and it is the same persons who unseal them, and yet, we find that there is a colossal loss of about Rs. 4 crores every year. I do

[Shri Bhagwat Jha Azad]

not draw any inference. I leave it to you. But the people draw their own inference as to how the claims are being settled and how compensation for goods lost or damaged is given. So, there is scope for economy in this matter.

I would not point out another thing. Year after year. I used to submit in the First Lok Sabha that Messrs. Balabhadras and Messrs. Kenners were the two spoilt children of the Railway Minister and they were giving us slow poison while we were travelling on the railways. And I succeeded, and they were driven out, and departmental catering was introduced. But let me say as a fanatic supporter of nationalisation that we have been very much disappointed in this matter. Let not the same reply be made every year 'We are trying to improve it', because in spite of our hearing it year after year, it has not improved at all. Does that not reflect on the efficiency of the Railway Ministry that they cannot even run this catering business and they cannot even provide the travelling public with good and healthy food?

When we speak of high things or big things, they will say, look here, you are asking for a railway line that is not possible, as Shrimati Vimal Devi has pointed out just now. When we ask for economy, they may say again, no, no, that is not possible. But at least when we ask for small things. I say, please examine the possibility of those things. For instance, I say that please examine the possibility of a halt at Mamalka on the Eastern Railway. Again, I may ask that the halt at Ekchari may be converted into a station and if that is done then you will get additional revenue. But the railways would never hear even these small things. Similarly, I may refer you to a small station at Pir Painti. Every day, about forty passengers travel at that station without tickets, because it is sometimes a human weakness: if

nobody asks for a ticket, then naturally the person thinks 'Nobody is asking for a ticket; probably, the railways are good enough not to ask for any ticket, and, therefore, I shall travel without any ticket'. This is happening because there is nobody at the gate to check the tickets. Then, I wrote a complaint saying, look here, you want ticketless travel to be stopped, and you want additional revenues, but at this Pir Painti about forty passengers per train are going without tickets, and there is nobody at the gate to check the tickets; I wrote that letter and I got a nice reply to it, from the Commercial Superintendent or somebody like that, saying yes, it is true. He justified this because he said that there was only one person who had to attend to the office and the track and then start the train and again come back to the office at the station, and by the time he came back, some persons would go away; he justified this and said, it is true and I understand that some persons may go away in the meantime. That was the reply that I got. That shows how efficient those officers are and how they encourage ticketless travelling and they cannot manage thing properly.

Therefore, in the end, I would say that while we support the proposals of the hon. Minister, and while we appreciate the intention of the hon. Minister, and we are convinced of that, the facts in support of it are lacking, because the Ministry is not working at the level at which it is expected to do in this emergency, and in this era of planned development in our country now and in the coming years when our economy is going to grow further, and when the railways will have to be asked to carry more of passengers and more of traffic.

Shri Narasimha Reddy (Rajampet): As I was listening to the budget speech of the Railway Minister, I thought that he was looking extraordinarily fit and in good health after

his recent bout with the Pakistani wrestlers. I am sure that when he goes for his next round to meet his next round to meet his counterpart at Calcutta, Mr. Bhutto would present him with a packet of fresh Chinese pickles containing choice earth-worms and such other delectable denizens of under-ground which I hope he and his deputy will greatly relish.

After listening to the budget speech of our Finance Minister we are of the opinion that the tall stately figure of our Railway Minister with his grisly beard was far more acceptable than the smooth smiling barbarity of the Finance Minister. The Railway Minister has been already sufficiently peppered for having increased the freight rates. It will serve no useful purpose by my reiterating it. I hope that this will be the last of his increases in freight and that he would make a mental resolve here and now that during the remainder of his tenure as Railway Minister he would not increase either passenger fares or freight rates but would make financial adjustments by pruning expenditure, eliminating waste and putting an end to ticketless travelling.

We appreciate the Railway Minister's statement that the overall operational efficiency of the railways this year has been far in excess of previous years. We also feel that criticism in season and out of season is likely to dull the edge of enthusiasm in the Railway Minister. A timely appreciation of sincere effort will go far in enthusing him still further to greater effort.

The Review of Accidents says that in 1961-62 the number of consequential accidents entailing injury or loss of life has been far less than in previous year. But I would caution the Railway Minister not to be complacent over this matter because the fewer accidents in 1961-62 as compared with the previous years might be an accident. The Deputy Minister for Railways today made a statement about

a serious accident recently. This should be a warning that he should not lessen his vigilance, so that when he delivers his budget speech in 1964, he could mention with pride that railway accidents have been almost eliminated

During my talks with some people who know something about the railways, I learnt that the engineering department which is vitally concerned with the maintenance of the track is in a state of intense dissatisfaction. I heard that officers in the engineering department recruited 15 years ago are still in their regional places as junior officers without any sort of promotion whereas officers in other departments of the railways who were considerably junior to them have had quick promotions. I understand this has produced an element of dissatisfaction. If these engineers are to keep the track fit and free from accidents, there should be a corresponding appreciation of good work and long service. I would, therefore, request the Railway Minister to see that this kind of dissatisfaction among important elements of the railway administration is lessened, if not totally removed.

I also heard, when I was talking to somebody on the number of derailments of goods wagons in the Guntaikal Division. I was told that even in the engineering staff, people who have put in more than three years were being retained in a particular place so that they became accustomed to an attitude of indolence and laziness and that resulted in accidents. I would commend to the Minister that rigorous enforcement of the three year rule. On the analogy that a new broom sweeps well, the officers could be transferred immediately after they have put in three years in one place

There have been lots of complaints in regard to railway carriages. The corridor system now introduced for the upper class travel is very inconvenient. In long-distance trains like the GT Express, where we have to go

[Shri Narasimha Reddy]

1,300 miles, these long corridor compartments are of no use during summer when we have to pass through some of the hottest parts of India. I would request therefore, the Railway Minister to see that at least during the summer months—July to September—so far as these long-distance trains are concerned, conventional carriages are put in.

Then there has been complaint about departmental catering in restaurant cars. I agree with Shri Bhagwat Jha Azad that there has been great dissatisfaction regarding the supply of good food in railway compartments. It is difficult to eat it. Not that the Railway Administration does not supply good materials for cooking; I am sure they would have done it all right. I am afraid there must be lot of pilfering by those in charge of the car. The inspecting officers must be pulled up and asked to do their duty. I have been travelling from Delhi to Madras a number of times, but I have never come across any inspecting officer coming into the trains and enquiring from passengers whether they had been served decent food. I therefore request the Minister to ask the inspecting officers to meet passengers now and then and see whether proper food is served.

I feel sorry that the Railway Minister has not bestowed sufficient attention towards the undeveloped tracts in India like Rayalaseema. Rayalaseema is well known as the chronic famine zone of India. If he only refers to the Food and Agriculture Minister, he would bear out that it is one of the problem areas so far as food production is concerned. That zone has not been served with proper railway lines except for the two railway lines laid by the British for military convenience which by accident go through Rayalaseema. Ever since the dawn of independence time has been lying still on. Rayalaseema, and the people there have not seen or felt

the impact of the railway administration.

14 hrs.

Rayalaseema abounds in mineral wealth. Some 12 years ago investigations were made as to the feasibility for connecting Nandiyal with Chittoor via Cuddapah, Rayachoty, Mahanapalle and Palamaner. People hailed it with delight and hoped that this would become an accomplished fact, but we see that it has not found a place in the Plan. Even the Andhra Government who unanimously recommended this line to the railway administration have been showing step-motherly affection to us because they have now relegated that line to the fourth place in the list of priorities in their recent recommendation to the Railway Board.

I am not pleading for Rayalaseema as part of a linguistic unit. I have been opposed to linguism. Linguism and linguistic provinces have been nauseating to me because I feel that they have been responsible for the disintegration of our country. When many of your plans have been replaced, I am wondering why Rayalaseema has not engaged your attention. I feel that if you take up that line, on account of the considerable mineral wealth there, it will amply pay; it will not be a losing concern.

Then I come to overcrowding. Express and Mail trains which run from places like Madras or Bombay get overcrowded at the place of starting itself, and when people try to get in at the intermediate stations they get crammed. For instance, on the Madras-Bombay line, there is overcrowding between Renigunta and Guntakkal, which is the Rayalaseema tract on that line. Between these two stations you can introduce shuttle services with diesel engines.

So far as Rayalaseema is concerned, people from Tirupati and Chittoor and Anantapur District who have to

go to the capital of Andhra Pradesh, Hyderabad, have to go on the Pakala-Dharmavaram route. On that route, the engines are bad and there are frequent breakdowns. There is only one carriage at present which takes people straight to Secunderabad. In addition to the first class carriage and a small third class carriage now being provided, I would suggest that a second class carriage may also be provided, to run direct from Secunderabad from Renigunta.

I would also bring to your notice that on this important Pakala—Dharmavaram line, railway stations which are Taluk headquarters do not have even the convenience of an upper class waiting room. The third class waiting rooms are in the same condition in which the British built them 150 years ago. I would, therefore, request the Minister to see that the whole line from Pakala to Dharmavaram is amply provided with good amenities for the third class and second class passengers.

On the Madras-Bombay line, at Rajampet and Nandalur in the district of Cuddapah, traffic is at a standstill for hours together because of railway crossings. These two towns have developed on either side of the railway line remarkably, and therefore we want that overbridges should be constructed there. After all, it does not cost much. The railway administration has not spent much on Rayalseema. These two overbridges may cost only about Rs. 3 lakhs. There is the Development Fund of over 5 crores out of which, these overbridges can be built within a period of six months.

I have sufficiently taxed the Railway Minister, and he has just now gone out of the House probably to escape further implication of my speech. But the Deputy Minister is there. If, out of the many things that I have mentioned, at least some stick in his mind I will be immensely satisfied.

Shri S. V. Ramaswamy: It has all been recorded.

2841 (Ai) L.S.D.—5.

Shri M. Malaichami (Periyakulam): The great part played by the railways at the time of the Chinese aggression speaks highly of the essentiality and the necessity for development of the railways. It is in the fitness of things that the capital-at-charge of the railways which was at Rs. 900 crores at the beginning of the First Plan will go up to Rs. 2,000 crores at the end of the Third Plan. The construction of the railways has also facilitated national integration to an extent, though it was started during the British days with a different objective.

It is also gratifying to note that we have started manufacturing electric and diesel locomotives and that our progress in the manufacture of wagons and coach shells is also improving. Payment by result has stepped up the out-turn. I would suggest that the same procedure may be adopted in running other departments of the railways. If the employees carry out their duties giving minimum room for accidents or derailments, their services may be appreciated by monetary benefit or other due recognition, and it will go a long way to prevent accidents on the railways.

The superiority of the railways as a mode of transport has also been proved beyond doubt. For one gallon of high speed diesel oil, the performance of the railways is 400 ton-miles, while in road traffic it is only 60 ton-miles.

With all these redeeming factors, we have not yet been able to serve the national to its entire satisfaction, in spite of the Railways being a monopoly concern. The goods traffic and passengers amenities are inadequate, and the figures before me amply demonstrate the need for making improvements in the railways. Preference must be given to goods traffic to strengthen the economic base. On account of the increase in agricultural and industrial production through our planned programmes, we find heavy goods traffic by road and since the railways are not able to secure the confidence of the public by safe, timely and economic transport of goods a lot of difficulties are created. There is always the risk of theft and pilfer-

[Shri M. Malaichami]

age of goods during transit. Claims for goods lost and damaged remain pending for long. Businessmen find it necessary to be at the mercy of the railway employees. They are not able to get wagons in consideration of the perishable nature of the goods and the distances to be covered. Cotton and chillies produced in my area worth Rs. 50 lakhs find their market in Delhi. If goods traffic by railways is safe, easy and tidy, it will go a long way to increase the goods traffic and will satisfy the producers.

The three-tier sleeper coaches are more a hardship than an amenity to the public. To tier coaches alone should be continued.

From a perusal of the explanatory memorandum, we find that Southern Railways run at a loss. It could be avoided if the rural areas which developed recently are provided with railway links. The Southern Railways are also not keeping up the schedule as before. Electric traction will go a long way to prevent losses and also help in keeping up the schedule timings. The electrification of the Madras-Villupuram line is an attempt in the right direction and it should be extended to other parts of the railways also. That work must be completed in time so as to minimise the present losses.

Facilities such as buildings, etc. on the wayside stations remain just as they were before Independence. Receiving facilities must be provided to the third class passengers are remodeling should be done in respect of the wayside stations.

The hon. Minister is practical in presenting the budget with a view to developing the railways as a national concern. The audit report for 1963 reveals serious irregularities in the utilisation of wagons and unnecessary losses on account of lapses in the implementation of some contracts, etc.

Yet they provided a very essential service at the time of emergency. They also provide the facilities for national integration. With sustained efforts, we can make the railway more efficient.

Sir, on this occasion, I would submit the long felt need of my constituency for the past so many years. The Madurai-Bodinaickanur railway passes through Theni, an important trading centre. It has to be given an additional link upto Gudalur from Theni a distance of thirty miles, providing an opportunity to connect Periyar hydroelectric scheme, recently completed at a cost of Rs. 10 crores. The Madurai-Bodi line which is running at a loss now, could be converted into a profitable line if the Gudalur-Theni link is provided. For the past several years, there has been this demand. Two surveys have also been completed. Still the work is not undertaken. It is reported in the Press that the Madras Government has recommended the construction of this new line and I request the Ministry to take up this scheme during this Plan itself to facilitate the linking up of the rural areas which have recently been developed and to facilitate the transit of goods such as cotton and chillies, which I had already mentioned. This would also link up Madras and Kerala States beneficially. So long as this line is not constructed, there is a feeling in my constituency that the Government is turning a deaf year to the needs of the tax payers on account of some pulls from road transport magnates. At least to avoid that impression, I would request the Ministry to take up this scheme and complete it within this Plan period itself. The Tinevelly-Cape Comorin line has been sanctioned and some amount also allotted this year for survey work. That also should be expedited. A beautiful health resort, Courtallam, may be connected by railway to encourage tourism. Railway concessions for tourists desirous of visiting that area should

be given. There are certain routes in the Southern Railway which are over crowded with heavy traffic. A comprehensive survey would help to locate such lines. If such lines could be doubled, it would go a long way to improve the efficiency of the Southern Railways and avoid the losses. The railways are a national concern and the people, the railway administration and the Government should make them as efficient and profitable as possible.

Shri A. S. Alva (Mangalore): Mr. Deputy Speaker, Sir, I also pay my compliments to the Railways for presenting this Budget, which shows all-round improvement. At the same time they should not rest content saying: all is well with the railways. There is scope for a lot of improvement and especially the administration must be streamlined.

I would touch only one or two points to bring home to the Minister the need of setting right some of the lacunae that we find these days. As far as accidents are concerned, there is a report of the committee which will be studied and things are improving.

One other thing I want to bring to your notice is that the property of the railways not being taken proper care of. In the first place, persons who travel long distances in the railways notice that the electric fittings such as bulbs and some other things are all removed from the compartments. This only goes to show that either there is some connivance or there is no proper supervision. These are things that must be properly looked into.

As far as catering is concerned, there a lot of criticism. Some people want to revert to the contract system. But I for one will oppose that, and my own feeling in this matter is that with proper supervision the catering by the railway themselves could be improved. For this purpose it is necessary that officers either travel incognito or devise some other means to find out whether catering is done

properly and whether food and other items are sent to the compartments in time without much difficulty. These are some of the things which the railways should look into.

Then I would just narrate some of the needs of the southern region. I for one will not put this case on the ground of any particular State being neglected or any such thing. We must view the entire railway system in the present context. In the south we have got—I am referring especially to the Mysore State—a lot of iron ore and manganese which are being exported and which earn foreign exchange. For this purpose, it is necessary to view the development of the railways as a whole in the present context. Of course it has been mentioned here that it is absolutely necessary that the metre gauge is changed into broad gauge, because metre gauge lines cannot properly cope with the movement of goods, when practically about 40 per cent of the goods are being carried by railways. For this purpose, the Ministry must certainly have a long-range plan for converting the metre gauge lines into broad gauge. In this connection, I would submit that as far as Mysore is concerned, we have got a broad gauge link from Madras to Bangalore. But when you proceed further towards Bombay side, upto Poona, it is metre gauge. The Government has decided to connect Poona and Miraj with a broad gauge line; so, thereafter, from Miraj to Bangalore also, it is absolutely necessary that it should be connected by broad gauge, and I request that a phased programme should be made with a view to see that that section is also converted into broad gauge. As far as the railway running from Guntakal to Hospet is concerned, it is going to be converted into broad gauge and the work has also commenced.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Not conversion; but parallel lines.

Shri A. S. Alva: Yes It is absolutely necessary to continue that line

[Shri A. S. Alva]

from Hospet to Hubli so that it will be a complete broad gauge. You are aware that as far as Hospet and Sandur are concerned, it is necessary that the mineral from these areas should be carried to the western ports, for being transhipped to Karwar and Mangalore. Now that Mangalore is Mangalore. Now that Mangalore is going to be an all-weather port—it has to handle a lot of cargo and a railway line is to be laid between Hasan and Mangalore. But we are told that though the actual track will be for a broad gauge, actually, only a metre gauge will be laid at present. This certainly is not a correct policy because a lot of iron ore cannot be moved in right time to this port. As such, it is now absolutely necessary that a broad gauge line should be laid between Hassan and Mangalore in the first instance itself. I am sure the Railway Ministry will consider this aspect very seriously, so that the development of a port like Mangalore, which has to handle a lot of iron ore and other cargo, comes to fruition. Besides, it is the only port which has to export all the goods from the hinterland, from Mysore and the eastern side of the western ghats and other places. As such it is necessary that a broad gauge line should be laid even at the first instance between Hasan and Mangalore in order that it may carry more goods.

I would like to mention one more thing which the Ministry will seriously take note of. A small line connecting Kottur and Harihar will also be absolutely necessary. As I said in the beginning, on account of the mineral wealth of Mysore, it is absolutely necessary to move this iron ore and manganese through this line. As a matter of fact, the necessity for this line has been stressed several times. I am told that the Mysore Government has been repeatedly harping on this aspect, because this is a line which is very vital to the needs of the Mysore State. I am not stressing all these things only from the

point of view of any particular State but from the point of view of the new finds of these minerals which have to be exported and for which there is a very good market and for which Government have also entered into contracts. For this purpose, it is necessary to revise the existing ideas and see that this line is also laid.

I do not want to say much, except to touch on one or two points more. The Minister was pleased to give an impressive figure to show how the relationship between labour and management has gone on very well and how on account of the agreement, labour also has played its part very well. In this connection, it is painful to see that some of the hon. Members make wild allegations against labour unions. Of course, it is well known that there are two or three labour unions which are in the field, but, at the same time, it has to be recognised that one union is certainly not opposed very much to the other, or at least their professed ideas certainly do not collide with one another, because all are interested in seeing that labour is put on a firm footing so that instead of each person bargaining, a collective bargaining which is recognised by all civilised countries is resorted to, so that labour would attain their objectives. To or three labour unions are in the field, and though all of them may not be working properly and may not be guided by the same principles, yet, as far as their professions go, all are interested in seeing that labour is put on a sound footing and their needs are considered properly, more because they are low-paid people than the officers as such.

In this connection, I would like to mention one other thing. Though I am not very much conversant with what actually is the matter, I know that there are—what are called—temporary workers who are not taken in the regular list, but who remain temporary for every year without the benefits that accrue to permanent wor-

kers. This matter is to be looked at and it is absolutely necessary that persons who are serving in the department are made permanent.

Another thing which is really impressive as far as the railways are concerned is that they are doing a lot of things by way of workers' education. Of course, some people make light of it saying that it is simply a wastage and it does not confer any benefit on the workers. Certainly this is not correct. It is absolutely necessary that the workers are given proper education so that they could conduct themselves properly in their relations with the management. They should also feel that the running of the railways is not only the concern of the Minister or the Railway Board or the high-ups, but as citizens of India, they are also vitally interested in running the administration in seeing that the railways, which are national assets are one of the best in the world. As the previous speaker said, in the national emergency, we have seen how they came forward and how everybody was prepared to subscribe a day's wage without any compulsion and goading from any quarter. On their own accord, they came forward and made this contribution, though some of the high-ups want to say that they are responsible for these things. These are things of which the Ministry can be well proud of.

In conclusion, I pay my compliments to the Railway Minister, who has really presented a good budget. At the same time, I hope he will bear in mind the healthy criticisms which have been made on the floor of the House. I am sure with his sympathetic understanding and firmness, he will see that the railway administration is streamlined much further.

श्री बड़े (खारगोन) : माननीय उपाध्यक्ष महोदय, जब मेरे सामने रेलवे बजट आया तो मैंने देखा कि उसमें पेंसिजर फेयर नहीं बढ़ाया गया है। इसके लिये मैं सब से

पहले रेलवे मिनिस्टर को धन्यवाद देना चाहता हूँ। इमरजेंसी के नाम पर जैसे और बहुत से टैक्स बढ़ रहे हैं उसी तरह वह भी पेंसिजर फेयर बढ़ा सकते थे लेकिन उन्होंने ऐसा नहीं किया। इसलिए मैं उनको धन्यवाद देता हूँ।

साथ-साथ जिन रेलवे कर्मचारियों ने इस संकट कालीन परिस्थिति में असम में और नेफा में जैसा अच्छा और जितना ज्यादा काम किया है उसके लिए वे धन्यवाद के पात्र हैं। मैं उनका अभिनन्दन करता हूँ।

लेकिन मैंने देखा कि रेलवे पारसल्स पर और गुड्स पर भाड़ा बढ़ाया गया है तो मुझे लगा कि रेलवे मंत्री भी शायद फाइनेन्स मिनिस्टर के कहने में आ गए होंगे। और इसलिए व चार करोड़ जनरल एक्सचेकर में दे रहे हैं। मैं इसके बारे में यहाँ नहीं कहना चाहता कि भाड़ा नहीं बढ़ना चाहिए लेकिन भाड़ा बढ़ने के साथ-साथ जो हमको सुविधा मिलनी चाहिए उसकी ओर भी ध्यान देना चाहिए।

रेलवे डिपार्टमेंट ने जो फिगर्स का ढेर दिया है, उसको तीन, चार, पांच रोज तक स्टडी करने के बाद भी मैं जहाँ का तहाँ पर अपने को पाता हूँ। इतने फिगर्स को देख कर यह शंका होती है कि कहीं इतने फिगर अपने खराब काम को छिपाने के लिए तो नहीं दिए गए हैं।

इस साल जो ५६६.६६ करोड़ रुपये की आमदानी होने का अनुमान है उसमें से केवल २० करोड़ अपर क्लास से होगी और १५२.४६ करोड़ तीसरे दर्जे से होगी। लेकिन मैंने देखा है कि तीसरे दर्जे के पेंसिजर्स को क्या एमैनिटीज मिलती हैं। अभी भी तीसरे दर्जे में बड़ी भीड़ होती है। मुझे एक पेंसिजर ने पूछा कि आप सिनेमा में टिकट लेते हैं तो आपको सीट मिलती है

[श्री बड़े]

आप नाटक में टिकट लेते हैं तो आपको सीट मिलती है, अगर आप स्टेट मोटर ट्रांसपोर्ट का टिकट लेते हैं तो आपको जगह मिलती है लेकिन मैंने पैसा खर्च करके रेल का टिकट लिया है लेकिन मेरी बूढ़ी मां नीचे खड़ी है। उसको जगह नहीं मिलती। आप हाउस में जाकर क्या करते हैं, क्या आप केवल फिंगर्स को अटके करते हैं या जो हमको जगह नहीं मिलती उसके लिए भी आवाज उठाते हैं। मैंने कहा कि हर साल तीसरे दर्जे के पैसिजर्स के लिए आवाज उठाता हूँ लेकिन कुछ नहीं किया जाता। आज आप देखें कि तीसरे दर्जे में इतनी भीड़ होती है कि पैसिजर्स को खड़े-खड़े जाना पड़ता है, उनको खड़े-खड़े जाना पड़ता है। उनको संडास के पास बैठ कर ग्यारह-ग्यारह घंटे तक सफर करना पड़ता है। इस तरह रेलवे मंत्रालय का कोई ध्यान नहीं है।

पहले दर्जे में जो लोग यात्रा करते हैं उनको सारी सुविधाएँ दी जाती हैं। मैंने उस पैसिजर से कहा कि वे लोग ज्यादा पैसा देते हैं इसलिए उनको ज्यादा सुविधाएं मिलती हैं, तो उसने कहा कि पैसा तो हम देते हैं और उनको हमारे खर्च से सुविधाएं मिलती हैं।

इसके बाद उस पैसिजर ने कहा कि आप सोशलिस्ट पैटर्न लाना चाहते हो, क्लास लैस सोसाइटी लाना चाहते हो, तो फिर यह पहला दर्जा, दूसरा दर्जा और तीसरा दर्जा क्यों रखते हो। क्या मेरे पास पैसा कम है इसलिये मैं तीसरे दर्जे का हो गया? और जो बैंक मार्केटिंग करके पैसा कमा लेता है, या जो बड़ा आफिसर है जिसको तीन-तीन हजार तनखाह मिलती है और जिसको बड़े आदमी का लड़का होने के कारण पढ़न की ज्यादा ज़रूरत मिल गई वह पहले दर्जे का हो गया। उसने कहा कि हम गरीब हैं

इसलिए हमको तीसरे दर्जे का समझा जाता है। आज ये पहले, दूसरे और तीसरे दर्जे क्यों रखे गये हैं। क्यों नहीं एक क्लास रखा जाता, यह उसने मुझसे पूछा।

इसके अतिरिक्त मैंने खंडवा से अजमेर तक और दिल्ली तक देखा है कि जो चाय तीसरे दर्जे के पैसिजर्स को दो आना देने पर मिलती है उसका स्वाद गोमूत्र जैसा होता है।

एक माननीय सदस्य : गोमूत्र का अनादर न करिए।

श्री बड़े : माननीय सदस्य मेरे सिमिली और मेटाफर को समझे नहीं। मैंने उसको गोमूत्र की तरह इसलिए कहा कि उसका स्वाद पेंजेंट होता है। दो आने देने के बाद भी उस गरीब आदमी को ऐसी चाय मिलती है। उस पैसिजर ने हमसे पूछा कि आप हाउस में जाकर ये बातें नहीं कहते। मैंने कहा कि हम हर साल चिल्लाते हैं लेकिन वह सारा का सारा अरुण्य रोदन साबित होता है, ए क्राई इन वाइल्डरनेस होता है।

मोटर गेज में आपने रतलाम से इन्दौर तक स्लीपिंग कम्पार्टमेंट दिया है। लेकिन उसको सोटों पर सोने वाले का पैर बाहर निकल जाता है। बँचेज छोटी हैं। मैं नहीं समझता कि इस प्रकार का स्लीपिंग कम्पार्टमेंट देने से क्या लाभ है। मैं समझता हूँ कि यदि पैसिजर्स को उचित सुविधाएँ दी गईं तो इस इमरजेंसी के समय में जनता का सरकार पर विश्वास हो जाएगा और लोग कहेंगे कि कांग्रेस शासन में हमको इतनी सुविधाएं मिल रही हैं। लेकिन हम देखते हैं कि तीसरे दर्जे के मुसाफिरों पर कोई ध्यान नहीं दिया जाता। और हर साल बँसा ही बजट पेश कर दिया जाता है।

इसके बाद मैंने लासेज के बारे में देखा। उसके फिगर दिए गए हैं। लेकिन हमने

पी० ए० सो० की रिपोर्ट में देखा है कि रेलवे को १९५७-५८ में .६ करोड़ का लास था, सन् १९५८-५९ में .६ करोड़ का लास था, १९५९-६० में .८ करोड़ का लास था, १९६०-६१ में .८ करोड़ का लास था और १९६१-६२ में .११ करोड़ का लास था। ये चीजें पी० ए० सो० के सामने आती हैं कि कभी २९ वैगन्स मिसिंग हैं, रेलवे के सामान को चोरी हो जाती है। कभी एक जीप की चोरी हो जाती है और उसका पता नहीं लगता। तो यह लास बढ़ता जाता है।

सिक्योरिटी के बारे में मैं कहना चाहता हूँ कि एक बार मेरे कम्पार्टमेंट में सी० आई० डी का एक बड़ा अफसर शराब पीकर बैठा। मैंने उसकी शिकायत की, एक लेडी ने शिकायत की और टी० टी० ई० रमेश गुप्ता ने शिकायत की लेकिन कुछ असर नहीं हुआ क्योंकि वह एक बड़ा पुलिस अफसर था। यह सिक्योरिटी हमको कम्पार्टमेंट में मिलती है।

श्री कछवाय (देवास) : उसका नाम क्या है ?

श्री बड़े : नाम मैं नहीं बतलाना चाहता यह हालत रेलवेज में सिक्योरिटी की रहती है। सिक्योरिटी के लिए जो पुलिस अफसर रहते हैं यदि वही लोग इस तरह की गैरजिम्मेदारी बरतें और अत्याचार करने लग गये तो रेलवेज में क्या खाक सिक्योरिटी होगी।

रेलवे एडमिनिस्ट्रेशन जब तक थर्ड क्लास के यात्रियों की मुख-मुविधा और सुरक्षा आदि का पूरा इंतजाम नहीं करेगा तब तक जनता में विश्वास पैदा नहीं होगा।

दूसरी बात मुझे यह कहनी है कि वैस्ट निमाइली और इन्दौर के अन्दर डबलप्लेड एरिया में मीटरगेज चलती है लेकिन उसके पास में और उसके साथ एक दूसरी रेलवे लाइन के लिए मैंने बहुत कोशिश की और कहा सुना कि यहां भी रेलवे होनी चाहिए लेकिन

अभी तक सुनवाई नहीं की गई है। पूर्व और पश्चिम में १००, १०० मील तक रेलवे नहीं है। उसमें नर्मदा वैली रेलवे हो सकती है जैसे कि तार्पत; वैली; रेलवे है और खंडवा टु दाहोत तक की जा सकती है।

रेलवे मंत्रालय ने पार्सल का फ्रेट बढ़ा दिया है लेकिन पार्सल इन्दौर कब पहुंचता है, इसका रेलवे को कोई चिन्ता नहीं है। दिल्ली से इन्दौर कितने दिन में पार्सल पहुंचता है अथवा बम्बई से इन्दौर पार्सल कितने दिन में पहुंचता है इसके लिये रेलवेज को कोई चिन्ता नहीं होती है। आज हमारे यहां पार्सल ढोने के काम में रेलवेज और मोटर ट्रक्स के बीच कम्पटीशन चल रहा है। बम्बई से इन्दौर सीबे दुकान पर मोटर ट्रक्स माल ले आते हैं और अब ज्यादातर व्यापारी लोग बजाय रेल से मोटर ट्रक से सामान मंगवाते हैं। मोटर ट्रक आठ आने मन भाड़ा लेता है जब कि अभी जो फिगर्स दिये गये हैं और उसका मैंने हिसाब लगाया है तो रेल से माल लाने में भाड़ा पी मन ७५ नये पैसे पड़ेगा। आप स्वयं समझ सकते हैं कि ऐसी हालत में कौन रेलवेज से अपना सामान लाना चाहेगा? मेरा तो रेलवे मंत्री महोदय से कहना है कि माल पर फ्रेट चार्ज बढ़ाने से रेलवेज का ज्यादा फायदा होने वाला नहीं है क्योंकि लोग ऐसी हालत में रेल के बजाय मोटर से सामान मंगायेंगे और रेलवे और मोटर ट्रक्स के बीच इस बारे में कम्पटीशन चलेगा। आप जितना फायदा रेलवेज को होने को समझते हैं उतना नहीं होने वाला है। लोग अधिकाधिक अपना सामान बजाय रेलवेज के मोटर ट्रक्स से भेजेंगे। लेकिन हमको यह डर है कि यहां केन्द्र से संकेत किया जायगा कि मध्य प्रदेश में मोटर ट्रकों पर ज्यादा टैक्स बढ़ाया जाय ताकि रेलवेज उनसे कम्पिट कर सके। मैं रेलवे मंत्रालय को सूचना देना चाहता हूँ कि यदि आप चाहते हैं कि लोग अपना माल रेलवेज से ही भेजें तो उनकी पार्सल जल्द पहुंचाने की कोशिश

[श्री बड़े]

करना होगी। अगर आप यह चाहेंगे कि माल तो चाहे जब पहुंचे, देरसबेर पहुंचे लेकिन फ्रेट चार्ज बढ़ा दें तो आप मोटर ट्रक्स से कैसे कम्पोट कर सकेंगे जो कि व्यापारी का माल बम्बई से भर कर संघे इंदौर उसकी दुकान तक पहुंचा देंगे।

रेलवे मंत्रालय ने एक्सपोर्ट फ्रेट्स में बहुत सी चीजों को छूट दी है और मैं चाहता हूँ कि डीप्रायल केक्स—मूंगफली की खली को भी यह छूट दी जाय। इंदौर से काफ़ी मात्रा में यह खली बाहर जाती है। हमारे ऐरिया में मूंगफली बहुत ज्यादा पैदा होती है। हर एक ज़िले और तहसील में आयल मिन्स हैं और वहां से यह डीप्रायल केक्स बाहर जाती है। मैं चाहता हूँ कि उनको एक्सपोर्ट में छूट दी जाय। इस बारे में इन्दौर से मुझे एक तार मिला है। मंडारी मिल ने इस बारे में एक तार भेजा है। मैं मंत्री महोदय से विनती करता हूँ कि इस ओर ध्यान दिया जाय और यह जो मूंगफली की खली भारी मात्रा में हमारे यहां होती है उसको एक्सपोर्ट करने में छूट दी जाय और खली को भी उस एग्जम्पशन लिस्ट में शामिल कर लिया जाय। ऐसा करने से रेलवेज को भी फायदा होगा।

कोयले की लड़ाई और ढुलाई के बारे में और उसके लिए वेगंस मुहैया किये जाने के लिये माननीय सदस्य यहां पार्लियामेंट में काफ़ी कहते सुनते हैं। यहां पर शोर मचाया जाता है कि कोयले में बोटलनेक हो गया है। लेकिन मैंने देखा है कि जितना ध्यान कोयले की ओर दिया गया है उतना ध्यान फ़ुडग्रेन्स और राँ कोटन की तरफ़ नहीं दिया जाता है। उसके बारे में इस तरह से कोई शोर और आवाज नहीं उठाई जाती है कि उसके लिए ट्रांसपोर्ट की कोई कमी हो गयी है। मेरी विनती है कि इन चीजों के लिए भी रेलवे मंत्रालय उचित ट्रांसपोर्ट की व्यवस्था करे।

‘रेव्यू आफ दी परफ़ोरमेंस आफ़ दी इंडियन गवर्नमेंट रेलवेज’ के पेज ७ के अनुसार रा कोटन जो हमारे खानदेश और मध्य प्रदेश में होती है उसका ट्रांसशिपमेंट कम हो गया है। पहले जहां इसका उठान ४५.१२ परसेंट था वहां अब उठाये जाने वाले माल का परसेंटज घट कर ४२ रह गया है। राँ कोटन का उठान कम हो गया। कोल का बढ़ावा गया है लेकिन जहां तक राँ कोटन, जूट, टी वगैरह का सम्बन्ध है उनका परसेंटज कम होता गया है। आयलसीड्स का भी रेल मूवमेंट कम हो गया है। जहां पहले इसका उठान २२.६० परसेंट था वहां अब वह १६.२४ परसेंट हो गया है।

इसके साथ ही मेरा यह कहना है कि हमारे मध्य प्रदेश में सब हो रहा है। वहां पर नर्मदा बनी रेलवे खंडवा टु दाहौत होनी चाहिए। ऐसा करना डिफेंस परपोजेज के लिए भी बड़ा उपयोगी हो जायगा।

इसके अतिरिक्त मुझे यह भी निवेदन करना है कि रेलवे बोर्ड के ऐडमिनिस्ट्रेशन में टेम्पोरेरी स्टाफ़ ४११ है। उनको परमानेंट किया जाय। इसके कारण उनमें भारी असन्तोष विद्यमान है। रेलवे बोर्ड के मेम्बर्स और डाइरेक्टर्स को ४०००, ४००० रुपये मासिक तनख्वाह मिल रही है तो किसी को २०००, २००० और ३०००, ३००० तक तनख्वाह मिल रही है और यह बंचारे स्टेनोज़ और टाइपिस्ट्स वगैरह अभी तक टेम्पोरेरी ही चल रहे हैं। इंदौर में टेम्पोरेरी स्टाफ़ में इसको लेकर तीव्र असन्तोष है।

एक मिस्टर परेख करके रेलवे कर्मचारी जिन्होंने कि भावनगर में म्युनिसिपल चुनाव लड़ा था उनको विदाउट परमिशन के लिए डिस्मिस कर दिया गया। टेम्पोरेरी रहने के कारण उनको बहुत असन्तोष है और

दूसरे सर्विस की भी कोई सिक्कोरिटी नहीं रहती है और उनको डिस्मिस कर दिया जाता है। रेलवे मंत्रालय को अपने इस तरह के अस्थायी कर्मचारियों को अधिक समय तक अस्थायी नहीं बने रहते देना चाहिए। इन्दौर में मैंने देखा कि टेम्पोरेरी स्टाफ रेलवे में रखते हैं, कुछ समय बाद उनको बाहर निकाल दिया जाता है और फिर टेम्पोरेरी रख लिया जाता है। मैं चाहता हूँ कि उनको परमानेंट कर दिया जाय।

जो रेलवेज के कर्मचारी निकाल दिये जाते हैं उनके केसेज पार्लियामेंट के मेम्बरस ले आते हैं और पूछते हैं कि आखिर क्या बात है ? उनको क्यों डिस्मिस किया गया है ? लेकिन उसका कोई विशेष फल नहीं निकलता है। उनके द्वारा रेलवे मंत्रालय का दरवाजा खटखटाये जाने और पार्लियामेंट के मेम्बरों द्वारा उनका केस लिये जाने के बावजूद अगर रेलवे प्रशासन अपना वही पुराना रवैया जारी रखता है अर्थात् आगे धकाई की नीति चरन्ता है तो इसको लेकर आपके कर्मचारियों में ऐडमिनिस्ट्रेशन के प्रति अविश्वास और असन्तोष बढ़ेगा। आज रेलवेज में जो ऐक्सीडेंट्स बहुत होने लगे हैं उनका एक बड़ा कारण यह भी है कि नीचे के कर्मचारियों में भारी असन्तोष है। चूँकि मेरा समय समाप्त हो गया है इसलिए और अधिक न कह कर मैं अपना स्थान ग्रहण करता हूँ।

Mr. Deputy-Speaker: During the discussion on the Demands for Grants the House has agreed every year to sit up to 6.00 p.m. every working day. A large number of hon. Members have desired to be accommodated during the discussion on the Railway Budget also. I hope, therefore, that hon. Members would have any objection to sitting up to 6.00 p.m. from today onwards till the Demands for Grants are completed.

Shri Sheo Narain (Bansi): Today there is a party meeting at 5.00 p.m.

Shri Sham Lal Saraf: There is a very important meeting today at five o'clock.

Mr. Deputy-speaker: From tomorrow onwards we will sit till six o'clock.

Some hon. Members: Yes.

Shri M. S. Murti (Anakapalle): Mr. Deputy-Speaker, Sir, I join many of my hon. friends in conveying my congratulations to the Railway Minister for the all round improvement they have brought in the performance of the railways. In spite of the additional burdens of transport of goods, they have faced the demands of the emergency, and the railwaymen of all ranks deserve our appreciation.

Efficiency has been kept up inspite of the stresses and strains they have to face. Both the capital at charge and the gross earnings are progressively increasing. Although no additional taxation on the passenger fares has been imposed, there is a slight marginal adjustment in the freight and parcel rates which the emergency demands. The contribution to the general revenues as well as depreciation fund has been increased and with the production of electric and diesel locomotives indigenously in the country they are nearly approaching self-sufficiency, for which there is every appreciation.

But, inspite of these improvements, we cannot lose sight of the shortfalls in the traffic movement. As regards coal and cement, their movement during the past year has not been upto the mark and it has not reached the target. As regards movement of jaggery in the Southern Railway and movement of foodgrains in the Vijayawada region, they are not able to meet the demands there. Recently, I made a request to the Railway Ministry to allot more wagons to Anakapalle for moving jaggery, as that is the second biggest market in India for jaggery. They have not been able to cope up with the situation for the

[Shri M. S. Murti]

last few months. It is more or less a regular feature there every year. Therefore, they must allot more wagons for the movement of jaggery. Similarly, the same difficulty is being felt in the movement of foodgrains from Vijayawada section every year. Consistent with the increase in production, attempts must be made every year to allot more wagons for the movement of goods from there.

Coming to the passenger traffic, while the increase in I and III class passenger earnings are appreciable, that of II class is comparatively less, which calls for thinking afresh as to whether the continuance of II class is still desirable and necessary. While the railways had provided for 15 per cent increased passenger traffic in the Second Plan, the actual increase was 25 per cent. In the first year of the Third Plan itself the increase is 6 per cent as against 3 per cent provided for. Under these circumstances, attempts must be made to reduce overcrowding in III class by providing additional accommodation.

Punctuality of trains is going down and accidents are mounting, inspite of the railway accident committees and their recommendations. In seventeen days there are 73 accidents which is a very serious matter to be taken note of. I hope the Railway Ministry will look into this. Many hon. Members have complained that the railway servants are over-burdened. Looking at the staff position, specially of the running staff, I wonder why we should not recruit more staff, as it is a question of protecting the property of the railways and the lives of the people travelling by the railways, which is a very serious matter.

The R. D. S. O. Branch located at Simla may be shifted to a centrally located place so that efficiency can be maintained and economy effected. Now people have to travel from one end of the country to another to reach this

place. Also, during the winter months they are not able to cope with the work. So, I would suggest that this may be located at a central place.

Then, the level crossings are posing a problem. In the urban areas much time is lost at these level crossings. In the town of Anakapalle in the Southern Railways there is a level crossing which is practically shut all the time. A proposal was put up by the municipality to have an over-bridge but the matter is being delayed by the railways inspite of the fact that the municipality has provided for it in its budget. So, I would request the Railway Ministry to take up the construction of the over-bridge at an early date.

In the rural areas a number of new village roads have come up consequent on the Community Development movement. Because of this activity a number of new roads are springing up. Unless the missing links at the railway lines are connected, no useful purpose will be served by these roads. There are nearly 8 to 10 such places in my constituency alone. This matter must be taken up by the railways themselves without leaving it to the joint control of the State Government and the railways, if necessary by meeting the expenditure from the quota of the State.

Near Anakapalle railway station there is a halt called Kasimkota halt on the Vijayawada-Waltair section. This is an important centre where industries are coming up speedily and a large number of offices are located. The people of this locality are requesting the railway authorities to convert this halt into a full-fledged station. Here tickets are not issued for distances over 25 miles and the officials and business people are experiencing a lot of trouble. Recently, the railway authorities enquired into the matter on my representation, but with what result is not known. I request that this matter may be taken up at an early date.

Coming to railway catering, many of my friends have expressed their anxiety at the deteriorating standard of catering. I have myself felt this difficulty a lot of times. Unless some incentives are given to the caterers, they cannot cope with the situation. They always complain of inadequate staff or lack of utensils. This can be done by meeting the money from the Amenities Fund.

Then, the public of my constituency are agitating for a passenger coach from Tuni to Waltair on the Southern Railways, leaving Tuni in the early hours of the morning and reaching Waltair by 8 A.M. A lot of correspondence has passed on this subject between the State Government and the railway administration. The people of Visakhapatnam town depend upon these parts for their daily requirements of milk, vegetables, etc. In addition to this, Visakhapatnam being the district headquarters, with a lot of industries coming up both in the public and private sector, people who want to attend offices, courts and hospital are being put to great inconvenience. I think a diesel car would be sufficient for this purpose. If the railway authorities can provide at least this, I think it will serve the purpose.

As regards the development of Waltair station, it has not been remodelled since its construction. It is the terminus of both the South Eastern Railway and Southern Railway. I think this is the oldest building still lying without remodelling in spite of its importance. This station is a part of Visakhapatnam where there is a harbour, ship-building yard, oil refinery and a university in addition to a number of industries and offices. In spite of its importance, it has only one platform and so only one train can proceed at a time. All the other trains have to halt at the outer signal, resulting in so much loss of time. The problem will ease to a great extent if another platform is provided. So, this station needs immediate attention of the Railway Ministry for improvement with a

provision of retiring rooms and additional platform.

Drinking water facilities and I class waiting rooms are badly needed at Tuni, Narasapatnam Road and Yellamanchili. An additional platform may be provided at Anakapalli railway station by extending the present goods platform to the booking office side to facilitate not only loading and unloading of good but to increase the capacity of receiving passenger trains also.

Namavaram crossing station was recently constructed between Tuni-Gullipadu on the Southern Railways. Trains will be halting here but there is neither passenger nor parcel booking although there is adequate staff to handle the traffic. Railways are losing revenue and inconvenience is caused to the public. The General Manager of Southern Railways promised to look into the matter but nothing seems to have been done though six months have passed. I request that this matter may be taken up by the railways at an early date.

The Andhra Pradesh Government and their representatives here are repeatedly requesting for the construction of two new lines—one Kothagudem-Visakhapatnam viz Bhadrachalam and the other Ongole to Hyderabad via Nagarjunasagar. These are important and necessary not only from the point of view of public utility but also from the point of view of development of industries and movement of industrial raw materials and foodgrains from that part of the country to other areas. I hope both the Railway Ministry and the Planning Commission will take note of these things and decide on their construction at an early date.

Dr. K. L. Rao and Shri Mathur have referred to the re-distribution of zones. We have been requesting for a single railway zone for Andhra Pradesh and the Railway Ministry has agreed to it in principle. The Railway Minister has promised that he will take a decision on this matter soon. So, I would request him that an early decision may be taken in the matter.

[Shri M. S. Murti]

There has been a feeling in the South that the South has been neglected completely, nay ignored. If this feeling is allowed to develop, it is going to create a dangerous situation. Both the planners as well as the Railway Ministry must take note of this thing. In future plans sufficient importance should be given to the South for its proper development.

15 hrs.

Shri G. Mohanty (Balasore): Mr. Deputy-Speaker, Sir, I congratulate the hon. Railway Minister. Of course, the congratulations have become very stale. Several hon. Members have congratulated the hon. Railway Minister. Congratulations have rained upon him. Still, it is a well deserving case of congratulations; hence, I congratulate him.

Mr Deputy-Speaker: He is not audible; he should come before the mike and speak.

Shri G. Mohanty: I should congratulate the hon. Railway Minister for the improvements shown and the operational efficiency that the Railways have shown during the course of the last year. Nearly 1200 miles of new lines have been opened and lines of an equal number of miles have been doubled. The production of passenger coaches, steam locomotives and electric locomotives numbering 168 has been maintained. Though before independence we used to import almost the entire rolling stock, we have produced 1,900 goods wagons in 1961-62, 2,200 in 1961-63 and intend to produce 3,000 in 1963-64. This is work which certainly deserves praise.

In the loading that has been done all over India there is an improvement of 13 per cent over last year's loading. In the North Eastern Frontier Railway we have been told 65 per cent additional loading has been done by them.

As regards staff amenities, during the First Plan period 40,000 quarters

had been built; during the Second Plan period 60,000 were built and during the Third Plan period we intend to build 54,000 quarters. The per capita expenditure on staff has considerably increased.

As regards lines that have been opened all over India, I know of the lines opened in my State. Soon after his departure from Orissa the previous Railway Minister declared that he will see to the increase in railway lines prayed for. This year in the Railway Budget speech, the hon. Railway Minister has stated that these lines have been opened or are about to be opened. They are Bimplagarh-Kiriburu, Bundamunda-Purunapani and Bailadila-Kolaballasa lines. Another line which we want and which is very necessary during the emergency for the ore supply is the Sukinda-Dailyari line joining the mining areas to junction points on the main line. That was under consideration. We will be glad to know whether they are going to take it up during this year.

We have seen enormous improvement done. Over and above all that I have stated there has been a certain pleasant surprise for us, namely, that there has been no increase in railway fares although everyone of us, inside and outside this House, expected that during the emergency there would be an increase in fares. This certainly has been a pleasant surprise and for that the hon. Railway Minister deserves congratulations. But there are certain points to which I draw the Minister's attention.

Firstly, I shall give you one instance of income from freight going down. At Bhadrak station in South Eastern Railway, the freight is going down. During the first six months of 1960 the freight realised was Rs. 992,089 and the freight realised during the first six months of 1961 was Rs. 907,773 but during the first six months of 1962 it was Rs. 10,000 still less. So, the freight is going down. What is the

reason? We have already heard Shri Bade speaking there and my hon. friend on this side here was speaking about it. We are not able to supply wagons. That is why the businessmen have opened depots at Calcutta and are sending their goods through trucks. That is the information that we must be receiving from all sections of the House. I should request the hon. Railway Minister that he should first see that the holes are plugged and then alone should try to impose any tax or increase the freight charges.

Another hon. Member of this House has spoken about the vendors who are selling edibles. I have myself seen freshly prepared articles kept side by side rotten things. They are selling those things to unwary customers. For that if any complaint is made, I think, our Railway Board ought to make the officer who makes the selection responsible.

I will now speak about the Public Service Commission. Every day in our side complaints are heard that the applications sent to the Public Service Commission are tampered with. Often, they do not receive the application that the candidates send. The applications do not reach the Commission. When, by chance, the candidate is called for interview, he does not receive the notice, though his name is put on the waiting list, he is not called for appointment. If an appointment letter is sent to him, it is sent for a post which is not in his division, but at a very distant place.

Then, I will come to my next point about the Scheduled Castes and Scheduled Tribes who form a third of the population in my State. We have asked questions in this House enquiring the number of class IV employees of S. E. Railway in the Kurda Division and the Scheduled Castes and Scheduled Tribes among them. The reply was that the total number of employees were 4622 in class IV, of this, 394 were Scheduled Caste people and only 48 Scheduled Tribe people. I

want the Railway Minister to pay special attention to these people who are ignored and neglected.

I am reminded of level crossing accidents because of the Cuttack accident on the 25th of last February. We have to take into account the fact that accidents are increasing. We got information during the last year there were 240 level crossing accidents. In reply to a question, the hon. Deputy Minister of Railways informed us on 22nd May, 1962 that it is neither feasible nor obligatory to man all un-manned level crossings. I wonder whose responsibility it is, or whose obligation it is. The road were there. Railway lines came afterwards. It is the duty of the Government to see to it that these level crossings are manned and innocent people are not killed. In view of rising number of accidents, the Government cannot shirk their responsibility. I would draw the special attention of the Railway Ministry to this question.

श्री ब्रिजानन्द सेठ (एटा) : उपाध्यक्ष महोदय, रेलवे बजट के सम्बन्ध में मुझे कुछ बातें आपके द्वारा रेलवे मनिस्ट्री से निवेदन करनी हैं। मुझे इस बात का सन्तोष है कि इस समय रेलवे मनिस्टर महोदय यहां विराजमान हैं।

जहां तक माल भाड़े के बढ़ाने का सम्बन्ध है, उसके विषय में मुझे यह निवेदन करना है कि अनेक वर्षों से जिस समय हमारे देश में रेलवे तथा जनरल बजट आता है एक क्रांति सी फैल जाती है। हर आदमी के मन में यह भावना पहले से ही आ जाती है कि रेलवे जरूर भाड़ा बढ़ायेगी और जनरल बजट जब आयेगा तो इनकम टैक्स, सेल्स टैक्स और न जाते क्या क्या बढ़ जायेगा। इस तरह की भावना मुझे देश के लिये बहुत बड़ा दुर्भाग्य मालम होती है।

एक माननीय सदस्य : हर जगह होता है।

श्री बिशनचन्द्र सेठ : हर जगह होता है लेकिन श्री कनेडी ते अमरीका में जो स्टेटमेंट दिया है आप उसको पढ़ कर देख लीजिये ।

मैं बतलाना चाहता था कि इस तरह की परिस्थिति में देश में जो भावना का सन्तुलन होना चाहिये उसका पूर्णतया अभाव हो गया है । अगर रेलवे फ़ोट बढ़ाने के प्रश्न पर हमारे माननीय मंत्री महोदय गम्भीरता से विचार करते तो मैं ऐसा मानता हूँ कि वे इसको समझ लेते कि हमारे देश में किसी भी अंश में रेलवे फ़ोट बढ़ाने की आवश्यकता नहीं है । कारण बड़ा स्पष्ट है । आज रेलवे में इतनी चोरी होती है और इतने आदमी बिना टिकट बैठते हैं जिसका ठिकाना नहीं है । इस सदन में अनेक प्रकार से उसकी सूचना लाई गई, परन्तु यह सूचना वही है जो कि बिना टिकट पकड़े गये और जिन पर मुकदमे चले । इस सूचना में वे लोग सम्मिलित नहीं हैं जो हजारों की संख्या में सिगनल पर गाड़ियों के पहुँचने के समय उतर जाते हैं । हमारे आदरणीय रेलवे मंत्री महोदय को ध्यान देने चाहिये कि केवल जनता पर हैवी टेक्सेशन करने से ही काम नहीं चलेगा । आप उस चाहे जितना भी बढ़ाते जायें उसकी कोई सीमा नहीं है, हमारे देश में सरकार की जितनी आमदनी होती है आमदनी करने वाले जो विभाग हैं उनमें रेलवे महत्वपूर्ण अंग है । अतः उसका यह नैतिक कर्तव्य है कि वह अपने बजट को इस तरह से संभाले कि नये टैक्स का कोई बर्धन जनता पर न लादना पड़े । परन्तु इसको सोचने के बजाय उस के पास सीधी सादी तरीक़ा है कि भाड़ा और किराया बढ़ा दिया जाय । कारण यह है कि रेलवे का कोई कम्पिटिशन मुक्त के अन्दर नहीं है । यह अमरीका तो है नहीं, जहाँ पर कि पब्लिक रेलवे है और काफी कम्पिटिटर लोग हैं । यहाँ पर सरकारी रेलवे है इसलिये उनके हाथ में है कि जितना चाहें किराया या माल भाड़ा बढ़ा दें ।

मैं यहाँ पर एक सजेशन देना चाहता हूँ और यह विनती करना चाहूँगा कि आदरणीय रेलवे मंत्री महोदय उसको नोट करने की कृपा करें क्योंकि उसका भारत में अपना बड़ा महत्वपूर्ण स्थान होगा । इसके सम्बन्ध में मैं निवेदन करूँगा कि अगर केवल एक साल तक पूरी सख्ती देश में की जाय तो एक आदमी भी बिना टिकट सफ़र करने की हिम्मत न करे । आज इप चीज के चानू रने के दो कारण हैं । पहला यह है कि टिकट कलेक्टर जब बिना टिकट आदमियों को पकड़ना चाहते हैं तो मैं देखता हूँ, जो दूसरे लोग सफ़र करते हैं वे भी देखते होंगे, कि उनकी हिम्मत नहीं पड़ती कि वे उनको पकड़े । अगर एक आध आदमी हुआ तब तो वे पकड़ लेते हैं, लेकिन अगर वे ज्यादा हुए तो उनकी बिलकुल हिम्मत नहीं पड़ती है । आखिर आज इसका कारण क्या है ? कारण यह है कि इसका प्रोसीजर इतना लम्बा है और इस तरह की परिस्थिति है कि उन्हें किसी तरह से दबाया नहीं जा सकता । इसके लिये नितान्त आवश्यक है कि कोई उचित प्रबन्ध किया जाये । इस सम्बन्ध में मैं एक सुझाव देना चाहता हूँ । भले ही एक वर्ष में हम २५ से ३० लाख रुपये खर्च करते पड़ जायें, लेकिन इस २५ या ३० लाख रुपये से रेलवे विभाग को बड़ा ऐतिहासिक फ़ैल मिलेगा । हर जिले में ५ या ६ वकील छांट लिये जायें जो समय पर पुलिस द्वारा मौके पर बुलाये जा सकें । उनके लिये आप २५ ह० रोज़ बांध दें इसको निश्चय करते के बाद कोई ट्रेन ऐसी न हो जिसकी कि चेकिंग न की जाय । उन वकीलों को मजिस्ट्रेट्स की पावर्स दे दी जायें और वे स्वयं ट्रेन्स की चेकिंग करें । आज परिस्थिति यह है कि चन्द दिन हुए मैं शाहजहाँ पुर से कलकत्ता जा रहा था । कम्पार्टमेंट में एक मैं था और दूसरे रेलवे के कोई बड़े अधिकारी थे । दस बारह लड़के किसी स्टेशन पर फ़स्ट क्लास के डब्बे में आ गये और बड़े इत्मीनान से किसी ने मेरी

मुराही का पानी पीना शुरू किया और किसी ने कुछ । मैं बड़ा हैरान हुआ कि आखिर यह कौन से लड़के हैं । मैंने उस अधिकारी से पूछा कि आप तो रेलवे के अधिकारी हैं, आखिर यह सब क्या है । उन्होंने मुंह अपने पर उंगली रखी, अर्थात् बोलो मत । खैर वे लड़के किसी स्टेशन पर उतर गये । मैं बड़े आश्चर्य में था कि इतने बड़े अफसर रेलवे के और वे कुछ न कर सके । उन्होंने कहा कि मैंने उंगली दिखाई कि वे लड़के कहीं उनकी ओर मेरी ही सेवा न करने लमें । इस तरह की इनडिसिप्लिन फैलना मैं देश के लिये बड़ा दुर्भाग्य मन्ता हूँ लेकिन फिर भी इन चीजों को रोका नहीं जाता ।

जैसा कि कुछ वक्ताओं ने कहा, रेलवे के अन्दर कितनी चोरी हो रही है इसका कोई हिसाब नहीं । रेलवे पार्सलों के बारे में मुझे पता है कि कोई भी आदमी ५०, १०० या २०० मील के लिये अपना सामान रेलों के द्वारा भेजना पसन्द नहीं करता । पहले तो स्टेशन सामान ले जाइये, उसका झगड़ा, फिर बिल्टी बनेगी । साथ ही इसका पता नहीं कि सामान कितने दिनों में पहुँचेगा । अगर कोई आदमी ट्रक लेता है तो घर पर ट्रक आयेगा, माल लादेगा और उसके बाद उसे निर्धारित स्थान पर पहुँचायेगा । रेलवे विभाग को सोचना चाहिए कि उसके कम्पिटीटर ट्रक वाले खड़े हैं । आपको तो इस तरह की सुविधायें देनी चाहियें ताकि कस्टमर आपकी तरफ आकर्षित हो । कस्टमर सीधी सी बात यह देखता है कि सामान पहुँचाने में रेलवे कम समय लेगी या ट्रक वाला कम समय लेगा । आज डिपार्टमेंट की स्थिति यह है कि वह सोचता है कि जिसे गरज होगी आयेगा चाहे सामान जितने दिन में भी पहुँचे या चाहे जितनी दुर्दशा उसकी हो कारण कोई पूछने वाला नहीं है । इसलिये मैं निवेदन करना चाहता हूँ कि आज हमारे

देश का इतना बड़ा लास बिना टिकट चलने वालों की ओर से और सामान की चोरी से हो रहा है जिसका ठिकाना नहीं है । करोड़ों रुपयों की चोरी हर वर्ष हो रही है । रेलवे मंत्रालय के सामान की भी चोरी हो रही है जो सामान बूक होता है उसकी भी चोरी होती है । उसको रोकन के लिये हमारे मंत्री महोदय ते कोई चिन्ता व्यक्त नहीं की परन्तु सीधी सादी तरकीब यह अख्तियार कर ली कि किराया बढ़ा दें । इस तरह की बातों से देश में बड़ा असन्तोष है ।

इसके लिये मैं एक सजेशन देना चाहता हूँ मेरे एक मित्र ने कहा कि उसमें कानूनी बाधा है लेकिन मैं अपना सजेशन देना चाहता हूँ । कि देश में जितनी रेलवेज हैं उन सब की एक केन्द्रीय यूनियन होनी चाहिए और उसके नीचे हर रेलवे की अपनी अपनी एक एक यूनियन होनी चाहिए । अगर ऐसा हो तो तो देश में रेलवे का काम डिसिप्लिन के साथ चले । आज तो यह है कि कहीं कम्प्युनिस्टों की यूनियन है उसे भी मान्यता मिली हुई है, कहीं कांग्रेस की यूनियन है उसको भी आपने मान्यता दे रखी है । मेरे विचार से यह गलत है । सारे देश की एक यूनियन होनी चाहिए उसके मान्यता मिलनी चाहिए । मैं यह नहीं कहता कि वह कौनसी यूनियन हो । यह मैं आप पर छोड़ता हूँ । लेकिन मैं चाहता हूँ कि एक सेंट्रल रेलवे यूनियन हो और उसके नीचे जितनी रेलवेज हैं उनकी अपनी एक एक यूनियन हो । ऐसा होने से ऐसी परिस्थिति का निर्माण होगा कि देश में रेलवे कर्मचारियों में डिसिप्लिन फैल जाएगा ।

इसके बाद मैं रेलों के देरी से पहुँचने के बारे में कहना चाहता हूँ । हम देखते हैं कि कनेक्शन के लिए एक एक घंटे का समय दिया गया है लेकिन तब कनेक्शन नहीं मिल पाता । अगर साल में यह शिकायत एक दो बार हो तो कोई बात नहीं, लेकिन ऐसा अक्सर होता है कि कनेक्शन छूट जाता है

[श्री बिशन चन्द्र सेठ]

ऐसा ब्रांच लाइन्स पर बहुत होता है जिससे बड़ी अमुविधा होती है, इसके बारे में बार बार कहा जाता है पर कुछ फायदा नहीं होता। मैं पूछता हूँ कि हमारे यहां बोलने का क्या लाभ अगर उस पर ध्यान न दिया जाए। मैं आपके द्वारा मन्त्री महोदय का ध्यान स और दिलाना चाहता हूँ कि ये चीज ठीक हों। आपने जहां भाड़ा बढ़ाया है वहां यह आपका नैतिक कर्तव्य भी हो जाता है कि आप जनता को सन्तोष ~।

हम देखते हैं कि देश के अनेक भागों तक हम सड़कों बसों या रेल द्वारा आज तक सम्बन्ध स्थापित नहीं कर सके। लेकिन आज तक इस और ध्यान नहीं दिया गया। हर साल बजट बनता है। खर्चा बढ़ता जाता है। मैं इसकी तफसील में नहीं जाना चाहता, लेकिन मैं निवेदन करूंगा कि हमें देखना चाहिए कि देश के किन किन भागों में अभी रेलवे नहीं पहुंची है। इस और विशेष ध्यान देकर उन भागों के लिए कम्युनिकेशन लाइन बनायी जाए।

इसके साथ ही मैं एक और महत्वपूर्ण बात निवेदन करना चाहता हूँ। इस इमरजेंसी के समय में मैंने एक महत्वपूर्ण लाइनों की ओर आपका ध्यान खींचना चाहता हूँ। इस समय चीन का खतरा हमारे सामने है। मैं इस और विशेष रूप से अपने आदरणीय मन्त्री महोदय का ध्यान चाहता हूँ। मेरा सुझाव है कि पठानकोट से एक लाइन जम्मू होती हुई काश्मीर जानी चाहिए। कहा जा सकता है कि इस पर खर्चा बहुत आएगा। लेकिन समें खर्च का सवाल नहीं आना चाहिए। यह देश की सुरक्षा का सवाल है। हमको एक लाइन पठानकोट से काश्मीर को फौरन बनानी चाहिए। और दूसरी लाइन कलकत्ते से तेजपुर को ब्राडगेज की बनानी चाहिए ताकि इमरजेंसी के समय में हम इन सारे क्षेत्रों को कवर कर सकें। मैं देखता हूँ कि देश की बड़ी शक्ति ऐसे कामों पर खर्च हो रही है जिनका इस

समय तात्कालिक महत्व नहीं है। कुछ विशेष कामों को खास कारणों से हाथ में लिया जाता है जिनका महत्व इस समय नहीं है और जो देश के लिए आवश्यक कार्य है उसकी ओर ध्यान नहीं दिया जाता।

इसके साथ मैं एक और निवेदन करना चाहूंगा। चन्द दिन पहले यहां एक एक्सीडेंट की चर्चा हुई थी, उसके सम्बन्ध में मैंने भी कुछ निवेदन किया था। आज मैं मन्त्री महोदय का ध्यान उस तरफ फिर खींचना चाहता हूँ। उस दुर्घटना में कुछ लोग रेल के डिब्बे की छत पर बैठे थे और एक पुल से टकरा कर मारे गए थे। मैं निवेदन करना चाहता हूँ कि छतों पर बैठने की क्या तुक है। न तो छत तक जाने के लिए सीढ़ी है, न उस पर गढ़े बिछे हैं, तो फिर किस को कुत्ते ने काटा है कि जबरदस्ती अपनी जान खतरे में डाल कर छत पर जाकर बैठे। इसका कारण यह है कि आज रेलों में बैठने को जगह नहीं मिलती। इस कारण अनेक आदमी डंडा पकड़ कर लटक जाते हैं और कुछ लोग छत पर चढ़ जाते हैं। यह बड़े ही दुर्भाग्य की बात है कि जब आप उनसे दाम लेकर उनको टिकट देते हैं तो उनके बैठने का प्रबन्ध क्यों नहीं करते। मेरा सुझाव है कि अगर आपके पास १००० आदमियों की जगह है तो उससे अधिक को टिकट न बेचा जाए और पुलिस को कहा जाय कि कोई भी आदमी बिना टिकट गाड़ी पर न चढ़ सके। मेरा निवेदन है कि इस और मन्त्री महोदय का ध्यान देना चाहिए। इस परिस्थिति का निर्माण केवल इसी लिए होता है कि हमारे पास पूरी मात्रा में डिब्बे नहीं हैं, हम उनका प्रबन्ध नहीं कर पा रहे हैं। पिछले डिब्बेट के समय मन्त्री महोदय ने कहा था कि इस भीड़ का कारण यह है कि देश में चलने वालों की संख्या बढ़ गयी है। मैं समझता हूँ कि यह तो सीमावर्ती की बात है कि अधिक लोग यात्रा करते हैं, लेकिन इसके साथ ही साथ रेलवे का यह नैतिक कर्तव्य हो जाता है कि वह उनकी

आवश्यकता की पूर्ति करे। लेकिन हम देखते हैं कि सरकार को इसकी चिन्ता नहीं है।

इसी के साथ मैं यह निवेदन करना चाहूंगा कि विशेष अवसरों पर हमारे देश में अनेक त्यौहार होते हैं जब अधिक संख्या में लोग यात्रा करते हैं जैसे गंगा स्नान के अवसर पर, और गरमी के दिनों में बहुत से लोग पहाड़ों पर जाते हैं। ऐसे अवसरों पर रेलवे का यह नैतिक कर्तव्य होना चाहिये कि वह विशेष ट्रेनें चलाए और कनसेशन टिकट जारी करे ताकि लोगों को प्रतीत हो कि यह हमारे देश की सरकार है और जनता को सुविधा पहुंचाना उसकी भावना है और उसी भावना के अन्तर्गत वह हमको ये साधन और सुविधाएं प्रदान कर रही है। साथ ही ऐसे अवसरों पर सुरक्षा का विशेष प्रबन्ध करना चाहिए जिससे कि इस प्रकार की दुर्घटनाएं न हुआ करें।

इसीके साथ मैं अपने आदरणीय मंत्री महोदय का ध्यान एक और महत्वपूर्ण बात की ओर दिलाना चाहता हूं। जो लाइन अंग्रेज क जमाने में थीं और जो कि पिछली लड़ाई के जमाने में उखाड़ ली गयीं थीं उनको फिर से जारी किया जाए मैं ने कई बार इस ओर मंत्री महोदय का ध्यान आकर्षित किया लेकिन इस ओर ध्यान नहीं दिया गया। आज मैं फिर यह कहना चाहता हूं कि फर्रुखाबाद से शाहजहांपुर और शाहजहांपुर से मैलानी तक के क्षेत्र में लाइन जारी की जानी चाहिए। यह हमारे यहां एक बड़े जंगल का क्षेत्र है और यहां से बहुत लकड़ी बाहर जाती है। जो लाइन पहले यहां थी उसको फिर जारी कर दिया जाए तो यह लिंक बन जाये। इस क्षेत्र में अनेक स्थान हैं जिनका कोई कनेक्शन नहीं है जैसे बलालाबाद, पुखरायां, मैलानी और

अलागंज। इनका कोई रेलवे लिंक नहीं है। अगर इनको कर दिया जाए तो रेलवे को बहुत लाभ हो सकता है।

एक भाषणीय सद्यः क्या ये आपकी कांस्ट.ट्यूएस। में है ?

श्री बिशनचंद्र सठ : मेरी कांस्टीट्यू-एंसि हमें नहीं खन्ना जा। की कांस्ट.ट्यू सी में हैं।

अब मैं अपने निर्वाचन क्षेत्र के सम्बन्ध में एक दो बात कह कर समाप्त कर दूंगा। मैं टा से चुन कर आया हूं। कासगंज और टा में १७-१८ मील का अन्तर है। और इन दोनों के बीच में कोई कनेक्टिंग लाइन नहीं है। अगर कासगंज को ऐटा से मिला दें तो बहुत अच्छा हो। उससे इन दोनों स्थानों का कनेक्शन हो जाएगा और ऐटा में जो लाइन है वह भी कनेक्ट हो जाएगी। यह केवल १८ मील का टुकड़ा है।

अन्त में मैं समझता हूं कि जो बातें मैंने मंत्री महोदय के सामने रखी हैं व उन पर विचार करेंगे। इन शब्दों के साथ मैं समाप्त करता हूं।

Shri P. C. Deo Bhanj (Bhubaneswar): Mr. Deputy-Speaker, I rise to make my maiden speech on the floor of this House and I thank you for giving me this opportunity.

I shall begin by paying a warm tribute to the workers of the North-Eastern Railway for their excellent work when hostilities were going on in the Assam border as a result of the Chinese aggression. These brave men lived up to the maxim that each man is a soldier in his own field of work. I hope that workers on other railways shall imbibe this spirit of patriotism which was so ably displayed by the men of the North-Eastern Railway.

At a time when emergency is in vogue in our country and when goods

[Shri P. C. Deo Bhanj]

and passenger-traffic are constantly on the increase, the Indian railways are posed with a new challenge, and I hope that the Railway Administration shall buckle up its belt and meet this new challenge in a successful manner under the ministrship of Sardar Swaran Singh and his two able Deputy Ministers.

With trouble at our borders and no one to deny the fact that there is a positive need to raise resources, the fare-paying passenger was looking at the Railway Budget with a slight flutter in his heart. But his fears were relieved when Sardar Swaran Singh announced in the Railway Budget that there would be no increase in passenger fares. Instead, a surcharge was imposed on freight traffic from 5 per cent to 10 per cent and on parcel traffic at the rate of 10 p. on the rupee. It is claimed that this surcharge will yield a total income of Rs. 19 crores—Rs. 17 crores from freight and Rs. 2 crores from parcels. It is also claimed that the effects of this surcharge will be marginal. But I have reasons to believe that this shall definitely have a bearing on the prices of exportable commodities. But at a time as this when the Railway Minister has spared the passenger of an increased passenger fare, let us not grudge the small increase on the freight and parcel rates.

I would now like to say something about our trains. Practically every State capital is linked to Delhi by direct trains. But there are some State capitals, like the capital of my own State, Bhubaneswar, which are neither connected to Delhi by through trains nor linked with it by through bogies. I think it will be a good idea if the Government lays down a general policy that the capital of every State should be linked directly with India's capital. That will benefit the travelling public as well as promote in its own way national integration.

I would now dwell on the Railway of my region, the South-Eastern Rail-

way. I would not like to sound regional, but I would be failing in my duty to my electorate if I do not place before this House the difficulties we experience in our area. The South-Eastern Railway, which was formerly known as the Bengal-Nagpur Railway, was famous for its catering; the food at that time in that Railway was really good. But lately, there has been a slow decline in the quality of food, and at the moment the food is appalling, to put it mildly. I think the Railway Ministry should take special care to see that the quality of the food is improved. The way to a man's heart, they say, is through his stomach, and if the Railway Ministry wants to be popular with the travelling public, it should provide them with good food.

A word about a station called Khurda Road Junction. It is one of the most important stations on the South-Eastern Railway, and is the rail-head for a number of important business centres in the Puri district like Daspalla, Nayagarh, Itamati, Bolgarh, Begunia, Khandpara, Baghmari and Khurda. What happens is that parcels arrive at Khurda Road addressed to these places, and by the time the people get the railway receipts and then catch the bus and come down to Khurda Road to collect the parcels, they are already a few days late and they have to pay demurrage; perishable goods like vegetable and fruits get rotten. So I would suggest that out-agencies should be opened at these places—at Daspalla, Nayagarh, Itamati, Khandpara, Bolgarh, Begunia, Baghmari and Khurda—so that it will not only benefit the public, but the public will also receive the full benefit of Khurda Road which is their nearest rail-head.

Now I would say something about late running of trains. Late running of trains has become a disease in our railways. This is not only confined to my railway, the South-Eastern Railway; it has become a disease in most railways. Everytime I visit my constituency, I am faced with the common problem of the late running of trains,

specially on the Howrah-Waltair line. They say that the Puri-Hyderabad Express is notorious for running late. I hope the Railway Administration will see that trains run at least to time. We do not want to correct our watches by the punctual arrivals and departures of trains as they boast of doing with some trains in England. All that we want is that our trains should run reasonably correct to time.

Some years back, a survey was undertaken for the laying of a railway line from Khurda Road to Sambalpur via Khurda, Nayagarh, Daspalla, Baudh and Sonepur. The idea was to link the east coast with the western districts of Orissa which were rather backward. The survey was done. But suddenly, for some reason or other, the whole programme was abandoned. Actually, this would be a very useful line and it would open up the western districts of Orissa and bring them into direct link with the eastern coast line. Therefore, I hope the Railway Ministry will re-examine this proposal because there will be plenty of traffic, if this railway line is laid. Thank you.

Mr. Deputy-Speaker: Shri D. N. Tiwary.

श्री बंरवा कोटा (कोटा): उपाध्यक्ष महोदय, हाउस में क्वोरम पूरा नहीं है।

Mr. Deputy-Speaker: The bell is being rung—Now there is quorum. We must keep the quorum. It would be a very sad reflection on us if every-time I have to ring the Bell for quorum.

Shri Harish Chandra Mathur: Ask the Whips.

Shri S. M. Banerjee: It is the responsibility of the Minister of Parliamentary Affairs to ensure quorum.

Shri P. K. Deo: It is more so on the Government side.

Mr. Deputy-Speaker: All parties are equally guilty.

Shri P. K. Deo: That is the lookout of those who pilot the Bills.

Mr. Deputy-Speaker: The hon. Members' first duty is towards Parliament.

Shri Harish Chandra Mathur: Equally that of the Opposition Members.

Shri D. N. Tiwary (Gopalganj): Before I come to the Railway Budget, I have one request to make of the Railway Minister. Year after year we make certain suggestions here. They are varied and large in number. The hon. Minister cannot touch on every suggestion that we make here. He replies to some, and leaves the others untouched. So, there should be some procedure by which he can satisfy the Members at least by writing and telling them that this suggestion is practicable, that suggestion is not. Otherwise, we remain in the dark as to what is being done or not done. We are never told whether our complaints are genuine or not, whether we were misinformed. Therefore, I would request him to devise some means by which any suggestion or complaint made here may be replied to in due course.

Coming to the Railway Budget, I congratulate the Railway Minister for presenting a surplus Budget with a very small additional burden on us. If he had taken some pains, he could have relieved us of that burden also. The additional money of Rs. 19 crores that he will get by the increase of freight rates he could have made up by resorting to economy, by plugging existing loopholes and retrenchment measures. At a time when the Finance Minister has put burdens of every conceivable sort on us, I thought since the passenger fare was not increased, freight rates would also not be increased.

I said that I congratulate him, but I would have been happier if I were able to congratulate him also on the better performance of the railways, on better relations between the public and the railway employees, on improved relations between the staff and officers. Even from the books supplied to us, we find that these things require further looking into. If the railway administration does not take care to look to these matters, there will be discontent among the passengers.

Discussion

Shri Banga: It is there now.

Shri D. N. Tiwary: Not to the extent that you think. Late running of trains and corruption in the railways have been referred to by other speakers, and I am not going to touch them, because in respect of the first the Railway Minister himself has said that there are some lapses and that he is going to deal with them. As for corruption, there are very few palms that do not want to be greased before anything is done. I shall leave it to some future revolution to correct it, not the ordinary procedure, that we want to adopt.

Some of my friends have referred to broad gauge and metre gauge, and narrow gauge also. Narrow gauge is an anachronism, an out-dated thing. It should be abolished as soon as possible. If we look into the expenses on the metre and broad gauges, we find that the working expenses on the metre gauge are more than what it earns. If the earning is 100, the expenses in some sections are 119, 142 and 135.

15.46 hrs.

[MR. SPEAKER in the Chair]

If we had converted the metre gauge lines into broad gauge, the losses would have been obliterated. If you take into account the loss suffered by metre gauge lines from 1947 to 1962, I think half of the metre gauge lines could have been converted by that amount to broad gauge. So, I would request him to see that new lines are only in broad gauge, and that if there is any doubling to be done in a metre gauge line, it is better not to double it but to make it broad gauge because the expenses will come to the same, but there will be better service by broad gauge.

Besides, performance on the metre gauge is lower than on the broad gauge. In the figures that we have got for the last ten years, we see that the engine work for metre gauge is far less in percentage than broad gauge. All these considerations should be taken into account.

So many friends have referred to idle wagons or the speed of goods trains. That matter should also be taken into consideration, because idle wagons or less mileage of goods trains is a loss to the country.

I have said that if the Railway Minister plugged some of the loopholes he could have made up Rs. 19 crores that he expects by increased freight rates. In this connection I may mention that in the Audit Report, 1963, two major items of losses are mentioned. One is in dealings with contractors. At one place in the Audit Report it has been said:

"A notable feature in regard to these constructions is the abnormally high rates, even up to 500 per cent above the scheduled rates, quoted by the tenders for earthmoving, tunnelling etc., with the result that in 106 contracts out of 176, negotiations had to be resorted to for bringing down the rates,"

If they were 500 per cent more than the scheduled rates, why were the officers soft towards them, it passes our comprehension.

Shri Shah Nawaz Khan: They were not soft. It was difficult to find contractors to do that difficult job.

Shri D. N. Tiwary: Then, why were the scheduled rates made like that. It means your engineering department is not up to the mark. They knew that this terrain was difficult. There is some defect either in your engineering department or with the giving of the contracts.

There is another example. A contractor had given low rates for some work and a time was stipulated for its completion. The time was exceeded, but he was again called for the work, he charged abnormally high rates. So, there is defect in the system. The work is not settled in time, and the railways have to pay more than they ought to. You can look it in page 18 of the audit re-

port. There is also strong criticism about the coal losses. Stealing and other kinds of things are there. In page 21 of the audit report it is said that appreciable shortage in the weight of coal received at the loco-sheds on the South-Eastern Railway were noticed during the year 1961-62 and that the shortages were heavy in the case of coal received in box-type wagons. The shortages with widely varying range are indicated in that report and in some cases it is as much as 54 per cent. Supposing the coal loaded is 70 tons, the price paid is that of 70 tons but you actually get 54 per cent less. Naturally the fuel costs for the railways go up. It was mentioned in the Minister's speech that because the train mileage has increased or for some other reason the fuel bill has gone up. It is not so. The reason really is what I have pointed out above. Now, what steps have been taken to check these losses?

Shri Ranga (Chittoor): Let them study it now at least.

Shri D. N. Tiwary: Many of our friends have spoken against the students travelling without tickets. It is a social matter. But why should the students take to this? They are equally good citizens of India like us. They see that all the relations and friends of the railway staff go without tickets; they see that policemen and their friends and relations go without tickets. They see some of our public workers go without tickets. They are thus tempted. To blame the students alone for this social evil is not correct. I am not for a moment justifying their travelling without ticket or their goondaism. What I am saying is that all these have their impact on their behaviour.

Mr. Speaker: They would do so further if the hon. Member says like this....

Shri D. N. Tiwary: No, Sir. I say that the railway staff, the policemen and the public workers should correct themselves and this will have a

tremendous effect on the students also.. (Interruptions.)

Now, about railway catering. No doubt the contractor system was bad and the railway catering was a great relief. Some defects have crept in here to. The hands of the contractors are there in this matter. They want this system to fail so that the railways may resort again to the old system of contractors. You must be warned of that. The stations taken over or the catering system prevailing in the railway zones or in the trains should not be disturbed. Some reform is necessary. I do not say that it is now inferior to the arrangements of the contractors. This system was started on the basis of no profit no loss basis but I see there are losses. It is time that a Committee of Members of Parliament be set up to enquire into the matter as to why the losses had occurred.

Shri Swaran Singh: In the current year it is as low as Rs. 11,000.

Shri D. N. Tiwary: I am glad over that. But this should also be eliminated. The contractors make huge profits while we are not even balancing it. That is my point.

I now come to the behaviour of the railway staff which is deteriorating day to day. Whenever one writes to the officers, perfunctory replies are given. I have several such cases but for want of time I cannot quote them. For instance, I complained against a member of the staff at Patna. But another man was punished instead. I had to request Shri Shah Nawaz Khan to look into the matter. At least if the guilty man was not punished in the present circumstances, the innocent man should not be punished. With his intervention and after several months that matter was set right. But the real culprit was not punished.

Here is another instance of an hon. Member from Kesaria. He was consulted by a TTE. When he complained, the DTS gave a reply casting

[Shri D. N. Tiwary]

aspersions on him. The DTS said that because he wanted certain persons to go without tickets, he was treated like that! That is the sort of reply that is usually given. It is just adding insult to injury. There are two lords on the railways: the big and the small lords. The big lord is the general manager and the small lords are the DS or the DTS. They never care for the public complaints.

In matter of staff also, is some officer is interested in him, he gets promotion. If nobody is interested in him then nobody cares for him. If in such cases we write to the authorities concerned, that becomes harmful to the employee concerned. We are members of the public and the relations and friends of the employee—not the employee himself—meet us and we know such complaints. So, when we take up that complaint and write to the general manager or the DTS, they tend to harm that employee. At once they say, this man has approached such and such person; we will see that nothing is done.

Shri S. M. Banerjee: I am writing ten letters daily; no action has been taken.

Mr. Speaker: They are too many for a single Member.

Shri Shah Nawaz Khan: That is the cost one has to pay for encouraging the employees to do so... (Interruptions.)

Shri D. N. Tiwary: There is a rule that a class IV employee can be promoted to class III after a certain number of years of service. He is sent for examination and then promoted. I know matriculates serving in class IV for a number of years, 5-8 years being ignored while non-matriculates have been promoted. We do not bring these matters to the notice of the general manager or the DTS because

the interests of the employee which already suffered would suffer again. But we know these things. I say that the labour unions would not get the support of labour if the officers of the railways behaved properly. It is only increments or pay that matters; it is the ill-behaviour of the officers. The staff go more and more to seek the help of unions or agitate for something which they do not even know sometimes.

If the Railway Ministry wants that the labour should behave properly and that the railway union should be more responsible, they should at least see that the behaviour of the higher staff is good and that they do not discriminate between persons.

I have brought these things to the notice of the Railway Minister so that he may look into them and there may be peace and good relationship in the railways. It is a public undertaking, a business undertaking for the public, for the users. It will do them no credit if the people are dissatisfied and if the workers are unhappy. As it is a monopoly may go on but no other business concern could run if the users are dissatisfied. The Railway Minister should see that the behaviour of the staff towards the public, especially of the higher officials, is good.

16 hrs.

श्री मोर्य (अलीगढ़): अध्यक्ष महोदय, पूर्व इसके कि मैं जो बजट आदरणीय रेलव मंत्री जी ने इस सदन के सामने उपस्थित किया है, उसका विरोध करूँ, मैं रेलव मिनिस्ट्रों को बन्ववाद देना चाहता हूँ, अपनी ओर से और अपनी पार्टी की ओर से, कि उसने संकट काल में अपनी पूरी शक्ति से और सफलतापूर्वक राष्ट्र की सेवा की।

बजट का विरोध करते हुए सबसे पहले मैं आदरणीय रेलवे मिनिस्टर के

शब्दों को ही यहां रख कर आगे बढ़गा।
उन्होंने कहा है :

"It may be of interest to mention in this connection that one diesel locomotive by utilising one gallon of high-speed diesel oil, will give nearly 400 net ton-miles of performance, against about 60 net ton-miles that a road truck will give for the same consumption of diesel oil".

इस तरह की बात उन्होंने वहां पर कही। परन्तु साथ ही साथ उन्होंने सुझाव भी दिये हैं कि वे रेवेन्यू से जो १६ करोड़ रुपया अधिक हासिल करेंगे। किस तरह उसकी बढ़ोतरी करेंगे। जो सामान रेलवे में जायेगा उसमें ५ प्रतिशत की और जो पारसल जायेंगे उसमें १० फीसदी बढ़ोतरी करेंगे। एक तरफ तो उनका ऐसा कथन है कि हमारी रेलवेज में जो फ्यूएल इस्तमाल होता है वह ट्रक्स के मुकाबले, जो कि सड़क पर चलत है और दूसरी कम्पनियां चलाती हैं, उसमें १:७ का अनुपात होता है और दूसरी तरफ वह उससे बढ़ोतरी करना चाहत हैं ग्रामदनी की। आदरणीय रेलवे मिनिस्टर ने सुझाव दिया है कि जो १६ करोड़ रु० की बढ़ोतरी होगी वह रेवेन्यू से हासिल की जायेगी, और इस १६ करोड़ रु० की बढ़ोतरी इसलिये अनिवार्य है कि ४ करोड़ रु० रेट आफ डिभिडेड में बढ़ोतरी के कारण इसमें से जायेगा, १० करोड़ रु० डिप्रिसिएशन रिजर्व फंड में जायेगा और ५ करोड़ रु० डबलपमेंट फंड में जायेगा।

जहां तक रेट आफ डिभिडेड के लिये ४ करोड़ रु० की बात है, मैं उस का विरोध नहीं करता, लेकिन जहां तक बाकी १५ करोड़ रु० की बात है, जिसमें १० करोड़ डिप्रिसिएशन रिजर्व फंड का और ५ करोड़ रु० डबलपमेंट फंड का है, उनका मैं

जस्तर विरोध करता हूं। उन्होंने १० करोड़ रु० की बात डिप्रिसिएशन रिजर्व फंड के लिये कही है। पिछले वर्ष ७० करोड़ रु० का फंड इस कटेगरी के लिये था। इस वर्ष ८० करोड़ रु० की बात इसके लिये रखी गई है। मैं नहीं समझ पाता कि यह १० करोड़ रु० की बढ़ोतरी किस कारण से की जा रही है। एक तरफ राष्ट्र संकट का सामना कर रहा हूं और दूसरी तरफ जनता जनार्दन पर से टैक्स बढ़ रहे हैं। मध्यम वर्ग के व्यापारियों और उन के व्यापार की रीढ़ की हड्डी टूट चुकी है। एक तरफ तो रेलवे यातायात के साधन का खर्च बहुत बढ़ता चला जाता है और दूसरी तरफ ५ करोड़ रु० डबलपमेंट फंड में देने की बात कही गई है। मैं और पार्टी इस के पक्ष में हैं कि निर्माण हो, लेकिन निर्माण के नाम पर विशेष व्यक्तियों, सत्ताधारी वर्ग या किसी विशेष उच्च कोटि के सरकारी नौकरों की कोठियों का निर्माण हो, उन के बंगलों का निर्माण हो, उन के बैंक के बैलेंस का निर्माण हो, इस का मैं विरोध करता हूं।

श्री शाहनवाज खां : यह गलत है।

श्री मोय्य : मैं इसके आंकड़े दूंगा, आप चबरायें नहीं।

एक माननीय सदस्य : बैंक बैलेंस के भी।

श्री मोय्य : बैंक बैलेंस के आंकड़े भी दूंगा, यदि अध्यक्ष महोदय आज्ञा दे देंगे।

चूंकि रेलवे बजट पर अपने विचार रख रहा हूं इस लिये दो तीन चीजों की ओर विशेष रूप से ध्यान दिलाना चाहता हूं। एक तो दुर्घटनाओं की ओर, दूसरे भ्रष्टाचार की ओर और तीसरे जो ट्रेन लेट चलती हैं उन की ओर। दुर्घटनाओं के सम्बन्ध में जो आंकड़े स्वयम् सरकार द्वारा दिये गये हैं उन के अनुसार सन् १९५६-६० में ८,९१६ दुर्घटनाएँ हुईं, सन् १९६०-६१ में ८,८०८

[श्री मोर्य]

दुर्घटनाय हुई है और सन् १९६१-६२ में ६.१८४ दुर्घटनाय हुई। अर्थात् अगर पिछले वर्ष और इस वर्ष की दुर्घटनाओं को देखा जाये तो ३७६ दुर्घटनायें अधिक हुई हैं। वहाँ पर दूसरे राष्ट्र बहुत सी उन्नति कर रहे हैं। चाँई सग्रीर दूसरी बहुत सी चीजों में, वह हमारी रेलवे मिनिसूरी जो रेलवे में सफ़र करने वाले लोग हैं उन की जान लेने में तरक्की कर रही है। ये दुर्घटनाओं के दो विशेष कारण समझना हूँ। एक तो रेलवे कर्मचारियों की भूल के कारण यह दुर्घटनायें होती हैं दूसरे रेलवे इंजन की खराबी या रोलिंग स्टॉक के फल हो जाने के कारण होती हैं। रेल कर्मचारियों की भूल लम्बी लम्बी ड्यूटियों या रेलवे के स्टेशन मास्टर, इंजीनियरिंग और ड्राइवरस की लम्बी ड्यूटी के साथ कड़े काम के कारण होती है, जैसे कि अनी अनी आल इंडिया रेलवेमन्स फंडेशन की वाइस प्रेजिडेंट महोदया ने अपने स्टेटमेंट में कहा है।

उन्होंने कहा है

"Four station masters and assistant station masters posted on stations on the Indore-Dewas-Ujjain section of the Western Railway performed non-stop duty ranging between 103 hours to 216 hours. Mr. J. L. Yadav, station master of Naranjipur was on unbroken duty for 216 hours. Mr. D. B. Puranik, station master of Vikram Nagar was on continuous duty for 103 hours. . ."

Shrimati Lakshmikanthamma
(Bhammam): He is reading his speech.

Shri Maurya:

मैं रेफ़रेंस दे रहा हूँ। अपनी स्पीच नहीं पढ़ रहा।

"... Mr. J. B. Baptis, assistant station master of Vikramgarh for 111 hours and Mr. R. D. Dager, A.S.M. of Kadchha station for 104

hours. Such instances are the causes of accidents."

फंडेशन की जो वाइस प्रेजिडेंट हैं उन्होंने इस तरह का वर्णन किया है। इस लम्बी लम्बी ड्यूटी में स्टेशन मास्टर या असिस्टेंट स्टेशन मास्टर ही नहीं आते बल्कि रेलवे विभाग के ड्राइवर भी आ जाते हैं, जिन की जरा सी चूक के कारण हजारों आदमियों की जान खतरे में पड़ जाती है। वे वहाँ पर काफी असें तक, दस दस, बारह बारह और चौदह चौदह घंटों तक बगैर किसी आराम के ट्रेस में ड्यूटी बजाते हैं। यह मुख्य कारण है जिन की वजह से दुर्घटनायें होती हैं।

दूसरे जैसा कि मैं ने कहा जो दुर्घटनायें होती हैं उन में से ५० फीसदी से ज्यादा दुर्घटनायें इंजनों के खराब हो जाने से या रोलिंग स्टॉक की खराबी की वजह से होती है, जैसा कि दिये हुये आंकड़े से प्रतीत होता है। यह जो इंजन खराब होते हैं या रोलिंग स्टॉक खराब होता है उस के लिये आज को जिम्मेदार है? रेलवे के उच्च श्रेणी के सरकारी कर्मचारी। उन की भूल के कारण था उन के अष्टाचार के शिकार हो जाने के कारण कह ली जये, खराब चीजों की सलाई को मंजूर किया जाता है। इस के कारण एक्सिडेंट्स होते हैं।

अष्टाचार के बारे में मैं केवल यह कहना चाहूंगा कि दुर्भाग्यवश आज की सरकार का अष्टाचार जन्म जन्मर का जन्मसिद्ध अधिकार हो गया है। वह अष्टाचार को एक ऐसी देन समझती है जो कि उसे विरासत के रूप में मिला है। अपनी राज्य सभा में भी इस का वर्णन हुआ। मेसर्स व्हीलर एंड कम्पनी के नाम से एक कम्पनी है.....

अध्यक्ष महोदय : माननीय सदस्य किसी एक कम्पनी का नाम न ले।

श्री मोर्य : खैर, एक विशेष कम्पनी है जिस के पास ३२५ बुक स्टाल्स हैं। एक तरफ

तो हम सोशलिस्टिक पैटर्न की, समाजवादी समाज की रचना, की बात करते हैं और दूसरी तरफ हम एक विशेष कम्पनी या एक विशेष व्यक्ति को इतना बढ़ावा देते चले जा रहे हैं। उस में कोई रोक थाम अभी तक रेलवे मंत्रालय ने नहीं की है। रेलवे की स्टेटिस्टिक्स हमारे सामने हैं। बहुत से रेलवे रेस्टोरेंट्स स्टेशनों पर हैं। अगर उन के नाम मंगा कर देखे जायें कि उन के मालिक कौन हैं, किन को बंटे दिये गये हैं तो पता चलेगा कि वे या तो सत्ताधारी पार्टी के हारे हुये एम० एल० ए० और एम० पी० हैं जो कि उम्मीदवार थे और हार गये हैं, या वे लोग हैं जो जिस समय सत्ताधारी पार्टी को वोटों की जरूरत होती है उस समय उन को नोट के बल पर वोट दिलवाते हैं। फिर वे स्वयम् भी इन रेस्टोरेंट्स को नहीं चलते हैं। ६० फीसदी ऐसे रेस्टोरेंट्स हैं जिन को कि उन के मालिक किराये पर उठा देते हैं और वे घर बैठे हुए किराया पाते हैं। क्या यह भ्रष्टाचार नहीं है? और अगर यह भ्रष्टाचार है तो इसे रोकने के लिये अदरणीय मशीन तो क्या कोई उपाय निकाला है? मैं उन के अलग अलग आंकड़े भी दे सकता हूँ, लेकिन बूँक चन्द अग ही मुझे मिले हैं इस लिये मैं इस में आना समय नष्ट नहीं करूँगा। बड़े बड़े ठेकेदारों ने मनोरोजी बना ली है।

श्री शाहुवाज खाँ : अगर आप कोई सबूत दे सकें तो बड़ा अच्छा रहेगा।

अध्यक्ष महोदय : मिनिस्टर साहब चाहते हैं कि आप लिख कर उन को ऐजी मिसार्जें दें और सबूत भी साथ दे दें।

श्री मोर्य : मैं सबूत भी साथ दे दूँगा।

रेल्वे की १९६३ की ब्रैडिट रिपोर्ट मेरे हाथ में है। इस में कांड प्रोर नॉलेज के बारे में पेज ३५ पैरा ४२ में यह लिखा हुआ है :

"16 bills amounting to Rs. 1.69 lakhs wer paid to a firm in respect

of supplies which were neither ordered nor received by the Railway. The payments were spread over a period of more than 10 years starting from November, 1951. The fraud was detected during the course of reconciliation of Registers in December, 1961, arrears in which were being overtaken in pursuance of directions issued by the Railway Board in October, 1960, to clear the difference between balances as per general books and as per the purchase accounts. The Clerk who was checking all these bills is under suspension and criminal prosecution has been launched against him as a result of investigation by the Special Police Establishment."

एक बेवरे कार्ड का पकड़ लिया, बिबरो भी गिरी तो किन गरीब पर ?

अध्यक्ष महोदय : पुलिस एप्टेवलिशमेंट ने उाहा पकड़ा है और उन पर केस चलेगा। आप कहते हैं कि "बेवरे को पकड़ लिया" जैसे कि वह बंगुलह हो।

श्री मोर्य : वह तो मुगहगार है ही। लेकिन यह जो दस वर्ष तक भ्रष्टाचार होता रहा प्रोर जारन मैन कर को इनकी जानकारी नहीं हुई या अगर उाहा जानकारी हुई तो उन्होंने इनको रोकने के लिए कोई कदम नहीं उठाया, इन मून के लिए उन को का सजा दी जा रही है। यह चोब उाहा जानकारी में प्रांती चाहिए थी। अगर उाहा जानकारी में नहीं प्रांती तो इसका का कारण है।

इसी प्रकार विद्यार्थियों के पास का मामला है। नको चुरकर बेचा जाता है। इस में स्टेशन मास्टर, कर्नल प्रोर बहुत से सत्ताधारी रेलवे कर्मचारी भी शामिल होते गे। इस कार के हजारों पास चल रहे हैं। मेरी विनती है कि इस भ्रष्टाचार को रोक जाये। यह अभिशाप है। इसके रहते कोई भी परकर ज्यादा दिनों जीवित नहीं रह सकती। मैं तो कहता हूँ कि अगर आवश्यक

[श्री शीर्ष]

समझा जाये । इसको रोकने के लिए कपीटल पनिशमेंट तक रखी जानी चाहिए । आज भ्रष्टाचार हमारी रग रग में घुस गया है । इसको रोकना अनिवार्य है ।

अब मैं शिडयूल्ड कास्ट और शिडयूल्ड ट्राइब्स के बारे में कुछ बातें कह कर आगे बढ़ूंगा, जो पहले रेलवे मंत्री थे बाबू जगजीवन राम, उन्होंने कुछ सहूलियत दी थी आदरणीय महात्मा गांधी की विचारधारा को पूरा करने के लिए, बाबा साहेब डा० अम्बेडकर की विचारधारा को पूरा करने के लिए, हमारे पवित्र संविधान की पवित्र धारा की भावना को पूरा करने के लिए, और कहा था :

"Let there be reservation in promotion for Scheduled Castes"

इस के लिए हाईकोर्ट में और सुप्रीम कोर्ट में केस चला और फैसला शिडयूल्ड कास्ट और शिडयूल्ड ट्राइब्स के लोगों के पक्ष में हुआ कि उनको प्रमोशन में भी रिजर्वेशन मिलना चाहिए । लेकिन आज इस भावना की पूर्ति नहीं हो रही है । प्रमोशन ; रिजर्वेशन मिलना तो दरकिनार आज उन लोगों को सजायें दी जा रही हैं । बहुत सों को निकाल दिया गया है । हजारों सरकारी कर्मचारियों को सस्पेंड कर दिया गया है और उन से जवाब मांगा जा रहा है । और सैकड़ों को सरकारी नौकरी से निकाल दिया गया है । मैं आप को उनकी लिस्ट दे सकता हूं । १२ के नाम तो मेरे पास इस समय भी हैं ।

श्री शाहनवाज खां : जो लोग ड्यूटी नहीं करते और भ्रष्टाचार करते हैं उनको चार्जशीट मिलता है, शिडयूल्ड कास्ट होने की वजह से नहीं मिलता ।

श्री शीर्ष : मैं बेगुनाहों की लिस्ट दे रहा हूँ ।

शिडयूल्ड कास्ट के कर्मचारियों के ट्रांसफर के बारे में एक सरकुलर है जिस में लिखा है :

"It has been represented that persons belonging to the Scheduled Castes who are posted at places far off from their home town, experience considerable difficulties especially in hiring residential accommodation. It has been suggested that the transfer of such employees should be confined to their native districts, or adjoining districts or places where the Administration can provide quarters."

यह २१ दिसम्बर, १९६० का सरकुलर है । इस सरकुलर की भावना को आज पूरा नहीं किया जा रहा है । अभी अभी मेरे पास करीब ५० रेलवे कर्मचारियों के रिप्रेजेंटेशन है जिनको मैं यहां रखना ठीक नहीं समझता । उन्होंने कहा है कि हमें ट्रांसफर कर दिया गया और उनकी जगह ऐसे लोग रखे गये हैं जो वहीं के रहने वाले हैं और जो शिडयूल्ड कास्ट और शिडयूल्ड ट्राइब्स के नहीं हैं मेरी आदरणीय रेलवे मंत्री महोदय से प्रार्थना है कि या तो वे इस सरकुलर को समाप्त कर दें—मैं यह नहीं कहता कि किसी की मानोपली हो—मेरा कहना है कि वह अगर इसको गलत समझते हैं तो इसको समाप्त कर । लेकिन अगर वह इसको सही समझते हैं तो इसकी पूर्ति की जानी चाहिए । इसको रद्दी की टोकरी में रख कर यह दिखाना उचित नहीं कि हम शिडयूल्ड कास्ट को सहूलियतें दे रहे हैं । यह भ्रष्टा नहीं मालूम पड़ता ।

एयर कंडीशंड कोच में अटेंड रहते हैं । उनकी बड़ी भारी परेशानी है । उनकी लगातार सात दिन ड्यूटी रही है । उनको १५० घंटे लगातार काम करना पड़ता है और १५ दिन में उनको केवल २४ घंटे आराम को मिलते हैं । इनकी तनखाह जनवरी मस १९६२ से पहले ७५ रुपये से शुरू हो कर १२० रुपये तक जाती थी, अब उनको एक इनाम दिया गया है । न मालूम उनको यह सजा क्यों दी गयी है कि

उनकी तनखाह का ग्रेड ६० रुपये से १३० रुपये कर दिया गया है। इसका कारण मा म नहीं पड़ा।

जब से मुझे पहले दज का पास मिला है तब से मैं देखता हूँ कि जो कोरीडार अटेंडेंट रहता है उस को तीस तीस घंटे, छत्तीस छत्तीस और चालीस चालीस घंटे काम करना पड़ता है लेकिन उस बेचारे के लिए वहाँ सोने को कोई जगह नहीं है। यह किस तरह की व्यवस्था है, यह किस तरह का निजाम है। जो जितनी ज्यादा मेहनत करता है वह उतनी ही कम तनखाह पाता है। और जो जितनी कम मेहनत करता है वह उतनी ही ज्यादा तनखाह पाता है जो जितनी ज्यादा मेहनत करता है उतने ही ज्यादा संकटों में रहना पड़ता है और जो जितनी कम मेहनत करता है उस को उतना ही ज्यादा आराम मिलता है। यह चीज हमारे पवित्र संविधान की भावना के विरुद्ध है।

अब मैं गैंगमैन और कंजुअल लेबर के बारे में कुछ निवेदन करना चाहता हूँ। मेरा निवेदन है कि उन की कोई सुनवाई नहीं की जाती। गैंगमैन स्टेशन से दूर रह कर काम करते हैं। जब ये लोग बीमार पड़ते हैं तो इन के इलाज का कोई इन्तिजाम नहीं है। और हो भी नहीं सकता। लेकिन अगर वे प्राइवेट डाक्टर का इलाज करा लेते हैं तो उस को माना नहीं जाता और उन को छुट्टी तक नहीं दी जाती। बहुत से गैंगमैन को इस लिए नौकरी से निकाल दिया गया है।

श्री शाहनवाज खाँ : आनरेबल मंत्री बिल्कुल गलत कह रहे हैं। गैंगमैन के लिए बैसी ही फौसिलिटीज हैं जैसी कि किसी और के लिए।

श्री मोर्य : मैं नाम दे सकता हूँ, टाइम दे सकता हूँ, डेट दे सकता हूँ।

श्री शाहनवाज खाँ : तो क्यों रखे हुए हैं, देते क्यों नहीं।

श्री मोर्य : डिप्टी मिनिस्टर जो कुछ कह रहे हैं वह सत्य से बहुत परे है।

अध्यक्ष महोदय : आप लिख कर दे दीजिये।

श्री मोर्य : मैं मैडिकल एड के बारे में कह रहा था। प्राइवेट डाक्टर के सर्टिफिकेट को मान लेना चाहिये।

श्री शाहनवाज खाँ : ये लोग भ्रष्टाचार करते हैं। जान बूझ कर ड्यूटी से गैर हाजिर हो जाते हैं और प्राइवेट डाक्टर का सर्टिफिकेट दे देते हैं। इस तरह ये लोग भ्रष्टाचार करते हैं जिस के खिलाफ आप बोल रहे हैं।

श्री मोर्य : डिप्टी मिनिस्टर साहब को इस का ख़ाब में पता चला होगा। जो लेट ट्रेन चलती है उन के बारे में अब मैं कुछ कहना चाहता हूँ।

अध्यक्ष महोदय : आप का समय हो गया।

श्री मोर्य : एक मिनट। मैं एक मिनट में समाप्त करता हूँ।

आज ट्रेन का समय पर न पहुँचना इस बीसवीं शताब्दी में सब से बड़ा अभिशाप है। लेकिन यहाँ यदि किस दिन समय पर गाड़ी पहुँच जाये तो यह बड़े भाग्य की बात है। इस चीज को रोकना बहुत जरूरी है। ट्रेनों को ठीक समय पर पहुँचना चाहिये। मैं यह नहीं कहता कि अगर किसी ट्रेन के पहुँचने का समय १२ बज कर १५ मिनट है तो वह ठीक १२ बज कर १५ मिनट पर ही पहुँच जाए, वह १२-२५ पर या १२-३० तक तो पहुँच जाये। लेकिन ऐसा तो न हो कि दूसरे दिन १२-२५ पर पहुँचे। ट्रेनें बारह बारह घंटे तीन तीन घंटे और दो दो घंटे लेट हो जाती हैं। इस का एक मुख्य कारण है। अगर किसी जगह पहले दरजे के किसी पैसिंजर को देर हो गयी या अगर कोई डिप्टी मिनिस्टर साहब सफर कर रहे हैं उन को देर हो गयी, या उन को जगह न मिली या अगर कोई वी० आई० पी० सफर कर रहे हैं उन को देर हो गयी तो ट्रेन को रोक लिया जाता है, इस से देर हो जाती है।

एक माननीय सदस्य: डिप्टी मिनिस्टर को तो जगह मिल ही जाती है।

श्री मोर्य : मैं प्रदेशों के डिप्टी मिनिस्टरों के सम्बन्ध में कह रहा हूँ।

मेरा समय समाप्त हो रहा है इसलिए मेरी विनती है कि जो बातें मैं ने आप के सामने रखी हैं, उन पर ध्यान दिया जाए। भ्रष्टाचार को समाप्त किया जाए। और जो आप ने १६ करोड़ रुपये की बढ़ोतरी की है अगर ईमानदारी से और ऐफीशिएंसी से काम किया जाये और निजाम ठीक हो तो वह पूरी हो सकती है। और यह जो १० करोड़ रुपये डिप्रीसिएशन फंड में बढ़ाया गया है वह आज की संकट की घड़ियों को देखते हुए आवश्यक नहीं है।

Shri Basumatari (Goalpara): Sir, at the very outset I want to thank the hon. Railway Minister, Shri Swaran Singh, for his boldness in presenting the Budget with a surplus to the tune of Rs. 31 crores. I also want to thank him for his boldness for submitting a budget estimating to yielding Rs. 19 crores through increased charges on freight of goods and parcels. Why I use the word 'boldness' is because, in spite of the fact that there is a heavy levy of other taxes by the hon. Finance Minister, he has still ventured to think of bringing Rs. 19 crores through other means. Therefore I cannot but thank him.

As you know, Sir, the Railways is the biggest public undertaking in Asia and is the second biggest in the world having total kilo metrage of 57,089 in 1961. Its administration is just like an independent administration. Therefore the criticism launched in this House is quite unlike the criticism of other Budgets of other departments.

A lot has been said about corruption and ticketless travel. A committee has been set up to see how to control it. But instead of diminishing, the

number of ticketless travellers is increasing. If you go through the figures, you will find that in 1961 it was 75,50,075 and in 1962 it went up to 79,79,597. It shows that it could not be controlled by the Department. Here in this House everybody says how corruption and ticketless travel come in. The staff themselves are allowing it and encouraging it. Some of the hon. Members have said that public workers also do the same. I do not know what the definition of the public workers is and what business it is of public workers to follow the path of corruption. But it is a fact that the employees of the Railway Department themselves encourage it. I have seen that with my own eyes.

The other day, only on the 3rd January, when I was going home, I met with a tragic incident. Two cancer patients came from Madras. They had reservation and intimation from the Department itself through the staff of the Governor of Madras. Still, they were in the wilderness at Barauni Station. As soon as they saw me, they came and took shelter with me. They told me, "This is the confirmation of the reservation but the Railway Department took Rs. 10 each for reservation". I will not mention the name. I do not like this thing to be discussed about. So, I wanted to write but I did not write and there is a reason behind that. The thing is that whoever wants to purchase a ticket is refused. I am also told how many times seats are reserved just to be released to people who pay money. This way ticketless travellers are encouraged. Therefore unless the national character is built up, I do not think our hon. Minister can do anything. I have no doubt at all that all of them are very sincere. I know Shri Swaran Singh. I also know both the Deputy Ministers. They are very, very sincere. But poor people, they are not getting the co-operation of the people who are at the helm. Therefore corruption goes on like anything.

As I have said just now, it is an independent administration. They spend crores of rupees. They are also yielding Rs. 600 crores as earnings. They have employed more than 1,200 persons and are spending Rs. 200 crores on salaries and wages upto date. Just now, my hon. friend who spoke before me, said with lamentation that, even though there is the constitutional guarantee for the Scheduled Castes and Scheduled Tribes, the attention of the Railway department has not been drawn to that. That is a fact. You know I also belong to one of the Scheduled Tribes. I sometimes feel that we are not true to our words, true to our promises. Whatever we promise here, we forget outside the House. Whatever we guarantee in the Constitution, in the implementation, we are out and out not to see to these things.

Again, I want to mention a thing which is lamentable. When Shri Jagjivan Ram was there at the helm, there was a feeling of relief. People thought that our interests will be served and it was served to some extent. It was served, but it was opposed in the High Court even. Even if you want to go according to the Constitution, you will be hated, you will be turned out. This is the mentality of the country. What to do? I seek your help; what to do? I request the Ministers who are sitting here to consider. The Minister is very bold, I know. I hope he will consider the case of the Scheduled Castes and Scheduled Tribes.

Sometime back an incident came to my notice, in 1962, on July 7th, I saw an advertisement that there are two posts for Scheduled Castes and one for Scheduled Tribes as T.T.I. The T.T.I. is to be promoted from T.T.E. That was advertised there. As there are some people in the higher departments and in higher categories also, the Scheduled Caste people somehow got promotion. But, alas, my Scheduled Caste candidate has not been appointed and promoted. Therefore, this Constitution is implemented only

when we agitate like anything, when we cry like anything. Mahatma Gandhi wanted that these communities should be brought up to the same level with others. At his advice the Constitution of India was framed by the leaders of the country including yourself, wanted that these people should be brought up to the same level as others within a limited time of 10 years. It was accepted by the country. But, during the last 15 years, it has not been done. Whatever facility has been given to these people, it has been given only when they agitate and cry. That is not the thing. We must be sincere to what we promise, whatever we utter. This is my prayer to be listened to by the leaders of the country.

Coming to my State, you know I come from the frontier State of Assam, problem State. After Partition, Assam remained isolated for 5 years. There was one Railway like backbone from Calcutta to Digboi. It was cut off. It remained isolated for 5 years. After that, a small tiny railway line has been constructed through a narrow corridor of 40 miles only from Alipur to Fakiragram touching the old lines constructed by the British. When I speak here, I am sorry, I may be taken as a parochial speak for Assam. What I want to say is, the Assam State is not only a State for Assam. Assam for the whole of India. From the strategic point of view, you have seen only a few days ago what India had to face and how India was humiliated by the Chinese. Why was it so? The Chinese had the courage to attack N.E.F.A., to attack Assam aiming at the petroleum and tea gardens which is dollar-earning. It is not the aim of the Chinese just to have some territory here or there. Their aim was to have the petroleum and tea gardens and the resources of the country. Is not Assam a State for the whole of India? It produces 40 crores pounds of tea. Out of 70 crores pounds whole of India, Assam produces 40 crores pounds of tea. Assam produces also petroleum. She produces about 1½ million bales of

[Shri Basumatari]

jute, where whole of India produces 7 millions of jute.

So, Assam should not be considered in terms of a State and as zone only. The problems of Assam particular should be considered as national problems, as indeed, the country had to face recently.

The Railway Minister has been praised and attributed by everybody just now. It is a fact that the railway officers and the employees served the area tremendously at the break of emergency. It is a fact that the services rendered by these employees is remarkable. We must admit that. But, at the same time, we must also admit how they had to undergo a lot of difficulty because with just one tiny railway line they had to bring all essential commodities to feed the people of Assam and also transport the essential things to the military. And it was a tremendous work for them.

Therefore, the State Government of Assam submitted a memorandum in regard to this matter. The Assam people are very simple people, and their demand is also very simple. They are generally satisfied with the small things; they are just like the tribals. As you know, Sir, the tribals are satisfied generally with whatever they can get. In that sense, the State of Assam is also a State of tribals, because most of the people of Assam are tribals.

Therefore, they submitted a memorandum to the Government and to the Railway Minister to convert the metre gauge into a broad gauge line from Siliguri to Gauhati or Joghijhopa. I am also told by one of the members of the Planning Commission Shri Tarlok Singh that the operational costs in the case of the metre gauge are 35 per cent higher than that of the broad gauge. So, Government of Assam have suggested, that this metre gauge line should be converted into broad gauge.

As I have stated just now, the Assam State is a problem State involving so many problems; sometimes, natural calamities like problem flood and earthquake, and sometimes, the problem of the hostile Nagas and heavy infiltration from Pakistan, and sometimes the language and Communal trouble is there and what not. These various problems make the State of Assam a problem State and now the Chinese attack. So, the problems of Assam have to be solved not by the State of Assam only but by the whole country as national problems, and I hope that the House will join with me when I say this.

In this connection, I would like to suggest a few lines for construction. One line which has been suggested by the Assam Government and which has also been alluded to by the Members of Parliament from Assam is the line from Gauhati to Garo Hills, which is an area on the border of Pakistan. One line has already been constructed from Rangapara to North Lakhimpur for a distance of 107 miles. From North Lakhimpur to Murkongselaka, which is a distance of 100 miles, is under construction. As this line is in a strategic area, I request that the line may be extended from Murkongselaka to Pasighat which is just at a distance of 20 miles in NEFA, just at the Foot Hills.

Another line that I want to suggest is from North Lakhimpur to Kiming, which is just at a distance of 14 miles, and is just on the border of Foot Hills of NEFA towards Zero side. From Kiming up to Zero a very good road has already been constructed. I would suggest that there should be a railway line between North Lakhimpur and Kiming, just to benefit the people in this area to get the assimilated with the people of Assam. And this is, of course, a metre gauge line which I am suggesting.

I have one small suggestion in regard to Tripura and Manipur also. As you know, Sir, Tripura and Manipur are going to be small States now. Between Tripura and Assam there is no road now. Therefore, I would suggest that a railway line should be constructed from Manipur right up to Manipur via Nagaland. A railway line should also be constructed from Silchar to Mizo, because this is a district which is isolated on the border of Pakistan and Burma. There should be one railway line as this district is isolated, only recently a road has been constructed by the State Government that too not up to the mark.

As you know, Sir, Tripura is cut off from the rest of India, and everything is supplied by air-dropping. Just today in some connection I had come to know that even the aerodrome could not be constructed there for want of bricks. From the strategic point of view, this area is very important, and the construction of the aerodrome is very essential, but we find that the aerodrome could not be constructed only for want of bricks, and you can very well imagine how the border problem is there in such a strange state of affairs. Lastly we should explore the practicability of linking the Brahmaputra and Ganga by a canal to avoid Pakistan navigation. It will cost only Rs. 100 crores.

Therefore, I again request the Government to realise that the problem of Assam is not just a State problem but a national problem. Thank you.

Shri K. N. Pande (Hata): I am also one of those who are very much inclined to thank the Railway Ministry for its achievements in the last one year. In the previous year, there were two major problems. One was to meet the requirements of coal transport as there was a shortage of wagons. But that problem has been solved in such a way that I have every praise for the Railway Ministry. Although the situation is still not completely back to normal—something more requires to be done in that regard—the position has eased to

a great extent. The other thing is that during the period of the emergency the railways were faced with a very heavy responsibility. During this period the railway employees and officers did their work so marvellously that they have raised themselves in the eyes of the public. When other officers and employees were not in a mood to stay on in Assam while the tension was on, the courage of the railway employees was to be seen; they were ready to sacrifice even their lives, if needed.

I have nothing to say about the presentation of the present Budget because many Members have spoken about it. I can only associate myself with them. I have to touch on only a few points, points which have not been touched by other Members or have arisen during the course of the debate. One is about realisation of the gravity of the situation when there was a call for a general strike in the country. The railway is such an important sector that if there is any stoppage in its working, the work of not only the railways but other industries dependent on the railways will come to stop and all economic activity in the country will be paralysed. When there was a call for strike, there was a section of employees who realised that this strike was going to cause a tremendous loss to the country and would also bring a bad name to us before others. So they did their best not to let that strike take place. In that atmosphere, the Railway Ministry also thought that the time and situation demanded that there should be a Union which followed constructive lines which was organised in a way which placed the interests of the nation above their own interests. They realised this. But after that was over, that has been forgotten. Recognition was withdrawn from one Union which had served a strike notice. But now it has been restored. They are also invited by the Railway Board to have negotiations. Has any condition been put before such unions that if they do the same thing again, this privilege will

[Shri K. N. Pande]

be withdrawn from them? I do not think so. Suppose a similar situation arises, what will the Ministry do? Again, the whole burden will fall on those employees, those unions, who think on constructive lines. The Ministry should realise that if a man has served at the proper moment, he should be rewarded for it, his services must be appreciated.

The other day there was a complaint from Shri A. P. Sharma that his union was not in the list of unions whose services during the time of difficulty were appreciated. It should not be so. We should be cautious about these things. In an emergency, in a short period you cannot do anything. You have to build up a trade union which thinks on constructive lines, which loves the country, which believes that the country should progress. In an easy situation everybody is enthusiastic about the country, but services rendered when there is difficulty before the country that count. My suggestion is that the trade union organisation led by Shri Vasavada, which follows the lines of INTUC, which follows the path of Mahatma Gandhi, should be taken into confidence, and their suggestions should be considered seriously and in a manner that may give them encouragement.

During the emergency I found that when troops were rushed to the borders, other trains were delayed by six hours. There is still the fear that there may be another attack. So, we should take precautions, so that the line which runs from Lucknow to Barauni may not be blocked while rushing the troops to the borders. Moreover, the Ministry should think of converting the line to broad gauge, instead of letting it remain metre gauge. I think this is in the interests of the whole country. This will serve a great purpose, because that is the only line which will help the troops to go to the border areas.

In this book it has been mentioned that departmental catering is up to

the standards, and that the contractors are also expected to work on these lines. The Minister may be satisfied that catering is up to the standard or on the lines that he has in mind, but I say that departmental catering is not up to the standard. There is a lot of complaint. There may be heavy expenditure, they may show you the accounts, but what about the complaints of the passengers? Recently, while coming from Mirzapur to Delhi, I asked the guard to arrange to provide me with a cup of tea at Allahabad, but he told me that the departmental catering system is such that they cannot give tea in the train. If you go to the restaurant, they will give. If I go to the restaurant for taking tea and the train leaves, what will happen? This is the condition of the departmental catering. The food is also not of the good standard. If this is the standard that we expected from the contractors, I can say that it is worse. I associate myself with Shri Tiwary. Let an enquiry committee be appointed to look into the functioning of the departmental catering. In case it is found that there is something wrong, then efforts should be made to improve things. I do not say that they should be replaced by the contractors because there were numerous complaints about the catering of the contractors also. That is why it was taken over. The public really expect something more from departmental catering, then what it was during the time of contractors.

About industrial relations, I may say that I am happy that some machinery has been provided by the Railway Ministry so that the grievances of the workers may be looked into and decided some way or the other. The permanent negotiating machinery has dealt with so many cases and decided them. But suppose we bring 200 cases to that machinery and some 50 or 60 are decided. What about the remaining? I feel that there should be a panel of arbitrators. Let the names be acceptable to the workers

also. If there are some points of difference between the parties, let the matter be decided by some third person. If both the parties agree, it will be decided in the permanent negotiating machinery; there will be no difficulty. In case, however, there is some difference, what happens to these disputes? The railways should create some machinery for arbitration so that matters which remain unsolved can be arbitrated upon. We should take a lesson from the last strike. There were some genuine grievances also. May be, we did not favour it at that time. But it is wrong to say that everything was wrong on the part of the workers. The way they wanted to solve the problem was wrong but there were some grievances which cannot be ignored. There should be some machinery so that the just grievances of the workers may be decided upon to the context you think it proper.

श्री बसवन्त (थाना) : अध्यक्ष महोदय, रेलवे बजट के सम्बन्ध में कुछ निवेदन करते समय मुझे बहुत खुशी हो रही है। इस का कारण यह है कि जब १८६३ में २० मई को रेल गाड़ियों का आना जाना शुरू हुआ था तब सब से पहले बम्बई से थाने के लिये शुरू हुआ था। मेरा निर्वाचन क्षेत्र होने से इस सम्बन्ध में कुछ बातें कहने में मुझे खुशी का अनुभव होना स्वाभाविक है।

सुवर्बन रेल गाड़ियों के बारे में माननीय रेल मंत्री जी ने कहा है कि ६ प्रतिशत रेलगाड़ियां सुवर्बन लाइज में बढ़ाई गई हैं। लेकिन वहां जो भीड़ भाड़ रहती है, उस को देखने से पता चलेगा कि ६ परसेंट गाड़ियां बढ़ा देने से ही कुछ फायदा होने वाला नहीं है। यह बात जो यात्री बिना टिकट चलते हैं, उन के आंकड़े देखने से सिद्ध हो जाती है। मैं आप के सामने इस सुवर्बन लाइन के आंकड़े रखना चाहता हूं। मई महीने में कोई २ लाख ४ हजार ६७० पास होल्डर्स थे और मई महीने में ही ७२

लाख ६ हजार १६१ टिकट बेचे गये। इस से मालूम हो जाता है कि पास होल्डर्स यानी आने जाने वाले और टिकट लेने वाले ६ लाख ५० हजार १४६ आदमी एक दिन में आते और जाते थे। सारे देश में आज हम देखते हैं कि ४४ लाख प्रवासी रेलगाड़ियों का इस्तेमाल हर रोज करते हैं। यानी अभी इस सुवर्बन रेलवे में कुल के आठवें हिस्से, ७० मील के फासले में प्रवास करना शुरू करने से बहुत ज्यादा यातायात शुरू हो गया है, और उसके कारण बगैर टिकट प्रवास काफी बढ़ गया है। इस लिये मैं सदन के सामने टिकटलैस प्रवास के संबंध में अपने विचार रखना चाहता हूं।

सन् १९५५-५६ में कुल ६६ लाख, १/२ हजार, ११४ आदमी बगैर टिकट रेल से चले, सन् १९६०-६१ में ७५ लाख, ५५ हजार ७५ आदमी बगैर टिकट गाड़ी में चले हैं। यानी हर साल १ लाख, ३० हजार, ५६२ आदमी बगैर टिकट ज्यादा चलते हैं।

श्री शाहनवाज खां : वह पकड़े गये हैं।

श्री बसवन्त : हां, वे पकड़े गये हैं। मैं अब सुवर्बन रेलवे के कुछ आंकड़े आपके सामने रखना चाहता हूं सेंट्रल रेलवे में सन् १९६०-६१ में कोई १० लाख, ६६ हजार, ८०८ आदमी बिना टिकट पकड़े गये, सन् १९६१-६२ में ११ लाख, २६ हजार, ८३५ आदमी पकड़े गये। यानी एक साल में ५७ हजार, २७ आदमी बिना टिकट ज्यादा पकड़े गये। इसके माने यह हुए कि सारे भारत में जो टिकटलैस प्रवासी पकड़े जाते हैं उस में ४३ परसेंट सेंट्रल रेलवे का हिस्सा है और उसमें भी सबसे ज्यादा हिस्सा बम्बई सुवर्बन रेलवे का है। इस लिये मैं कहना चाहता हूं कि चूंकि ४२ परसेंट आदमी वहां पकड़े जाते हैं। यह समझा जा सकता है कि मंत्री महोदय के मंत्रालय की ओर से चेकिंग का काम वहां ज्यादा अच्छी हालत में

[श्री बलवन्त]

है। इसी लिये तो इतने ज्यादा आदमी पकड़े जाते हैं। १०-१२-६२ के दिन स्पेशल स्क्वैड ने चैकिंग की। इस सुबरबन रेलवे पर ५१ स्टेशन हैं उन में दो स्टेशनों के बीच में छः घंटे तक चैकिंग हुई। अगर वहां पर ८५६ आदमी इतने समय में पकड़े जा सकते हैं तो यह समझा जा सकता है कि ५१ स्टेशनों पर बगैर टिकट वालों की संख्या लाखों की होगी।

मैं इस संबंध में पकड़ने वालों का दोष निकालता हूं ऐसी बात नहीं है। लेकिन जब पहले गाड़ी शुरू हुई थी उस समय से बम्बई में रहने वालों की संख्या बहुत बढ़ गई है। देश में बम्बई सबसे ज्यादा आदमियों के रहने का ठिकाना है। लाखों आदमी वहां आते जाते हैं। वहां पर सुबरबन लाइन्स तो बढ़ गई हैं लेकिन जो स्टेशन हैं वही पुराने ढंग के ग्रेट इंडियन पेनिन्सुला रेलवे के टाइम के बने हुए हैं। वहां पर आने जाने के रास्ते जो हैं वे बहुत तंग हैं। टिकट घर भी ऐसे हैं कि उसके समने एक आदमी से ज्यादा नहीं जा सकता है। इस लिये वहां पर बहुत ज्यादा काम नहीं हो पाता और भीड़ की चैकिंग भी नहीं हो पाती है। इस कारण भी बगैर टिकट प्रवासी काफी संख्या में गाड़ियों में चलते हैं।

एक और सूचना भी इस सदन के सामने रखना मैं जरूरी समझता हूं। महाराष्ट्र में जो कारखाने बढ़ते जाते हैं उनके स्थान पर अधिकतर सुबरबन रेलवे पर हैं। और सुबरबन ट्रेन्स में काफी आदमियों का आना जाना इन इन्डस्ट्रीज के खुलने के कारण शुरू हो गया है। रेलवे का बहुत ज्यादा प्रेशर आ गया है। इसके कारण जो लोग सुबरबन रेलवे में यात्रा करते हैं उनको उन में बैठने की जगह नहीं मिलती है। जहां से गाड़ी शुरू होती है वहां पर जी लोग बैठ जाते हैं वे बैठ जाते हैं लेकिन बीच के स्टेशनों पर पर कोई उन में बैठ नहीं सकता है। ऐसी बात कोई एक या दो दिन ही नहीं होती है बल्कि तीसों दिन सवारियों

उनमें चला करती हैं। इस बढ़ती हुई सवारियों की संख्या के संबंध में मैं सदन के सामने निवेदन करना चाहता हूं कि विदेशों की तरह दादर, थाना और कल्याण में भी रिमूवेबल प्लेटफार्म बनाये जायें नहीं ती सवारियां बढ़ती ही जायेंगी और जो आज ४२ फी सदी आदमी बिना टिकट चलते हैं उन की संख्या तीन चार सालों में ६० प्रतिशत तक हो जायेगी। इसके अलावा भीड़ को कम करने की कोई तरीका नहीं है। यह मैं इस लिये कह रहा हूं कि सुबरबन लाइन पर ही अम्बरनाथ डेवलपमेंट एस्टेट शुरू हो रही है, कल्याण के पास पास उल्लास वैली इंडस्ट्रियल एस्टेट शुरू हो रही है और थाना के पास पेट्रोलीयम इंडस्ट्रियल एस्टेट शुरू ही रही है। इन के शुरू हो जाने से और कई लाख आदमियों की सवारी का प्रेशर इन स्टेशनों पर आ जाने से जो बिना टिकट चलने वाली सवारियां हैं उन के दिल और दिमाग में यह बात आती जायेगी कि चूंकि भीड़ की वजह से कोई चैकिंग नहीं होती है इस लिये बिना टिकट चलने में कोई हर्ज नहीं है। और तीन या चार बार दरवाजे से बिना टिकट जाने पर उन की आदत सी हो जायेगी। इस लिये मेरा कहना है कि मंत्री महोदय जो इस भीड़ को रोकने के लिये ६ प्रतिशत गाड़ियां बढ़ा रहे हैं उन को और ज्यादा बढ़ाने का ख्याल करें। इससे हालत कुछ ठीक हो जायेगी। गाड़ियों की लम्बाई बढ़ाने से भी हालत ठीक होगी और जो टिकट-घर हैं उनको बढ़ाने से भी इस काम में मदद मिलेगी। नहीं तो बगैर टिकट चलने वालों की संख्या बढ़ने की ही संभावना है।

इसके बाद जो मैं आपके सामने कहना चाहता हूं वह ऐक्सिडेंट्स के बारे में है। दुर्घटनाओं के संबंध में मुझे आनन्द होता है कि कुंजरू समिति की रिपोर्ट को मंत्रालय ने मंजूर किया है। मगर दुर्घटनाओं के बारे में कुंजरू समिति ने जो रिपोर्ट दी है, उसमें जो जानवर रास्ते में आ जाया करते हैं जिन की वजह से एक्स-

डेंट्स होते हैं, उनके बारे में कोई सजेशन नहीं दिया गया है। कुंजर समिति ने कहा है कि १३ परसेंट एक्सिडेंट्स जानवरों के रास्ते में गाड़ी के सामने आ जाने के कारण हो जाते हैं। सेंट्रल रेलवे की जो एनुअल रिपोर्ट हम ने देखी उस में २३ परसेंट है। सेंट्रल रेलवे के बारे में हायस्ट फिगर है। फिर सेंट्रल रेलवे में जो गाड़ियां सुबरबन सेक्शन में चलती हैं तो वहां दस दस बारह बहरह मिनट पर वह चला करती है। जब भी उनके एक्सिडेंट्स जानवरों के कारण हो जाते हैं तो डिरेलमेंट्स हो जाते हैं और लाइन क्लोज हो जाती हैं। इस लिये मैं कहना चाहता हूं कि चूंकि कुंजर समिति ने रेलवे एक्सिडेंट्स के बारे में जो कि जानवरों के सामने आ जाने से हो जाते हैं, कोई सुझाव नहीं दिये हैं इस लिये मैं कुछ सजेशन दूंगा। रेलवे मंत्रालय को चाहिये कि जो ७० मील का सुबरबन रेलवे का फासला है उसके दोनों ओर वे कोई कंपाउंड बनाये, कोई दीवार खड़ी करें जिस से कि रेलों के टाइम टेबल के अनुसार चलने में कोई खतरा न आये। रोज ३५१ सुबरबन रेल गाड़ियां चलती है, इससे अन्दाजा हो जायेगा कि हर मिनट में कितनी गाड़ियां छटती हैं। और इस का कोई ठीक उपाय करना चाहिये।

मैं दिवादास गांव रेलवे स्टेशन के लिये भी रेलवे मंत्रालय को धन्यवाद देना चाहता हूं। सन् १९६२ के साल में निर्माण के लिये २४ मील का रास्ता ले लिया गया है लेकिन दिवादास गांव की रेल अभी तक नहीं बढ़ सकी है। कम से कम तीसरी पंच-वर्षीय योजना में कोई कार्यक्रम इसके लिये नहीं है। कोयनार प्रोजेक्ट बन गई है, वहां बिजली चली गई है, वाटर भी वहां पहुंच गया है। इंडियन कामर्स की जो रिपोर्ट है उसमें कहा गया है कि वहां पर लोहा और अल्यूमिनियम काफी है इसलिये वहां रेल का बन्दोबस्त जल्दी से जल्दी हो जाना चाहिये। अगर यह हो जायेगा तो पिछड़े हुए लोगों के लिये यह रास्ता ठीक हो जायेगा

और वहां वाटर और बिजली का उपयोग खनिज पदार्थों के लिये किया जा सकेगा।

इस के बाद जो प्रार्थना मुझे मंत्री महोदय से करनी है वह पार्सल के रेट के सम्बंध में है। उन्होंने पार्सलों के जो रेट बढ़ाये हैं उनमें सब्जी को छोड़ दिया है। सब्जी में केले भी आ जाते हैं। केला जो है वह महाराष्ट्र से बहुत काफी मात्रा में उत्तर प्रदेश और दिल्ली को जाता है। कम से कम ५ या ६ हजार बैगन हर साल वहां से जाते हैं। केले के कच्चे रहने पर उस का शाक लोग बनाते हैं और पक जाने पर उसे खा लेते हैं। सन् १९४२ में एक बैगन केले का रेट ५८८ रु० था। सन् १९६२ तक वह बढ़ते बढ़ते १३०० रु० तक हो गया। और आप उसके रेट को और भी बढ़ाते जायेंगे तो वह काफी महंगा हो जायेगा। इसलिये मैं कहना चाहता हूं कि गर्मियों के मौसम में जो सब से सस्ती चीज है उसके ऊपर किराया न बढ़ाया जाये।

इतना ही कह कर मैं समाप्त करता हूं और आप को धन्यवाद देता हूं कि आप ने इस अवसर पर मुझे बोलने का अवसर दिया।

17-00 hrs.

श्री विश्वनाथ राय (देवरिया) : अध्यक्ष महोदय, भारतीय रेलवे की जिस सफलता की चर्चा आज प्रायः हर तरफ से हो रही है वह सफलता राष्ट्र के उस लक्ष्य की भी है जिसके द्वारा भारत में समाजवादी ढंग के समाज की रचना का प्रयास हो रहा है।

अध्यक्ष महोदय : माननीय सदस्य अपना भाषण कल जारी रखें।

17.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 5, 1963/Phalguna 14, 1884 (Saka).

[Monday, March 4, 1963/Phalgun 13, 1884 (Saka)]

COLUMNS			WRITTEN ANSWERS TO		
ORAL ANSWERS TO QUESTIONS			QUESTIONS—contd.		
S.Q. No.	Subject	1859—99	U.S.Q. No.	Subject	COLUMNS
223	Tusker Project . . .	1859—63	392	Community listening sets in India . . .	1907
224	Manufacture of automatic weapons . . .	1863—66	394	Republic Day Celebrations	1907—09
225	Military awards . . .	1866—69	395	Central Institute for Labour Research . . .	1909
226	Doctor kidnapped by Pakistanis . . .	1869—71	396	Indian Missions abroad . . .	1909—10
227	Statutes regarding mines and factories . . .	1872—75	397	Employment of Indian armed Forces personnel in Nigeria . . .	1910—11
228	Goan economy . . .	1875—79	398	Training School for N.C. C. Women officers . . .	1911
229	Modernisation of armed forces . . .	1879—81	399	K.M.T. Government . . .	1911—12
230	Report of Mahalanobis Committee . . .	1881—83	400	Nomination of M. Ps. to the delegations to U.N.O. . . .	1912
231	Research in NBFA operations . . .	1883—86	401	Supply of Kerosene oil to Nepal . . .	1912—13
232	Fall in export of ilmenite . . .	1886—87	402	Facilities to families of Jawans . . .	1913—14
233	Col. Bhattacharjee . . .	1887—90	403	Emergency Commission . . .	1914—14
234	Training Centres for Emergency Commissioned Officers	1890—91	404	Military Training Centres	1915—16
235	Unemployment in Goa . . .	1892—95	405	Elections in Nagaland . . .	1916
236	Land reforms in Maha . . .	1895—96	406	Indian Military personnel in Katanga . . .	1916—17
237	Powerful transmitter on A.I.R. . . .	1896—99	407	Wage Board for Iron and Steel . . .	1917
WRITTEN ANSWERS TO QUESTIONS			408	Peaceful uses of atomic energy . . .	1917—18
S.Q. No.		1899—1933	409	Gamma garden in Trombay . . .	1918
238	Recruitment of ex-servicemen . . .	1899	410	Distribution of radio sets . . .	1918—19
239	T. B. cases in sugar factories . . .	1899—1900	411	Kalinga Airlines . . .	1919—20
240	National income . . .	1900—01	412	Rifle Training . . .	1920
241	Engines for supersonic jet fighter aircraft . . .	1901	413	Regional Labour Commissioner . . .	1920—21
242	Payment of interim relief by TISCO and IISCO . . .	1902	414	Road to Barahoti . . .	1921
243	Loss due to Chinese aggression . . .	1902	415	Placements in service . . .	1922—23
244	Agricultural Administration . . .	1903	416	Health Survey by Employees State Insurance Corporation . . .	1923—24
245	Purchase of anti-aircraft missiles . . .	1903—1904	417	Contract Labour in mines	1924—25
246	Training of Indian scientists in Military Science . . .	1904	418	Tagore Estate in Kustia (East Pakistan) . . .	1925
247	Compulsory Military Training . . .	1904—5	419	Relaxation of age limit . . .	1926
248	Manufacture of engines for Alouette Helicopters . . .	1905—6	420	Assistant Engineers in A.I.R. . . .	1926
249	Wage Board for lime industry . . .	1906	421	Export of Indian films . . .	1926—27
U.S.Q. No.			422	Settlement of Tibetan refugees in M.P. . . .	1927
391	Defence factory at Nangal . . .	1906—07	423	Ex-N.C.C. cadets . . .	1927—28
			424	Militarisation for troops . . .	1928

WRITTEN ANSWERS TO
QUESTIONS—*contd.*

U.S.Q. No.	Subject	COLUMNS
425	Air dropping operations in NEFA and Lakakh .	1928-29
426	Dock Labour Scheme in Cochin Port	1929
427	Production of aircraft in H.A.L.	1929-30
428	Army Horse Shows .	1930
429	New transmitters at Jabalpur and Gwalior .	1930-31
430	Plan publicity in Punjab	1931
431	Field of paddy crop in Kerala	1931-32
432	Fire in Gun Carriage Factory	1932-33

CALLING ATTENTION TO
MATTER OF URGENT
PUBLIC IMPORTANCE . 1933-35

Shri Rameshwar Tantia called the attention of the Minister of Railways to the reported railway accident in the Allahabad station on the 3rd March, 1963 resulting in injuries to about 60 persons.

The Deputy Minister of Railways (Shri S. V. Ramaswamy) made a statement in regard thereto.

OBITUARY REFERENCE 1935

The Speaker made a reference to the passing away of Syed Sultan Ahmed who was a member of the former Central Legislative Assembly.

OBITUARY REFERENCE

Thereafter Members stood in silence for a short while as a mark of respect.

PAPERS LAID ON THE TABLE 1935 36

(1) A copy of the Coal Mines Rescue (Second Amendment) Rules, 1963 published in Notification No. G.S.R 122, dated the 19th January, 1963, under sub-section (7) of section 59 of the Mines Act, 1952.

(2) A copy of the Working Journalists Wage Board (Amendment) Rules, 1963 published in Notification No. G. S. R. 296 dated the 16th February, 1963, under sub-section (3) of section 20 of the Working Journalists (Conditions of Service) and Miscellaneous Provisions Act, 1955.

BILL PASSED 1936-37

The Deputy Minister of Railways (Shri Shah Nawaz Khan) moved for consideration of the Appropriation (Railways) Bill, 1963. The motion was adopted. After clause-by-clause consideration, the Bill was passed.

RAILWAY BUDGET —GENERAL DISCUSSION 1937-2056

General Discussion on the Budget (Railways), 1963-64 continued. The discussion was not concluded.

AGENDA FOR TUESDAY,
MARCH 5, 1963 /PHALGUNA 14, 1884 (SAKA)—

Further General discussion on the Railway Budget, 1963-64. Discussion on Gold Control Scheme.