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**Tuesday, March 9, 1965
Phalguna 18, 1886 (Saka)**

LOK SABHA DEBATES

(Eleventh Sessions)



(Vol. XXXVIII contains Nos. 1—10)

**LOK SABHA SECRETARIAT
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LOK SABHA

Tuesday, March 9, 1965/
Phalguna 18, 1886 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Ground Water for Irrigation

- +
- *332. { Shri Surendra Pal Singh:
Shri R. G. Dubey:
Shri Bibhuti Mishra:
Shri K. N. Tiwary:
Shri Sidheshwar Prasad:

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

(a) whether Government are considering a proposal to help and initiate studies and scientific exploration of the underground water in the country in order to help in the extraction of ground water to the maximum limit possible for irrigation purposes; and

(b) if so, the main features thereof?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) Yes, Sir.

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

Statement

(b) The proposed scheme envisages systematic programme of ground water survey and investigations to be implemented by the State Governments on a phased basis with a view to delineating ground water worthy areas which would offer scope for ground-water extraction through

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dug-wells dug-cum-board wells and shallow tubewells. The programme would help in collecting sufficient technical data to:—

- (a) provide technical guidance to the cultivators in such matters as:
 - (i) size, type, safe-spacing and density for dug-wells/tube-wells;
 - (ii) scope, type and manner of boring and deepening of dug-wells for augmenting their discharges; and
 - (iii) selection of suitable water-lifting appliances for installation on wells.
- (b) regulate construction of wells/tubewells so that there is no undue risk of overdraft and failure of wells.

Certain guide-lines for preparation of schemes on scientific basis have been worked out and sent to the States. The quantum and pattern of financial assistance would be decided after the proposals on the basis of these guide-lines have been received from the State Governments.

Shri Surendra Pal Singh: According to the rough estimates already made on the basis of our annual rainfall and other factors, what approximately is the total ground water storage in the country and what percentage of that is being utilised for irrigation purposes up till now?

The Minister of Food and Agriculture (Shri C. Subramaniam): Just now the estimate is 30 per cent of the total utilisable ground water is being utilised and 70 per cent is yet to be tapped.

Shri Surendra Pal Singh: May I know whether a detailed and scientific study of ground water will be useful in solving the problem of water-logging and salinity in the country and, if so, in what way and to what extent?

Shri C. Subramaniam: It would include waterlogging also, because once this assessment is made with regard to ground water availability, that ground water can be utilised for irrigation purposes instead of the surplus water leading to waterlogging.

Shri R. G. Dubey: May I know whether some French firm has agreed to help in the exploration of ground water by aerial survey and whether in the Deccan tract, where traditional tubewell is not possible, some modified version of tubewell will be considered?

Shri C. Subramaniam: I am sorry I do not have the information here with me about any French offer. I would like to verify it before I venture to say anything.

Shri Bibhuti Mishra: May I know the areas where artesian wells can be sunk?

Shri C. Subramaniam: I cannot immediately give the areas with regard to artesian wells.

Shri K. N. Tiwary: There is much wastage of water. So, is Government considering the sprinklers system for irrigating the land?

Shri C. Subramaniam: This is with regard to the survey of ground water availability. But sprinklers system is also under consideration.

श्री बिम्बनाथ पाण्डेय : इस स्क्रीम पर कुल कितना रुपया लगा है ?

Shri C. Subramaniam: An estimate has not yet been made. We are awaiting the data from the various States.

Shri Narendra Singh Mahida: May I know whether Government propose to utilise the services of water diviners as was done by the Gujarat Government and partly by the Central Government also?

Shri C. Subramaniam: I do not know whether water-divining is as scientific as it is claimed to be. We are going to utilise hydrologists, various engineers and the scientific data which are now available for the purpose of surveying ground water.

Shri Kapur Singh: May I know whether Government will consider utilising the services of the famous water diviner, the Paniwala Maharaj, who was such a thumping success when an employee of the Government of India in the fifties?

Mr. Speaker: It is included in the diviners.

Shri P. Venkatasubbaiah: May I know whether Government propose to set up a separate organisation to go into the water potentialities in places where the water table is very low?

Shri C. Subramaniam: Yes; the survey would indicate at what level water is available. It would indicate the deep waters also.

Ore Handling and Screening Equipment

***333. Shri Rameshwar Tanti:** Will the Minister of Transport be pleased to state:

(a) whether it is a fact that an Indian delegation visited West African countries to study the working of ore handling and screening equipment installed in four ports in those countries;

(b) if so, the number of countries visited by them;

(c) whether any report has been submitted by them; and

(d) the main points of the report?

The Minister of Transport (Shri Raj Bahadur): (a) to (d). A statement is laid on the Table of the Sabha.

Statement

A team of Port and Mining Engineers was deputed in January 1965, to visit Italy, Mauretania, Guinea and Liberia. The objects of the visit were to study iron ore mining, screening and handling installations functioning at the Ports of Taranto in Italy, Etienne in Mauretania, Conakry in Guinea and Monrovia and Buchanan in Liberia and to enable the team to acquaint itself with the practices obtaining in modern fully commissioned and operational ore mining and handling installations. The team has prepared notes on the technical features of the different ore handling installations visited by them so that they can serve as a guide in the development of the ore handling projects at Indian Ports. The team has studied the quantities exported from the different ports, the actual capacity of the different components of the ore handling plants, the stock yard capacity, the type of wagons in use and other relevant technical aspects.

Shri Rameshwar Tantia: May I know whether it is a fact that some ports in Japan are most mechanised in ore handling and, if so, what are the reasons for sending our team to these ports and not to the Japanese ports?

Shri Raj Bahadur: The Japanese are essentially an ore-importing nation and they have got mechanised facilities. We have to develop mechanised facilities for iron ore export. Therefore, it is very important that we send our technicians to such countries as are already exporting large quantities of iron ore, if we want to compete with the ore-exporting nations.

Shri Rameshwar Tantia: May I know whether it is a fact that in the ports which are being visited the

handling of ore is more economic and mechanised than ours and, if so, whether we are trying to modernise our ports like Calcutta, Bombay and Madras on the same lines?

Shri Raj Bahadur: We are developing our iron ore market and the provision of mechanised facilities for iron ore export is being taken in hand. We are going to install a plant in Visakhapatnam with a capacity ultimately of 6 million tons to 8 million tons per annum. Therefore, we cannot compare at the moment with countries which have already developed their iron ore export trade.

Shri D. C. Sharma: May I know by what time Government will be able to take a firm decision about the report which the team has submitted and what are the items which are going to be selected, so far as investigation by the team is concerned, for implementation?

Shri Raj Bahadur: Instead of depending perennially on the import of foreign consultants, foreign technicians and foreign experts, we thought it fit that our own experts should go there and have an intimate study of the mechanised equipment and facilities, methods of screening and other allied matters relevant for this purpose.

श्री भागवत झा आशाब : हम के पहले कि सरकार उनकी रिपोर्ट पर कोई कार्रवाई करे, क्या इस बात का अध्ययन किया गया है कि हमारे यहां की परिस्थितियों और वहां की परिस्थितियों में कोई सामंजस्य है, ताकि वहां पर जो सुविधायें प्राप्त हैं, उनको हमारे देश में भी लागू किया जाये ?

श्री राज बहादुर : यही उद्देश्य था कि वहां क्या सुविधायें उपलब्ध हैं, उन का अध्ययन किया जाये और तदुपरान्त इस बात की चेष्टा की जाये कि अपने यहां भी वही सुविधायें उपलब्ध हों ।

Shri Indrajit Gupta: I would like to know whether as a result of the study carried out in these foreign ports by our experts the Government has been able to make any assessment of the expenditure which is likely to be involved on the installation of this model plant and whether this plant will have to be imported or it can be manufactured indigenously?

Shri Raj Bahadur: I only said that we are in the process of installing a plant at Visakhapatnam. We want to make it as efficient as possible within our financial resources and foreign-exchange resources. The scheme under implementation is estimated to cost about Rs. 2 crores. I think the plant will be put into operation by about April or May.

Shri Indrajit Gupta: I wanted to know whether the plant will have to be imported or it can be manufactured here?

Shri Raj Bahadur: Much of the mechanised equipment will be imported.

Shri P. R. Chakraverti: As a result of the survey of different ports may I know which type of mechanism and of which port has appealed to the Government—the working of which is readily acceptable to us?

Shri Raj Bahadur: They have prepared technical notes. About the types and other things it is not possible for me to say anything. They have to make up their mind after proper study as to what improvements, changes and modifications if any they would like to make in the equipment already under installation.

Concessions to Sugar Industry

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{ **Shri P. C. Borooah;**
Shrimati Savitri Nigam;
Shri R. G. Dubey;
Shri Bade;
Shri Onkar Lal Berwa;
Shri P. H. Bheel;
Shri Hukam Chand Kach-
havya;
***334. { Dr. P. Srinivasan;**
Shri Paramasivan;

Shri Heda;

Shri Bibhuti Mishra;

Shri D. N. Tiwary;

Shri Maheshwar Naik;

Shri Himatsingka;

Shri Rameshwar Tantia;

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

(a) whether with a view to improving the competitive power of the sugar industry against gur and khandsari units, Government have decided to give some new concessions to the sugar industry;

(b) if so, the precise nature; and extent of such concessions; and

(c) how far the target of sugar production for the current year is likely to be achieved thereby?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) and (b). Government have given the following incentives to the sugar industry:

1. A rebate of 50 per cent in basic excise duty has been allowed on the production of sugar during the period October-November, 1964 which is in excess of sugar produced by the factories during the corresponding period in 1962.

2. A rebate in basic excise duty has been allowed on production of sugar in the months of January to June, 1965, which is in excess of the production in the corresponding period in 1964 as under:—

- (i) at the rate of 20 per cent on the first 10 per cent of such excess production;
- (ii) at the rate of 40 per cent on the next 10 per cent of such excess production; and
- (iii) at the rate of 50 per cent on the balance of such excess production.

(c) No target of sugar production for the current year has been fixed, but the production is expected to be around 30 lakh tonnes.

Shri P. C. Borooah: May I know what will be the total rebate earned by the mills and the maximum price that will be possible to be offered by the mills for purchase of sugarcane?

The Minister of Food and Agriculture (Shri C. Subramaniam): The actual rebate available will depend upon the ultimate excess production. That cannot be calculated now. I am sure each mill will be able to make a calculation of their own capacity and on that basis offer a higher price for sugarcane.

Shri P. C. Borooah: May I know whether the desirability of imposing restriction upon gur and khandsari to prevent unhealthy competition by cane going to khandsari is under consideration and, if so, what is the result?

Shri C. Subramaniam: At present there is no control on the production, sale or distribution of gur.

Shri R. G. Dubey: May I know whether the offering of these concessions had any effect on the prevailing market price of khandsari and gur as against sugar?

Shri C. Subramaniam: Generally, the prices of gur and khandsari are showing a downward trend. Therefore, it is becoming more and more competitive for the sugar factories to get sugarcane.

श्री हुकम चन्द कछवाय : क्या सरकार ने इस बात की खोज की है कि इस समय तक कितनी गुड़ और खण्डसारी लोगों ने बनाई है, उस और कितनी प्रगति हुई है ?

Shri C. Subramaniam: With regard to gur and khandsari I do not have the figures with me.

श्री विभूति मिश्र : सरकार ने जो नवम्बर महीने में कंसेशन दिये उससे दो तरह के नुकसान हुए, एक तो रिकवरी खोई और दूसरे किसानों को जितना फायदा

होना चाहिये था उतना नहीं हुआ, क्या यह सही है ?

Shri C. Subramaniam: This is with reference to the incentives given to the factories. We have given incentives to the producers of cane by giving them higher prices during this season.

श्री विभूति मिश्र : किसानों को रिकवरी के ऊपर कीमत मिलती है। चूँकि रिकवरी उस समय कम आई इसलिए किसानों को कम कीमत मिलेगी। सरकार को यह घाटा हुआ कि चीनी कम आई और कंसेशन सरकार को देने पड़े। क्या यह सब सही है, इसका मैं जवाब चाहता हूँ।

Shri C. Subramaniam: Formerly, at 9.4 per cent recovery the price was Rs. 1.86. Now we are giving Rs. 2 up to 10.4 per cent. That is the increased price which was suggested by the various State Governments. We have accepted it and fixed that price.

श्री रामेश्वर टांटिया : सरकार खादी और हैंडलूम को सुविधा देकर प्रोटेक्शन देती है लेकिन यहां बड़ी बड़ी शूगर मिलों को सुविधा देकर जो छोटे छोटे गुड़ और खण्डसारी के उत्पादक हैं, उनको क्या असुविधा में नहीं डाली है ? क्या सरकार ऐसा करके उसकी जो पालिसी है छोटे उद्योगों को सहायता देने की उससे अलग नहीं जा रहा है ?

Shri C. Subramaniam: As a matter of fact, there is a high excise duty over factory-made sugar. That gives competitive strength to gur and khandsari. That is why they are able to get more sugarcane than the sugar factories. As a matter of fact, this protection has been given to the cottage industries.

Shrimati Savitri Nigam: What action has been taken to increase the production of brown sugar or khandsari and make it so useful that it could be exported?

Shri C. Subramaniam: There is no good market for khandsari outside our country. But there is a good market for raw sugar produced in the factories. Therefore, there is no purpose in seeking an export market for it.

श्री कश्यपलाल सिंह : क्या सरकार को पता है कि प्राइवेट खण्डसारी बनाने वालों ने जिस देहात में एक कशर भी लगा रखा था वहां उन्होंने साढ़े तीन रुपये मन तक गन्ना खरीदा? जो रियायत चीनी और खण्डसारी को दी जा रही है, उस में से कितना हिस्सा किसान को मिल रहा है ?

Shri C. Subramaniam: We have fixed the minimum cane price. It is open to the sugar mills to pay over and above that for the purpose of competition with the other purchasers of cane. It is left to the discretion of each sugar factory to decide what it would pay and whether it would pay any extra price at all. We have fixed only the minimum price.

Shri Sinhasan Singh: May I know whether the rebate proposed to be given to the sugar industry has been agreed to on their representations and whether in fixing the sugar price Government takes into consideration the price of molasses and cheepua?

Shri C. Subramaniam: The price of Sugar is fixed on the basis of the Tariff Commission's Report which was prepared in 1955-56. We have again referred this matter to another commission, called the Sen Commission, which is going into the entire question of production and pricing of sugar in the factories. Therefore, just now we are following the formula which is already available.

Shri Sinhasan Singh: I asked whether any consideration has been given to the price of molasses, bagasse and other by-products while fixing the price of sugar.

Shri C. Subramaniam: My impression is that the Tariff Commission has not taken that into consideration.

They have only taken into account the recovery factor and the duration of the working period. Now, I am sure, the Sen Commission will go into the raw materials available also which are saleable.

Shri Sinhasan Singh: My question has not been answered.

Mr. Speaker: Twice he has asked his question. Shri Shivananjappa.

Shri Sinhasan Singh: They recover money from these molasses.

Shri Shivananjappa: May I know whether the requisitioning of sugarcane grown within a radius of 20 miles of sugar factories still continues?

Shri C. Subramaniam: There is no requisitioning as far as I know.

Shri A. P. Jain: In the month of November the recovery from sugarcane sometimes falls to as low as 7.5 per cent and if the same cane matures in December and January it will give 10 or 10.5 per cent recovery; so, any encouragement for earlier crushing is anti-national in so far as it causes loss of sugar. If that is so, were there any countervailing reasons for the Government to encourage the crushing of sugarcane in the month of November?

Shri C. Subramaniam: We wanted some early production. We knew that the recovery will be less; but it was a question of utilising the existing cane and of getting some sugar production during those lean months when we wanted sugar. We gave this additional thing because our stocks were very low and we wanted early production.

श्री रामेश्वरानम्ब : जिन क्षेत्रों में गन्ना बहुत अधिक होता है और मिलें ले नहीं रही हैं वहां पर अब गन्ना सूख रहा है और घास बिना पशु तंग हैं। मैं जानना चाहता हूं कि क्या सरकार यत्न कर रही है कि वहां के लोगों को खण्डसारी के लाइसेंस दिये जायें

ताकि गन्ना सूखे नहीं घोर खांड भी बन सके ?

Shri C. Subramaniam: This is a matter for the State Government to consider to give licences for those areas where there is no demand for sugarcane.

श्री रामेश्वरानन्द : उनको कुछ कहेंगे ऐसी स्थिति में ?

जय्य महोदय : क्यों नहीं कहेंगे । आपने कहा तो वह भी आगे कहेंगे ।

Shri S. M. Banerjee: I want to know whether it is a fact that after the concession had been given to the sugar industry they have neither reduced the cost of production nor have they given higher prices to the sugarcane growers. If so, what steps are being taken by Government to see that they agree at least to do one of these two things?

Shri C. Subramaniam: The production has increased during this period. As a matter of fact, now some of the sugar factories are able to transport cane from a longer distance because they have got this concession. Therefore production has considerably increased in many of the factories.

Shri S. M. Banerjee: I have not asked about production. He has not replied to my question at all. I have not asked about more production. I have asked about the cost of production, whether the cost of production has been brought down.

Shri C. Subramaniam: I thought, I had answered the question; but if the hon. Member asks the question again and if I have missed any point, I am prepared to answer it.

Shri S. M. Banerjee: The sugar industry has been given concession after concession. Have they reduced the cost of production after getting this concession or have they paid more money to the cultivators?

Shri C. Subramaniam: This has nothing to do with the cost of pro-

duction; it is in excise duty that we have given concessions. The cost of production depends on the efficiency of each mill.

Rice Mills

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Shrimati Savitri Nigam:
Shri R. Ramanathan
Chettiar:
Shri Yashpal Singh:
Shri P. R. Chakraverti:
Shri P. C. Borooah:
*335. Shri Bibhuti Mishra:
Shri Kolla Venkaiah:
Shri Koya:
Shri Ravindra Varma:
Shrimati Renuka Barkataki:
Shri Rameshwar Tandia:
Shri Parashar:

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

(a) whether it is a fact that orders have been placed with East Germany and Japan for the import of six modern rice mills to increase milling outturn of rice from paddy;

(b) if so, the estimated capital outlay involved thereby; and

(c) whether these mills will be operated upon by the newly set up Food Corporation of India or the machinery allotted to the State Governments for setting up the mills in the co-operative sector?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) The orders have been placed with West Germany and Japan for the import of six modern rice mills to increase the milling outturn of rice from paddy.

(b) The estimated fixed capital outlay is Rs. 137 lakhs. This amount is for equipment, land, buildings, silo construction and other connected miscellaneous expenditure.

(c) Five of these six modern rice mills will be operated by the Co-operative societies in five Intensive Agriculture Development Programme areas while the remaining one rice

mill will be operated in public sector by the Government of Bihar.

Shrimati Savitri Nigam: May I know how much time the Government is likely to take to get these mills established and to get the production started? The season of rice will be over soon.

The Minister of Food and Agriculture (Shri C. Subramaniam): I expect the first mill to go into production sometime next month. That will be in Madras. Other mills will go into production within a period of 2 to 3 months after that.

Shrimati Savitri Nigam: May I know whether some co-operative organisations and co-operative marketing societies have made the request that the number of mills is not enough and that it should be increased to twelve?

Shri C. Subramaniam: This is only a pilot scheme to find out whether the claims made on behalf of these units are true. If it is so, it is not only twelve but our idea is to go in for large numbers so that we may have all the milling done by these more efficient units.

श्री यशपाल सिंह : सरकार को पता तो है ही कि यू० पी० में रुड़की तहसील चावल का सब से बड़ा सेंटर है। तो क्या इन छः मिलों में से कोई मिल रुड़की में भी लगाने का विचार है।

Shri C. Subramaniam: Yes, Sir. We shall consider the claims of all the others when we increase the number of units in the near future.

Shri P. R. Chakraverti: Keeping in view the fact that the co-operatives have come to play a very important part in setting up the co-operative stores specially for food crops, may I know whether the Government has devised any scheme of giving special facilities to the co-operatives to run these mills?

Shri C. Subramaniam: Output of these 6 mills 5 are being established by co-operative marketing societies.

Shri Ranga: May I know, in view the fact that there is already too much idle capacity in so far as the rice milling industry is concerned and all that is needed for rice mills is being till now manufactured in our own country, why is it that Government have thought it fit to invest as much as Rs. 137 lakhs in importing these things from abroad?

Shri C. Subramaniam: Rs. 137 lakhs is not the foreign cost. It is including the internal cost of land, building and various other things. The external cost is much less. It is claimed that these modern units are able to give 7 to 8 per cent more output of rice when compared to the mills which are functioning in the country today. If these claims are true, even by working during one season, they will be able to make up the entire amount of Rs. 137 lakhs. That is why we are now establishing these units to find out whether there will be 7 to 8 per cent saving and, if that is so, there will be a case to go in for more mills so that there will be a saving with regard to the production of rice.

Shri P. C. Borooah: May I know how far these modernised rice mills, on a large scale, are going to replace the hand-pounding industry and whether there will be any unemployment as a result thereof?

Shri C. Subramaniam: It will take a long time to displace hand-pounding industry. As a matter of fact, this is going out of use now. And now alternative employments are also becoming available. Still in some parts of the country hand-pounding is in vogue on a large scale. It will take a long time, at least one generation, to displace it.

Shri P. C. Borooah: Will it create any unemployment?

Shri C. Subramaniam: It will not create unemployment.

श्री विभूति मिश्र : अभी श्री रंगा के प्रश्न के उत्तर में मंत्री जी ने कहा कि 6 या

7 परसेंट चावल की पैदावार बढ़ जायेगी। तो इस समय हमारे देश में जो चावल मिलें हैं अगर उनको मॉडर्नाइज कर दिया जाये तो क्या सरकार को इस तरह का कोई लाभ नहीं हो सकता है।

Shri C. Subramaniam: After establishing these units and then finding out how they work, we can then make a review to find out whether the existing mills cannot be modernised or new units will have to be established. First of all, it will have to be established that these units are more efficient than the existing units.

श्री रामेश्वर टांटिया : अभी मंत्री महोदय ने कहा कि इससे 6 या 7 प्रतिशत चावल की रिकवरी बढ़ जायेगी। तो क्या सरकार के ध्यान में यह बात अभी इसी वर्ष आई। चावल की कमी तो इस देश में पहले भी थी। क्या पहले यह मशीनें नहीं थीं कि यह नई मशीनें लगाने का विचार उन्होंने किया।

Shri C. Subramaniam: This project has been under consideration for the last two or three years. A technical report was submitted to Government. We processed it and accepted it this year for implementation.

Shri Thirumala Rao: The hon. Minister was pleased to say that these units are being allotted to marketing federations. Before such allotment is made, has Government had any previous information about the proper management of these institutions, whether there are any allegations of defalcations and other things?

Shri C. Subramaniam: We are not doing it on our own initiative; we get the recommendations of the State Governments. They process it and give clearance for the purpose of allotment.

Shri Vidya Charan Shukla: Is it a fact that the Indian Ricemilling Manufacturing Equipment Association disputed this claim of the foreign

manufacturers that their machines are superior to the ones being made in India, and that with certain changes in the machines being made here the same efficiency could be achieved by our machines also? If so, what action did Government take to verify the claim of the Indian manufacturers before they placed orders with the foreign manufacturers?

Shri C. Subramaniam: This can be established only when we have these units established and worked. That is why we have ordered only six units to be established in various parts of the country to find out whether 7 to 8 per cent more than that of the indigenous mills would be available from these mills. This is some sort of a pilot project.

Shri Vidya Charan Shukla: Part of the question has not been answered.

Mr. Speaker: Let us wait for another opportunity.

श्री शिव नारायण : मैं यह जानना चाहता हूं कि ईस्टर्न यू० पी० में जो कि चावल का केन्द्र है सरकार एक मशीन क्यों नहीं लगा रही है। मैं यह भी जानना चाहता हूं कि जर्मन और जापानी दोनों मिलो के काम में क्या डिफरेंस है।

Shri C. Subramaniam: Japan and West Germany, they follow the same principle with regard to machines. Still there are slight differences between the two. That is why we are getting machinery from both so that an assessment can be made as to which is better, and also whether it is better than the indigenous equipment, and if so, to what extent.

श्री भागवत झा बाबा : माननीय मंत्री जी ने अभी कहा कि भविष्य में इस बात पर विचार किया जायेगा कि हम बड़े पैमाने पर इस बात को लायें या नहीं। मैं जानना चाहता हूं कि उनकी इस बात का आधार क्या है, सिर्फ माघारण ज्ञान है

या देश में इस बात का अनुरोध लगाया गया है कि हमारी जो आवश्यकताएँ हैं उनकी पूर्ति कहाँ तक हो रही है ।

Shri C. Subramaniam: Even with the same production of paddy, if we are able to get 7 to 8 per cent more of rice, to that extent rice availability will be increased by this processing, if the claims made on behalf of these units are true. That is why we are now having this as a pilot project to find out whether this increased availability would be there through milling.

Shri Narendra Singh Mahida: Is it not a fact that some of the rice mill-owners, particularly near Raipur in Madhya Pradesh, distracted the attention of Government from starting co-operative rice mills or rice mills in the public sector, as for example, the other day when the Congress President received a sum of Rs. 1,11,000 from rice millowners? What is the policy of Government?

Shri C. Subramaniam: That has nothing to do with the installation of these modern units.

Mr. Speaker: Next question.

Shri Indrajit Gupta: 336. Q. 338 may also be taken along with it.

Mr. Speaker: Yes.

Rationing in Kerala

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*336. { **Shri Prabhat Kar:**
 Shri Indrajit Gupta:
 Shri Rameshwar Tantla:

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

(a) whether the question of introducing statutory rationing in Kerala has been considered by Government; and

(b) if so, the decision taken thereon?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) and (b). The

question of introducing statutory rationing and monopoly procurement of rice in Kerala was raised at the meetings of the State Food Advisory Committee. This question will be considered at a later stage keeping in view the experience gained in the present informal rationing arrangement.

Food Situation in Kerala

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*338. { **Shri S. M. Banerjee:**
 Shri Yashpal Singh:
 Shri Koya:

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

(a) whether the food situation in Kerala has improved;

(b) if so, the total quantity of foodgrains given to an adult, per day; and

(c) the total number of persons in the State who are provided foodgrains through the fair price shops?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) Yes, Sir.

(b) 320 grammes.

(c) Except for a small number of agriculturists who grow their own rice and whose cards have been frozen, practically the entire population of about 18.5 lakhs is provided with foodgrains through fair price shops.

Shri Kapur Singh: May I repeat my earlier suggestion that a course in elocution might be arranged for the Treasury Benches?

Shri Indrajit Gupta: In view of the fact that under the present system in Kerala, which is known as informal rationing, the quantum of ration which is provided, which is only 6 oz. per head, is totally inadequate, will Government consider how to procure more rice from inside or outside Kerala in order that this quantum may be increased?

The Minister of Food and Agriculture (Shri C. Subramaniam): It is not 6 oz. It is 12 oz. per head per day which is being provided—6 oz. rice and 6 oz. wheat. I am sure hon. Members particularly from Kerala would agree now that wheat has become more popular in Kerala today, and therefore there is demand for wheat now.

Some hon. Members: No.

Shri Indrajit Gupta: Is the Minister aware of the fact that side by side with this informal rationing there exists an open market where also rice is available at prices which are practically double the controlled price? In order to do away with this discrepancy, what is the Government thinking of in the way of maintaining supplies, so that the quantum within the rationing system might be increased, to bring the prices down?

Shri C. Subramaniam: It is not double the price. I agree it is slightly more than the price at which the controlled ration rice is sold, but the basic requirement of every person is met by giving him 12 oz. of foodgrains—6 oz. of rice and 6 oz. of wheat. Any additional requirements will have to be purchased in the open market, and sophisticated people who want to purchase better quality, fine rice have to pay a higher price, but because 12 oz. is being provided for everybody, that takes care of the minimum requirements of everybody in Kerala today.

Shri Rameshwar Tanti: May I know whether the foodgrains position has not improved recently, and if so, what are the reasons for thinking of rationing now?

Shri C. Subramaniam: In Kerala the position improved because of rationing. If it is taken away, it will further deteriorate.

Shri S. M. Banerjee: I want to know whether it is a fact that some of the surplus States have refused to give rice and other commodities to Kerala, and if so, which are those

States, and what are the steps taken by Government to see that they do give?

Shri C. Subramaniam: I am not aware of any State which has refused to give rice to Kerala.

श्री बशपाल सिंह : क्या यह सही है कि केरल के शहरों में जितनी बहुतायत के साथ राशन बाँट दिए गए हैं, देहात में अभी तक उतने नहीं पहुँचे हैं ?

Shri C. Subramaniam: No, Sir. This has been distributed throughout Kerala. As I have already stated, a population of 781.5 lakhs is covered. That cannot be confined to merely towns.

Shri Vasudevan Nair: Is it not a fact that the Government of Kerala wanted a buffer stock of 40,000 tons of rice to be built up, and if so, may I know whether Government has built up that buffer stock, and whether Government is in a position to assure continued supply of rice and wheat?

Shri C. Subramaniam: Yes, we have built up a buffer stock. If I remember aright, at one time it reached 60,000 tons. As to what is the exact stock today I am not in a position to say, but that will be a quantity round about 40,000 tons. We are trying to assure that at least one month's stock is available there, one month's stock being 70,000 tons.

Shri P. Venkatasubbalah: May I know whether an assessment of the over-all requirements of Kerala State has been made, and if so, may I know from which State foodgrains are being supplied to Kerala, so that there may not be any deficiency of foodgrains there?

Shri C. Subramaniam: Kerala requires round about 70,000 tons of rice every month, roughly 8.5 lakh tons for a year. This is generally got from Andhra Pradesh, to a certain extent from Madras; we also some-

times allocate Madhya Pradesh rice and also Punjab Orissa rice.

श्री हुकम चन्द कछवाय : मैं यह जानना चाहता हूँ कि केरल की राज्य सरकार ने कितना चावल और गेहूँ मांगा था और केन्द्र ने उनको कितना दिया। यह बात सही नहीं है कि वहां पर जो चावल कंट्रोल की दुकानों को दिया जाता है वह चोर बाजार में बिक रहा है।

Shri C. Subramaniam: No, Sir. This is now distributed under ration cards, 6 oz. per head, and on that basis the requirement of Kerala is 70,000 tons of rice every month. That is what we are providing.

Shri D. C. Sharma: Evidently the introduction of statutory rationing in Kerala has been a success judged by the election results. May I know if the Government is thinking of introducing statutory rationing in other States of India which are particularly deficit States?

Mr. Speaker: So that election results might be the same as there?

Shri C. Subramaniam: Kerala is a highly educated State and I do not think that votes can be purchased by the supply of foodgrains. They make their political judgment and cast their votes. Therefore, I do not think the rationing or distribution of rice or wheat had anything to do with the casting of votes.

Shri D. C. Sharma: What about the other deficit States?

Mr. Speaker: We will come to others later on.

श्री शिव नारायण : क्या यह सही है कि केरल में अनाज मौजूद है, लेकिन इस राशनिंग के नाते हैबक क्रियेटेड है ?

Shri C. Subramaniam: This is really strange news to me because we distribute at the rate of 12 oz. In addition to that whatever is produced inside is available in the market.

केन्द्रीय अधिनियमों का हिन्दी अनुवाद

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{ श्री म० ला० द्विवेदी :
श्री स० चं० सामन्त :
श्री यशपाल सिंह :
* 337. { श्री प्रकाशवीर शास्त्री :
श्री जगदेव सिंह सिद्धान्ती :
श्रीमती रामकुलारी सिन्हा :

क्या बिचि मन्त्री यह बताने की कृपा करेंगे कि :

(क) विभिन्न केन्द्रीय अधिनियमों का हिन्दी संस्करण प्रकाशित करने में अब तक क्या प्रगति हुई है ; और

(ख) क्या सरकार केन्द्रीय अधिनियमों का विभिन्न क्षेत्रीय भाषाओं में साथ साथ अनुवाद कराने और यह सुनिश्चित करने के लिए कोई कार्यवाही कर रही है कि सभी राज्य कानूनों में समान विधि-शब्दावली का प्रयोग हो ?

The Deputy Minister in the Ministry of Law (Shri Jaganatha Rao): (a) The authoritative Hindi versions of three Central Acts, viz., the Indian Penal Code, the Indian Evidence Act and the Transfer of Property Act, have been published in Part II, Section 1-A of the Gazette of India, Extraordinary, on the 27th January, 1965.

(b) The question of translation of Central laws in different regional languages is under active consideration of the Government in consultation with the State Governments, and every effort is being made to persuade the State Governments to use, as far as possible, the standard legal terminology evolved by the Official Language (Legislative) Commission.

श्री म० ला० द्विवेदी : मैं यह जानना चाहता हूँ कि हिन्दी विधि आयोग का बने हुए कितने वर्ष व्यतीत हो गए, और क्या कारण है कि इतने दिनों में केवल तीन ही अधिनियम अभी तक अनुवादित होकर प्रकाशित हो सके हैं और अधिक कार्य नहीं हो सका ?

Shri Jaganatha Rao: About 15 Acts had been translated into Hindi and three Acts had been authenticated by the President and published. In the initial stages, there are difficulties about particular Hindi equivalent words. Now that some progress has been made, in future the work will be facilitated and more Acts will be translated.

श्री म० सा० द्विवेदी : अभी मन्त्री महोदय ने बताया है कि विभिन्न प्रादेशिक भाषाओं में अधिनियमों के अनुवाद किए जाएंगे जिसके बारे में राज्य सरकारों से सलाह ली जा रही है और भी प्रयत्न किया जा रहा है कि सगान शब्दावली का प्रयोग किया जाए। मैं जानना चाहता हूँ कि क्या समान शब्दावली सरकार ने तैयार करा ली है, और यदि हाँ तो राज्य सरकारों ने इस सम्बन्ध में क्या परामर्श दिया है और किन किन ने नहीं दिया ?

Shri Jaganatha Rao: Provisional legal terminology has been prepared and circulated to State Governments. Three Acts had been translated into Hindi. As and when more Acts are translated, legal terminology will be finalised in consultation with the State Governments.

श्री यशपाल सिंह : जैसा कि दो साल पहले कहा गया था, हिन्दी को प्राथमिकता तो क्या मिलती जो अंग्रेजी के बिल आ रहे हैं उनका भी हिन्दी में अनुवाद नहीं आ रहा है। क्या मैं जान सकता हूँ कि कब तक इस अनुवाद का इन्तिजाम हो जाएगा ?

Shri Jaganatha Rao: This Commission was appointed by the President in 1961 under article 344(6). After 26th January Bills will be introduced with authenticated Hindi and English texts.

Shri S. C. Samanta: May I know whether the legal terminology that had been prepared by the Government for Central Acts will be applicable to the States also for translations in regional languages?

Shri Jaganatha Rao: That is the idea.

श्री जगदेव सिंह सिद्धान्ती : मैं समझता हूँ कि माननीय विधि मन्त्री जी को यह अच्छी तरह से मालूम है कि मिताक्षरा का हिन्दी अनुवाद करके सबसे पहले उसको ईस्ट इंडिया कम्पनी ने अधिनियम के रूप में प्रचलित कराया था। क्या भारत सरकार ने यह यत्न किया है कि अधिनियमों का अनुवाद करने में इन प्राचीन ग्रन्थों से सहायता ली जाए ?

The Minister of Law and Social Security (Shri A. K. Sen): Mitakshar text was translated by an English gentleman namely Colebrooke and it is still the authentic translation. But this Commission is entrusted with the translation of Acts, not old Hindi texts of law.

Shri Priya Gupta: May I know whether the Government is making any attempts to translate all the Acts in Hindi, and what will be the progress in their view to translate into Hindi the rulings and judgments of the Supreme Court which, in the future, will have to be referred to in the courts of law? Is there any attempt in that direction?

Mr. Speaker: The main question refers to Acts only.

Shri A. K. Sen: It will be done in course of time.

Shri Kapur Singh: I would request the hon Minister to give me a straight answer to my question. The question is whether it is at all possible to achieve technically perfect and identical equivalences for the legal terms and idioms in Hindi, apart from mere literal translations?

Shri A. K. Sen: It is very possible to evolve a legal terminology in Hindi.

Shri Kapur Singh: That was not my question; he says it is very possible to evolve a terminology. My question has not been answered. My question is whether it is at all possi-

ble to find out identical equivalences, technically perfect' equivalences of legal terms and idioms in Hindi.

Mr. Speaker: He says it is possible.

Shri Kapur Singh: He says, that evolution is possible. That is a different question. He knows the answer but he has evaded it.

Shri A. K. Sen: I shall never try to evade Mr. Kapur Singh's questions. I have no doubt that we all pay due attention to his questions. He put three conditions: legally perfect, technically perfect, and literally perfect. Is that not so? (Interruption)

An hon. Member: The hon. Member himself has forgotten!

Shri A. K. Sen: Well, equivalence is granted because otherwise it cannot be translated. I have followed certain principles. We have tried to observe those terminologies, even those in English which have gained currency or even Persian words like *tehbazari*, and consistent with that, having regard to the understanding that generally prevails in our country in different courts of law about the legal words which have been in use for a long time, we have no doubt that we shall be able to develop a perfect set of legal words and phrases in Hindi.

Shri Kapur Singh: I bow to his enthusiasm for Hindi, but I deplore his legal acumen.

श्री रामेश्वरानन्द : जो आयोग वैधानिक शब्दों की हिन्दी शब्दावली का निश्चय करता है उस आयोग के सदस्यों की योग्यता क्या है और उन्होंने संस्कृत और हिन्दी में क्या क्या पढ़ा है ?

श्री अ० कु० सेन : उनमें पूरी योग्यता है ।

श्री रामेश्वरानन्द : उन्होंने संस्कृत और हिन्दी में क्या क्या पढ़ा है यह मैं जानना चाहता हूँ ?

अध्यक्ष महोदय : अब क्या क्या पढ़ा है उसके लिए सारी किताबों की तफ़्सील और फ़ेहरिस्त बतलाना तो मुमकिन नहीं होगा बाकी उन्होंने काफ़ी किताबें पढ़ी ही होंगी ।

श्री रामेश्वरानन्द : बिना उसके बतलाये यह कैसे हम जान सकेंगे कि उनमें कितनी योग्यता है ?

अध्यक्ष महोदय : स्वामी जी, किताबें संस्कृत, हिन्दी की काफ़ी पढ़ी ही होंगी अब उन तमाम किताबों के अलग अलग नाम यहां पर गिनाना तो मुश्किल होगा ।

Dr. M. S. Aney: May I ask the hon. Minister whether he is aware that with the help of Sanskrit Icon and Sanskrit grammar, it is possible to coin new words if there are no synonyms in Hindi and that new terms can be properly rendered with the help of Sanskrit in Hindi also?

Shri A. K. Sen: If the hon. Member peruses the translations, some of which have been published in the gazette and others are in the course of publication, he will see that there are a large number of new words which have been found in Hindi which are not only good but perfect.

श्री रामेश्वरानन्द : अध्यक्ष महोदय, मेरा एक व्यवस्था का प्रश्न है । मेरा निवेदन यह है कि अंग्रेज़ों के जो शब्द हैं उनका वास्तव में संस्कृत के साहित्य में विधि के शब्दों का अनुवाद हो सकता है क्योंकि पहले भी राज चलता रहा है और यह जो विधान आप बना रहे हैं यह विधान पहले भी रह चुका है ...

अध्यक्ष महोदय : व्यवस्था का सवाल उठाने के लिए पहली शर्त यह है कि आप उस क़ायदे, क़ानून का पहले मुझे हवाला दें कि किस नियम व क़ायदे के अनुकूल आप अपना यह व्यवस्था का प्रश्न उठा रहे हैं ।

श्री रामेश्वरानन्द : यह जो असत्य उत्तर दिया जाता है उस पर यह व्यवस्था का प्रश्न उठाया जा रहा है ।

श्री भागवत सा आजाब : मन्त्री महोदय की इस भावना की कद्र करते हुए कि वे यह यह चाहते हैं कि यह काम जल्द से जल्द हो, क्या वे इस बात पर सन्तोष प्रकट करते हैं कि अब तक विधि आयोग ने जो कुल 15 या 18 अनुवाद किये हैं वे काफी हैं, अगर नहीं तो इस दिशा में प्रगति लाने के लिए उन्होंने कौन कौन से नये कदम उठाये हैं ?

Shri A. K. Sen: Having regard to the time which was available to the Commission and the new grounds which had to be broken in the initial stages, I personally think the progress has been very good, because 15 Acts have been translated. I am told now that the ground has been broken already, the rate of progress will be much more hereafter.

Shri H. N. Mukerjee: May I know why Government is delaying simultaneous translation in the other national languages, because that would prevent the selection of uniform terminology by drawing upon the resources of other national languages, other than Hindi, like Urdu, Bengali, Tamil, etc.? Some of their words may be better equivalents than whatever has been evolved in Hindi.

Shri A. K. Sen: Representatives of the legislative departments of the States had met sometime back, in the first week of January in Delhi. This question was put before them and it was the view of the States that they should undertake the work of translating Central Acts into the regional languages, so that each State will be in charge of translating into its own regional language the Central Acts which they will select. I thought personally that it would have been better if there was a central agency entrusted with the work of translating all the Central Acts into the regional languages. But if the States want to undertake that responsibility, the Central Government would not like to come in their way. But since the States at the same time have expressed their financial difficulties in under-

taking this work immediately, we have requested them to send to the Central Government the estimated expenditure which would be involved in undertaking immediate translation in the regional languages of the Central Acts.

Shri H. N. Mukerjee: The evolution of uniform terminology is dependent upon our search into the different national languages. Otherwise, it cannot be done. It is part of the Directive of the Constitution.

Mr. Speaker: He says he was of the opinion that the Centre should take it up simultaneously.

Shri H. N. Mukerjee: It is not a question of the Centre taking up something and the States taking up something else. It is a question of pursuing the Directive of the Constitution which says that Hindi can only develop when it can draw upon the treasure-house of the other national language. Therefore, in order to have a uniform terminology for law or any other subject, it is necessary to have simultaneous work in the other national languages. Otherwise, the work will be infructuous.

Shri A. K. Sen: Article 351 lays down that while evolving a legal terminology for the country, we should draw upon liberally from all regional languages. It is the duty of the Language Commission to evolve the legal terminology having regard to the expressions and phrases used in all the regional languages and also in English. Therefore, a perusal of the Acts which have been translated will show that there have been liberal contributions taken from the different regional languages.

Shri C. K. Bhattacharyya: In view of the fact that India had a very perfect legal and judicial system, will the Minister see to it that in accepting technical terms for judicial and legal matters, the terms which were already in use in India are adopted as far as possible, instead of putting in new

artificial terms? In this matter, he may also keep in view that when the East India Company introduced the legal system, they brought out the "विवाद—भंगारंग" the Sanskrit jurisprudence, for the guidance of the Supreme Court in India, first established in Calcutta?

Shri A. K. Sen: Words of ancient origin are sought to be preserved as much as possible. But the hon. Member will agree with me—he is a lawyer himself—that many of our new legislative measures and laws use expressions whose equivalents cannot be readily found in ancient texts. Therefore, we cannot entirely depend upon ancient texts.

Supply of Imported Wheat in Delhi

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 *339. { **Shri Yashpal Singh:**
Shri M. L. Dwivedi:
Shri Bhagwat Jha Asad:
Shri Naval Prabhakar:
Shri Rameshwar Tantia:
Shri P. R. Chakraverti:
Shri P. C. Borooah:
Maharajkumar Vijaya
Ananda:
Shri Narendra Singh Mahida:
Shri Solanki:
Shri Narasimha Reddy:

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

(a) whether Delhi Administration have decided that imported wheat and atta will henceforth be sold to sugar card-holders only;

(b) if so, the quantity which is likely to be made available to each card-holder; and

(c) the basis on which the quantum of the wheat has been fixed?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) No, Sir.

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

श्री यशपाल सिंह : क्या मैं जान सकता हूँ कि आखिर इस बात में क्या तुक थी कि जिन लोगों के पास चीनी के कार्ड हों, उन्हीं को इम्पोर्टिड व्हीट दी जाये, जबकि मेरे जैसे करोड़ों हिन्दुस्तानी ऐसे हैं, जो बग़ैर चीनी के काम चलाते हैं और गुड़ खाकर गुज़र करते हैं ? होना तो यह चाहिए था कि जिनके पास चीनी के कार्ड हों, उनको इम्पोर्टिड व्हीट न दी जाये । सरकार की नीति का मतलब तो यह है कि सिर्फ़ रईसों को ही इम्पोर्टिड व्हीट दी जायेगी ।

अध्यक्ष महोदय : माननीय सदस्य को सवाल का जवाब सुन कर ही सप्लीमेंटरी क्वेस्टियन करना चाहिए । मिनिस्टर साहब ने कहा है कि ऐसा नहीं किया जाता है ।

श्री यशपाल सिंह : यदि यह बात सही है, तो दिल्ली एडमिनिस्ट्रेशन ने सरकार के आदेश की अवहेलना क्यों की ?

अध्यक्ष महोदय : क्या बात सही है ?

श्री यशपाल सिंह : मिनिस्टर साहब ने कहा है कि यह बात सही नहीं है कि जिन के पास चीनी के कार्ड हैं, केवल उन्हीं को इम्पोर्टिड व्हीट के कार्ड दिये जायें । इस अवस्था में दिल्ली एडमिनिस्ट्रेशन ने सरकार की हिदायत पर अमल क्यों नहीं किया ?

Shri D. R. Chavan: I have mentioned, Sir, in reply to part (a) "No, Sir." and in reply to part (b) "Do not arise".

श्री यशपाल सिंह : दिल्ली एडमिनिस्ट्रेशन में इम्पोर्टिड व्हीट की क्या हालत है ? वह किन को दी जा रही है और किन को नहीं दी जा रही है ?

The Minister of Food and Agriculture (Shri C. Subramaniam): Sir, the hon. Member is proceeding on the assumption that imported wheat was issued on the basis of sugar cards. The answer is "no". Therefore, this question does not arise.

श्री म० ला० द्विवेदी : क्या सरकार को यह बात ज्ञात है कि दिल्ली में आयातित गेहूँ के वितरण की बात जितनी अच्छी व्यवस्था है, उतनी अच्छी व्यवस्था अन्य नगरों में नहीं है; यदि हाँ, तो सभी नगरों में ऐसी ही व्यवस्था हो जाये, क्या इसके लिए कोई कार्यवाही की जा रही है ?

अध्यक्ष महोदय : फिर दिल्ली दिल्ली नहीं रहेगा ।

श्री म० ला० द्विवेदी : वह तो ठीक है, लेकिन अन्य नगरों का भी तो ध्यान रखना चाहिए ।

Shri C. Subramaniam: Each State Government makes its own arrangement and perhaps they would say that they are more efficient than Delhi.

श्री भगवत झा आजाद : आयात किये हुए गेहूँ के वितरण की जो व्यवस्था इस समय दिल्ली में है, क्या सरकार उस को और अधिक अच्छा बनाने के लिए उसमें कोई परिवर्तन करने के सुझाव पर विचार कर रही है ?

Shri C. Subramaniam: Yes, Sir, in Delhi we are considering whether there should be any alternative arrangement for distribution of imported wheat as well as indigenous wheat on the basis of cards issued to everybody. That is under consideration.

श्री राजेश्वर टांडिया : लोगों में यह आम धारणा है कि आयात किया हुआ गेहूँ हमारे पंजाब के गेहूँ से घटिया किस्म का है । क्या सरकार ने कोई जांच की है कि क्या वह वास्तव में घटिया किस्म का है या उसी तरह का है ?

Mr. Speaker: Are the imported grains really inferior?

Shri C. Subramaniam: It is a matter of opinion and taste.

Shri P. R. Chakraverti: What are the special impediments that stand in the way of the Delhi Administration

making regular supplies of wheat to its customers when it is within the closest neighbourhood of Punjab?

Shri C. Subramaniam: As it is, we have not run into difficulties, but we should ensure that even in a difficult situation it should be possible to distribute wheat in an equitable manner. That is why we are considering whether we should have cards distributed to everybody and distribution also regulated on that basis. That is under consideration.

Shri P. C. Borooah: What is the need for restricting the supply of imported wheat when its very purpose of keeping the prices down was lost with the increase in price in January last?

Shri C. Subramaniam: There is the question of availability of imported wheat also. It is not there in unlimited quantity.

Shri Narendra Singh Mahida: May I know whether Government is aware of the difficulties faced by the poor class that they cannot purchase a week's quota of sugar at a time; if so, may I know why the Government does not provide some arrangement by which the quota can be purchased daily?

Shri C. Subramaniam: This is with regard to distribution of wheat. Even with regard to sugar I do not think everybody should waste his time going to the shop every day.

Procurement of Rice in Orissa

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*340. { **Shri R. G. Dubey:**
Shri Rameshwar Tantia:

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

(a) whether Government of Orissa and the Centre have evolved a formula for buying the State's surplus rice for the Central Pool; and

(b) if so, the nature of formula evolved?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) Yes, Sir.

(b) According to the arrangements made, the Central Government are directly purchasing rice from the Mills situated at the rail-heads. The Government of Orissa are purchasing rice on behalf of the Central Government from other centres in the interior away from the rail-heads.

Shri R. G. Dubey: What is the procurement price fixed by the Orissa Government? In case this price is considered high by the Centre, will any subsidy be given at the point of distribution?

The Minister of Food and Agriculture (Shri C. Subramaniam): No, Sir, the price in Orissa is not high when compared to the prices in other States.

Shri R. G. Dubey: What is the role of the Food Corporation in this matter? Will the future procurements be by the Food Corporation?

Shri C. Subramaniam: Yes, Sir. All future purchases will be made by the Food Corporation.

Shri Rameshwar Tantia: What will be the total expected surplus of rice in Orissa this year and what was the position last year?

Shri C. Subramaniam: This year we expect to procure about 3 lakhs tons. Last year it was only roundabout 1 lakh tons.

Shri Vidya Charan Shukla: Is it a fact that the Government of Madhya Pradesh have made protests to the Central Government that in determining the varieties of rice in Orissa and Madhya Pradesh invidious distinction has been made, that is to say, the same variety is placed lower in Madhya Pradesh than in Orissa, and, consequently, there is difference in the price of procurement? If so, what action is Government taking to correct this imbalance?

Shri C. Subramaniam: I am not aware of this protest by the Madhya

Pradesh Government. If there had been any protest, it should have come to my notice.

Shri Mohammad Elias: What percentage of the procured surplus rice will be sent to the neighbouring States and at what price?

Shri C. Subramaniam: There is no question of sending either the Orissa rice or any particular rice to the neighbouring States. The whole procured stock comes to the Central pool from which allocations are made to the various States according to their requirements.

Distribution of Essential Commodities

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*341. {

- Shri D. C. Sharma:
- Shri M. L. Dwivedi:
- Shri S. C. Samanta:
- Shri Yashpal Singh:
- Shri S. M. Banerjee:
- Shri Bhagwat Jha Azad:
- Shri Heda:
- Shrimati Savitri Nigam:

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

(a) whether any steps have been taken for an equitable distribution of essential commodities such as wheat, rice and pulses amongst the various States in the country in a planned manner; and

(b) if so, what are they?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) and (b). For rice and wheat, the country is divided into suitable zones. The surplus of each surplus State and deficit of each deficit State is assessed from time to time in consultation with the State Governments concerned and action is taken to procure the surplus from the surplus States and arrange equitable distribution of imported and locally procured stocks of wheat and rice with the Central Government amongst deficit States.

As regards pulses, the State Governments have been advised to with-

draw all restrictions on the movement of pulses so that pulses may move freely from surplus to deficit areas according to requirements. The only exception is gram for which the State Governments have been advised to withdraw restrictions after the new crops are harvested and till then allow export of 50 per cent of the stocks of gram held in the surplus States.

Shri D. C. Sharma: Is there any proposal under the consideration of Government to change the rice and wheat zones in order to have equitable distribution?

The Minister of Food and Agriculture (Shri C. Subramaniam): As far as rice is concerned, there is no proposal to change the zone at present. This will have to be reviewed at the beginning of the next season. As far as wheat zones are concerned, the matter is currently under discussion with the Chief Ministers and we will take an early decision.

Shri D. C. Sharma: It is seen that the prices of pulses have shot up very much, as indicated by the hon. Minister in his statement. Are any steps going to be taken to see that the prices of pulses reach the normal level?

Shri C. Subramaniam: Last year there seems to have been a shortfall in the production of pulses also. This year it is normal production and it is expected that the prices also would reach normal level.

WRITTEN ANSWERS TO QUESTIONS

Co-operative Societies of Delhi

*342. { **Shri Hari Vishnu Kamath:**
 { **Shri Rameshwar Tantia:**

Will the Minister of Community Development and Co-operation be pleased to refer to the reply given to Starred Question No. 622 on the 22nd December, 1964 and state:

(a) whether inquiries into the constitution, working and financial condi-

tion in respect of the other societies have since been completed;

(b) if so, the findings thereof;

(c) whether the Registrar of Co-operative Societies has taken action on the basis of the various Inquiry Reports;

(d) if so, the nature thereof; and

(e) if not, the reasons therefor?

The Deputy Minister in the Ministry of Community Development and Cooperation (Shri B. S. Murthy): (a) Inquiries into the constitution, working and financial condition of 12 other societies have been completed.

(b) to (e). A statement is placed on the Table of the House. (Placed in Library, see No. LT-3948/65).

Commonwealth Sugar Agreement

*343. { **Shri Bibhuti Mishra:**
 { **Shri K. N. Tiwary:**
 { **Shri Surendra Pal Singh:**
 { **Shri Himatsingka:**
 { **Shri Rameshwar Tantia:**

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

(a) whether it is a fact that India has been admitted to the Commonwealth Sugar Agreement;

(b) if so, the broad features of the agreement; and

(c) how far India is likely to be benefited by the agreement?

The Minister of Food and Agriculture (Shri C. Subramaniam): (a) Yes, Sir.

(b) Under the Agreement, member exporting countries are allocated specific quotas for export to the United Kingdom at a negotiated price and additional quotas for export to U.K., Canada and New Zealand at World price plus a preference.

(c) On export of her negotiated price quota of 0.25 lakh tonnes to U.K., India will get a price of £45.8

per tonne f.o.b. and stowed as compared to the present international price of about £23 per tonne c.i.f. U.K. On export of the additional quota of 1.02 lakh tonnes to U.K. and Canada, India will get the world price plus a preference.

Air India Services

Shri Tridib Kumar

Chaudhuri:

- *344. { Shri Yashpal Singh:
Shri M. L. Dwivedi:
Shri S. C. Samanta:

Will the Minister of Civil Aviation be pleased to state:

(a) whether Air India is negotiating for further extension of its services;

(b) if so, what are the particulars thereof; and

(c) at what stage these various negotiations stand at present?

The Minister of Civil Aviation (Shri Kanungo): (a) There are no negotiations in progress at present for further extension of Air India's services.

(b) Does not arise.

(c) Does not arise.

Summary Trial of Food Offenders

Shri Tridib Kumar

Chaudhuri:

- *345. { Shri Surendranath Dwivedy:
Shri P. C. Borooah:
Shri Vidya Charan Shukla:
Shri Bibhuti Mishra:

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

(a) the number of State Governments which have so far complied with the directive of the Prime Minister to set up administrative machinery for the summary trial of food offenders and the disposal of the cases against them under the Essential Commodities (Amendment) Act, 1964; and

(b) whether the Government has secured any reports from the States as to the number of persons who have

been brought to book so far under this Ordinance?

The Minister of Food and Agriculture (Shri C. Subramaniam): (a) Excepting the Government of Himachal Pradesh, all the State Governments have set up the machinery for summary trials.

(b) Yes, Sir. A statement is laid on the Table of the Sabha. (Placed in Library, see No. LT-3949/65).

Supply of Sugar-Cane

- *346. { Shrimati Sharda Mukerjee:
Shri Rameshwar Tantia:

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

(a) whether Government have decided on a long term plan to solve the present imbalance in the availability of sugar-cane to the gur and khandsari manufacturers and sugar factories; and

(b) if so, the broad outlines thereof and how far it has proved effective to help boosting the manufacture of sugar during the current year?

The Minister of Food and Agriculture (Shri C. Subramaniam): (a) and (b). The present imbalance in the availability of sugarcane to the gur and khandsari manufacturers and sugar factories can be corrected by increased production of sugarcane and by improvement in its quality which is sought to be achieved mainly through intensive development of sugarcane area so as to increase per acre yield and sugar content. Provision for this was made in the Third Plan and is being made in the Fourth Five Year Plan.

Production of sugar during the current year is expected to be around 30 lakh tonnes as against 25.69 lakh tonnes in 1963-64 and 21.52 lakh tonnes in 1962-63.

कर्मचारी भविष्य निधि योजना

- *348. { श्री मधु लिमये :
 डा० राम मनोहर लोहिया :
 श्री किशन पटनायक :
 श्री डा० ना० तिवारी :

क्या सामाजिक सुरक्षा मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार कर्मचारी भविष्य निधि योजना के अन्तर्गत उन कर्मचारियों को भी लाने का है जिनका मासिक वेतन 1000 रुपये से अधिक है ;

(ख) यदि हां, तो यह योजना किस तारीख से लागू की जायेगी ; और

(ग) इस सम्बन्ध में सरकार को कितना अतिरिक्त व्यय करना पड़ेगा ?

विधि तथा सामाजिक सुरक्षा मन्त्री (श्री अ० कु० सेन) : (क) प्रस्ताव विचाराधीन हैं ।

(ख) प्रश्न नहीं उठता ।

(ग) कर्मचारी भविष्य निधि योजना के अन्तर्गत सरकारी क्षेत्र के अधीन संस्थानों के कर्मचारियों के लिये मालिक के भाग के प्रशदान के रूप में कितना अतिरिक्त व्यय होगा इसका अनुमान नहीं लगाया गया है ।

Fish Marketing Corporation

- *349. { श्री Rameshwar Tantia:
 श्री Yashpal Singh:
 श्री Bhagwat Jha Azad:
 श्री P. R. Chakraverti:
 श्री P. C. Borooah:
 Maharajkumar Vijaya Ananda:
 श्री Subodh Hansda:
 श्री S. C. Samanta:
 Shrimati Renuka Barkataki:
 श्री Indrajit Gupta:
 Dr. Ranen Sen:
 श्री Dinen Bhattacharya:

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

(a) whether it is a fact that Government is considering to set up a Cen-

tral Fish Marketing Corporation in Calcutta to procure and sell fish; and

(b) if so, when is it likely to start functioning?

The Minister of Food and Agriculture (Shri C. Subramaniam): (a) and (b). It has been decided to establish a Fish Marketing Corporation in Calcutta. The Corporation will start functioning after necessary preliminary steps for its formation and procurement of supplies have been taken.

Rationing in Calcutta:

- *350. { श्री S. M. Banerjee:
 श्री Yashpal Singh:
 श्री P. R. Chakraverti:
 श्री P. C. Borooah:
 Shrimati Ramdulari Sinha:
 Shrimati Renuka Ray:

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

(a) whether statutory rationing in Calcutta from the 1st January, 1965 has met with success;

(b) if not, the reasons for the same;

(c) whether failure on the part of the Centre to supply adequate quantity of foodgrain is one of the main reasons for its failure; and

(d) if so, the steps taken to make this scheme a success?

The Minister of Food and Agriculture (Shri C. Subramaniam): (a) Yes, Sir. Statutory rationing in Calcutta, which was introduced from 5th January, 1965, has proved a success

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

Buffer Stock of Foodgrains

- *351. { श्री P. C. Borooah:
 श्री Madhu Limaye:
 श्री Subodh Hansda:
 श्री S. C. Samanta:
 श्री Sidheshwar Prasad:
 Shrimati Savitri Nigam:
 श्री D. N. Tiwary:

Shri Shashi Ranjan:
 Shri Chandak:
 Shri D. D. Mantri:
 Shri Parashar:
 Shri Ram Harkh Yadav:

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

(a) whether the Food Corporation is building buffer stocks of wheat and rice;

(b) if so, the extent of the stocks to be built and where they will be kept; and

(c) how their distribution will be administered?

The Minister of Food and Agriculture (Shri C. Subramaniam): (a) to (c). The Food Corporation will build up buffer stocks of foodgrains on behalf of the Government. The Central Government intends to build up gradually a buffer stock of 4 million tonnes of wheat and 2 million tonnes of rice at suitable places within the country. The Corporation will administer the building up, maintenance, turn-over and distribution of these stocks in accordance with the directives issued by the Government.

Import of Foodgrains

*352. { Shri D. C. Sharma:
 Shri P. C. Borooah:
 Shrimati Jobraben Chavda:
 Dr. Mahadeva Prasad:
 Shri Gulshan:
 Shri Onkar Lal Berwa:
 Shri Himatsingka:
 Shri Rameshwar Tantia:

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

(a) whether the Government of India has proposed a substantial increase in P.L.-480 foodgrain imports in the next two years to build adequate buffer stocks of wheat and rice; and

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

The Minister of Food and Agriculture (Shri C. Subramaniam): (a) and

(b). The matter relating to a new agreement under P.L. 480 for imports of foodgrains beyond June 1965 when the supplies under the current agreement are expected to be completed is at present under consideration. It is not possible at this stage to indicate the quantities which might be provided under the new Agreement.

Procurement of Foodgrains

*353. { Shri Prabhat Kar:
 Shri Indrajit Gupta:
 Shri P. C. Borooah:
 Shri D. N. Tiwary:
 Shri Bibhuti Mishra:
 Shri K. N. Tiwary:
 Shri Heda:
 Shri Ramachandra Ulaka:
 Shri Dhuleshwar Meena:
 Shri Chandak:
 Shri P. B. Chakraverti:
 Shrimati Savitri Nigam:

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

(a) whether it is a fact that conflicting agricultural price policies pursued by the different States and their divergent procurement policies are coming in the way of procurement of foodgrains and hampering the work of the Food Corporation;

(b) if so, how far the grain procurement targets for this year are likely to be hit thereby; and

(c) the steps taken to clear the way for smooth procurement?

The Minister of Food and Agriculture (Shri C. Subramaniam): (a) No, Sir.

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

Wheat from France

*354. { Shri Rameshwar Tantia:
 Shri Vishwa Nath Pandey:
 Shrimati Maimoona Sultan:

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

(a) whether it is a fact that France has informed the Government of India that she can supply wheat to India;

(b) if so, whether any agreement has been signed in this regard; and

(c) if so, when it is likely to take effect?

The Minister of Food and Agriculture (Shri C. Subramaniam): (a) Yes, Sir.

(b) Indian Embassy, Paris has been authorised to sign the protocol immediately.

(c) The shipment of this wheat is likely to start within March itself.

Procurement Prices of Wheat

- *355. {
 Shri P. C. Borooah:
 Shri Yashpal Singh:
 Shrimati Savitri Nigam:
 Shri S. M. Banerjee:
 Shri Bhagwat Jha Azad:
 Shri D. N. Tiwary:
 Shri Kishen Patnayak:
 Shri Ramachandra Ulaka:
 Shri Dhuleshwar Meena:
 Shri Chandak:

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

(a) whether Government have fixed the wheat procurement prices for the 1964-65 crop and if so, at what levels;

(b) how these prices compare with those at which wheat of different varieties was on an average sold by the producers last year; and

(c) how far the consumers' prices of different qualities of wheat are likely to be higher than those prevalent last year and the year before last?

The Minister of Food and Agriculture (Shri C. Subramaniam): (a) Government have not fixed any procurement price for wheat.

(b) Does not arise.

(c) The 1964-65 wheat crop has just started arriving in the markets in some parts of the country. It is too early to anticipate the effect of the crop on the market prices this year

to indicate the level of prices that will prevail during the year.

Wool Shearing School at Jaipur

837. {
 Shri Himatsingka:
 Shri Rameshwar Tantia:

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

(a) whether there is any proposal to set up a Wool Shearing in Jaipur with the assistance of U.N. Special Fund; and

(b) if so, the broad details thereof?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah Nawaz Khan): (a) Yes. The Government of Rajasthan have set up a Wool Grading Training Centre at Jaipur with the assistance of U.N. Special Fund.

(b) The Government of Rajasthan are setting up Wool Grading and Marketing Centres in their State. The personnel required to man these Centres would be imparted training at the Wool Grading Training Centre at Jaipur. Duration of training is one year. Seventy-five candidates are under training at present.

Assistance from U.N. Special Fund is in the form of experts and equipments required for the aforesaid Training Centres and for the Grading Centres.

Supply of Fertiliser to Rajasthan

838. {
 Shri Dhuleshwar Meena:
 Shri Ramachandra Ulaka:

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

(a) the quantity of fertilisers actually supplied to Rajasthan during 1964-65;

(b) whether there is any proposal to increase the quota during 1965-66; and

(c) if so, the details thereof?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah Nawaz Khan): (a) The quantities of nitrogenous fertilisers allotted and actually supplied to the Government of Rajasthan are:—

Fertiliser	Allotment for 1964-65	Supply upto 21-2-65
(Figures in tonnes)		
Sulphate of Ammonia	17,225	7,505
Urea	3,250	1,898
Ammonium Sulphate		
Nitrate	1,176	873
Calcium Ammonium Nitrate	23,649	23,376
TOTAL NITROGEN	10,197	7,438

Further supplies are in progress.

(b) and (c). The State Government have sent the following demand for nitrogenous fertilisers for the year 1965-66:—

(Figures in tonnes)	
Sulphate of Ammonia	25,000
Urea	4,000
Ammonium Sulphate Nitrate	4,000
Calcium Ammonium Nitrate	40,000
TOTAL NITROGEN	16,494

Allotments will be made quarterly, depending on the requirements of the country as a whole and the estimated availability during each quarter. As the total availability during 1965-66 is expected to be better than during the current year, the quota of Rajasthan is also likely to increase in 1965-66.

Cooperative Laws

839. { Shri A. V. Raghavan:
Shri Pottekkatt:

Will the Minister of Community Development and Cooperation be pleased to state:

(a) the steps taken to simplify and liberalise the Co-operative laws in

the Union Territory of Laccadives; and

(b) whether any model law has been prepared?

The Deputy Minister in the Ministry of Community Development and Cooperation (Shri B. S. Murthy): (a) Keeping in view the need for simplification and liberalisation, the Laccadive, Minicoy and Amindivi Islands Cooperative Societies Regulation, 1960, was promulgated and brought into force in December 1961.

(b) Yes Sir. The Committee on Co-operative Law set up by the Government of India prepared a model Co-operative Societies Bill in 1957.

Lighthouse at Badagara

840. { Shri A. V. Raghavan:
Shri Pottekkatt:

Will the Minister of Transport be pleased to state:

(a) whether the design and plan of the light-house at Badagara in Kerala has since been finalised; and

(b) if so, when the work on this will commence?

The Minister of Transport (Shri Raj Bahadur): (a) and (b). The design and plan of the lighthouse have not yet been finalised by the State Government. The State Government expects to be able to start the work in the latter half of the year.

Welfare of S.Cs. and S.Ts. in Mysore State

841. Shri Siddiah: Will the Minister of Social Security be pleased to state:

(a) the amount sanctioned by the Central Government to the Mysore State to implement the schemes for the welfare of the Scheduled Castes, Scheduled Tribes and other Backward Classes in the years 1961-62, 1962-63, 1963-64 and 1964-65.

(b) whether the entire amount allotted for the above scheme has been utilised in each year; and

(c) if not, what is the shortfall in each year?

The Deputy Minister in the Department of Social Security (Shrimati Chandrasekhar): (a) to (c). The required information is given below:—

Category of Backward Classes	Year	Amount allotted	Amount Shortfalls utilised	
I. <i>Scheduled Castes</i>	1961-62	56.48	44.55	11.93
	1962-63	61.05	59.81	1.24
	1963-64	43.31	38.05	5.26
	1964-65	48.84	48.84 (Anticipated)	..
TOTAL :—		209.68	191.25	18.43
II. <i>Scheduled Tribes</i>	1961-62	6.37	3.60	2.77
	1962-63	8.87	6.07	2.80
	1963-64	8.87	8.65	0.22
	1964-65	11.05	11.05 (Anticipated)	..
TOTAL :—		35.16	29.37	5.79
III. <i>Other Backward Classes including Denotified & Nomadic Tr.)</i>	1961-62	13.20	8.56	4.64
	1962-63	17.53	15.85	1.68
	1963-64	17.13	13.58	3.55
	1964-65	19.75	19.75 (Anticipated)	..
TOTAL :—		67.61	57.74	9.87

Scheduled Castes and Scheduled Tribes Students in Mysore State

842. Shri Siddiah: Will the Minister of Social Security be pleased to state:

(a) whether it has come to his notice that the Scheduled Castes and Scheduled Tribes students studying in the VII standard in Mysore State are charged the examination fee; and

(b) if so, the action taken to exempt them from the above levy?

The Deputy Minister in the Department of Social Security (Shrimati Chandrasekhar): (a) and (b). Government of India have no information about this matter. The position in this regard is being ascertained from the Government of Mysore.

Harijan Welfare

843. Shri Siddiah: Will the Minister of Social Security be pleased to refer to the reply given to Starred Question No. 406 on the 8th December, 1964, and state the action taken on the recommendations made by the Central Advisory Board for Harijan Welfare as set forth therein?

The Deputy Minister in the Department of Social Security (Shrimati Chandrasekhar): The Central Government is mainly concerned with the recommendation regarding the appointment of an All-India Committee to go into the question of Untouchability as also the problem of economic uplift of the Scheduled Castes. The list of the members of

the proposed committee has been finalised. The committee will start functioning soon.

The other recommendations concern the State Governments, who have been asked to implement them.

I.A.C. Flights

844. { Shri Yashpal Singh:
Shri M. L. Dwivedi:
Shri Bhagwat Jha Azad:

Will the Minister of Civil Aviation be pleased to state:

(a) whether the flights of I.A.C. from the Santa Cruz airport were one to three hours behind the schedule on 6th January, 1965;

(b) if so, the reasons therefor; and

(c) how long will it take for Government to overcome such delays?

The Minister of Civil Aviation (Shri Kanungo): (a) Yes, Sir.

(b) 'Work to Rule' directive issued by the Air Corporations Employees Union to Traffic, Catering and Cargo staff and also due to fog at Calcutta.

(c) The demands of the Unions/Associations are considered sympathetically by the Indian Airlines Corporation Management and all possible efforts are made by them to obviate labour unrest.

Legal Aid to Harijans

845. { Shrimati Savitri Nigam:
Shri R. G. Dubey:

Will the Minister of Social Security be pleased to state the amount of aid provided to the various States and actually spent by them for providing legal aid to Harijans during 1964-65?

The Deputy Minister in the Department of Social Security (Shrimati Chandrasekhar): The amounts provided by various States for giving

legal aid to Harijans during 1964-65 are as follows:—

	(Rs. in lakhs)
(i) Gujarat	0.03
(ii) Madhya Pradesh	0.05
(iii) Mysore	0.195
(iv) Orissa	0.02
(v) Rajasthan	0.05
(vi) Himachal Pradesh	0.10
(vii) Tripura	0.005
TOTAL	0.45

The amount actually spent on the scheme will be available only after the end of the financial year (1964-65).

Survey of the Handicapped

846. { Shrimati Savitri Nigam:
Shri R. G. Dubey:

Will the Minister of Social Security be pleased to refer to the reply given to Starred Question No. 407 on the 8th December, 1964 and state whether Government intend to organise sample surveys of all those categories of the handicapped for which adequate data is not available?

The Deputy Minister in the Department of Social Security (Shrimati Chandrasekhar): Yes, Sir; it is proposed to have surveys of the physically handicapped through the Registrar General of India.

गोहं के तस्कर व्यापारी

847. { श्री नवल प्रभाकर :
श्रीमती सावित्री निगम :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) दिसम्बर, 1964 और जनवरी 1965 के महीनों में दिल्ली में पकड़े गये

गेहूँ के तस्कर व्यापारियों की संख्या क्या है ; और

(ख) उनके विरुद्ध क। कार्यवाही की गयी है ?

लाघ तथा कृषि मंत्रालय में उपमंत्री (श्री बा० रा० चव्हाण): (क) और (ख).

व्यक्तियों की संख्या

	गिरफ्तार	चालान	सिद्ध-दोष	निलम्बित जांच	जिनकी जांच हो रही है
दिसम्बर, 1964	672	670	666	4	2
जनवरी, 1965	691	688	682	6	3

Hotel Development Fund

848. Shri Surendra Pal Singh: Will the Minister of Transport be pleased to refer to the reply given to Unstarred Question No. 738 on the 1st December, 1964 regarding the establishment of a Hotel Development Loan Fund and state:

(a) whether a final decision has since been taken in the matter; and

(b) if so, the main features of the proposed Hotel Development Loan Fund Scheme?

The Minister of Transport (Shri Raj Bahadur): (a) and (b). The matter is still under consideration. No decision has yet been taken.

Regrouping of Scheduled Castes and Tribes

849. Shri Surendra Pal Singh: Will the Minister of Social Security be pleased to state:

(a) whether it is a fact that the Government of India had decided to appoint a number of regional committees to carry out the work of regrouping and reclassification of Scheduled Castes and Tribes; and

(b) if so, how many such committees have already been formed and what criteria has been laid down for their guidance in the matter of revision of lists of Scheduled Castes and Scheduled Tribes?

The Deputy Minister in the Department of Social Security (Shrimati

Chandrasekhar): (a) and (b). The question of appointing a Reviewing Committee is being processed. It is hoped that a final decision will be taken shortly.

Agricultural Education

**850. { Shri Surendra Pal Singh:
Shrimati Savitri Nigam:
Shri R. G. Dubey:**

Will the Minister of Food and Agriculture be pleased to refer to reply given to Starred Question No. 409 on the 8th December, 1964 and state:

(a) whether the Review Committee appointed by the University Grants Commission for studying the standard of agricultural Education in the country has since submitted its report; and

(b) if so, the main findings and recommendations contained therein?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shahnawaz Khan): (a) The Committee has not submitted the Report so far.

(b) Does not arise.

Provident Fund Scheme for Seafarers

**851. { Shri Rameshwar Tantia:
Shri D. C. Sharma:
Shri Bhagwat Jha Azad:
Shri Yashpal Singh:**

Will the Minister of Transport be pleased to state:

(a) whether it is a fact that the Union Government is considering to

introduce a Provident Fund Scheme for Seafarers;

(b) if so, when the scheme is likely to be introduced;

(c) the main features of the scheme; and

(d) how far this scheme will help the labourers?

The Minister of Transport (Shri Raj Bahadur): (a) and (b). Yes, Sir. The Provident Fund Scheme for Seafarers has come into force with effect from the 1st July, 1964. Government propose to introduce legislation shortly providing a statutory basis for the scheme.

(c) The main features of the scheme are:—

(i) Provident Fund contributions at the rate of 6 per cent of the basic wages and leave pay are recovered both from ship-owners and seamen. The rate of contribution will be enhanced to 8 per cent with effect from the 1st April, 1968.

(ii) The collections are being made on a voluntary basis at present, pending enactment of the proposed legislation.

(d) It is estimated that about 50,000 seamen will be benefited by the scheme immediately. The employers' yearly contribution is expected to be Rs. 41,76,000/- till 31st March, 1968, and thereafter it will increase to Rs. 55,68,000/-. This amount will be matched by an equal contribution by the seamen themselves.

दिल्ली दुग्ध योजना

852. { श्री हुकम चन्द कछवाय :
श्री भोंकार लाल बेरवा :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली दुग्ध योजना ने कुछ पुलिस गाड़ें नियुक्त किये हैं ;

(ख) जयदि हां, तो कितने और कब से ; और

(ग) उन पर प्रतिमास कितना व्यय होता है ?

खाद्य तथा कृषि मन्त्रालय में उपमन्त्री (श्री शाहनवाज खां) : (क) जी हां ।

(ख) नकदी रखने के "स्ट्रांग रूम" तथा केन्द्रीय डेरी से रिजर्व बैंक या खजाने तक नकदी पहुंचाते समय सुरक्षा के लिये 10 अगस्त, 1961 से एक हैड कांस्टेबल तथा 4 पैदल सिपाहियों की नियुक्ति की गई थी ।

केन्द्रीय डेरी तथा मुख्य द्वारों की सुरक्षा के लिए 7 अगस्त, 1964 से एक हैड कांस्टेबल, एक लेंसनायक सिपाही तथा 12 सिपाहियों की नियुक्ति की गई थी । 2 जनवरी, 1965 से लेंसनायक के स्थान पर एक ए० एस० घाई० की नियुक्ति की गई है ।

(ग) 3,470 रुपए प्रति मास ।

दिल्ली दुग्ध योजना

853. { श्री हुकम चन्द कछवाय :
श्री भोंकार लाल बेरवा :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि दिल्ली दुग्ध योजना के कार्यक्रम में सुधार करने के लिये उपाय सुझाने के लिये प्राये विशेषज्ञ दल के सदस्यों की संख्या, ग्रहंतायें, तथा उन पर किया जाने वाला मासिक व्यय क्या है ?

खाद्य तथा कृषि मन्त्रालय में उपमन्त्री (श्री शाहनवाज खां) : दिल्ली दुग्ध योजना के कार्य को सफलतापूर्वक चलाने के सम्बन्ध में सुझाव देने के लिए 27-7-1964 को निम्नलिखित सात विशेषज्ञों का एक दल नियुक्त किया गया है :—

गैर-सरकारी सदस्य

1. श्री बी० कुरीन, जनरल मैनेजर, कैरा डिस्ट्रिक्ट कोऑपरेटिव मिल्क प्रोड्यूसर्स यूनियन लिमिटेड, आनन्द ।

2. श्री एच० एम० दालाया, एसिस्टेंट जनरल मैनेजर, कैरा डिस्ट्रिक्ट कोओपरेटिव मिल्क प्रोड्यूसर्स यूनियन लिमिटेड, आनन्द ।
3. श्री वी० एच० शाह, मैनेजर, इंडस्ट्रियल इंजीनियरिंग डिवीजन, बलकन ट्रेडिंग कम्पनी (पी) लिमिटेड, बम्बई
4. श्री एम० हालसे, कनसल्टेंट न मैनेजमेंट आफ एग्रिकल्चर, ए कोओपरेटिव एन्टरप्राइजिज, इंडियन इस्टीमेट्स आफ मैनेजमेंट, अहमदाबाद ।

सरकारी सब्सिडी

5. डा० के० के० आया, डायरेक्टर आफ डेरी रिसर्च, नेशनल डेरी रिसर्च इन्स्टीट्यूट, करनाल ।
6. श्री रणजीत सिंह, चीफ डेरी डेवलपमेंट आफिसर, यू० पी० कोओपरेटिव डिपार्टमेंट, लखनऊ ।
7. श्री एन० एस० दावे, जनरल मैनेजर, आरे एण्ड वर्ल्ड डेयरीज, ग्रेटर बम्बई मिल्क स्कीम, बम्बई ।

दल ने 27-7-1964 से 5-9-1964 तक कार्य किया । दल पर लगभग 13,000 रुपये कुल खर्च हुए ।

दिल्ली दुग्ध योजना

- { श्री हुकम चन्द कछवाय :
854. { श्री श्रींकारलाल बेरवा :

क्या साक्ष तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली दुग्ध योजना में कितनी मशीनें बेकार पड़ी हैं ;

(ख) क्या यह सच है कि मक्खन बनाना बन्द हो जाने के कारण हाल ही में

कुछ मशीनें प्रयोग में नहीं लाई जा रही हैं ;

(ग) यदि हां, तो उन मशीनों का मूल्य क्या है ; और

(घ) उनको कैसे प्रयोग में लाये जाने का विचार है ?

साक्ष तथा कृषि मन्त्रालय में उपमन्त्री (श्री शाहनवाज खां) : (क) केन्द्रीय डेरी में तीन मशीन और तीन मिल्क कलैक्शन एण्ड चिलिंग केन्द्र में उपकरण बेकार पड़े हैं

(ख) जो नहीं, मक्खन बनाना बन्द नहीं हुआ है ।

(ग) उपकरण जिसका हवाला ऊपर (क) में दिया गया है, की लागत 9,94,108 रुपये 65 पैसे है ।

(घ) मशीनें मुख्यतया दूध की कमी के कारण बेकार पड़ी हैं । दूध उपलब्धि में सुधार करने के लिए सक्रिय उपाय किये जा रहे हैं और ऐसा होते ही इन मशीनों का उपयोग किया जाएगा ।

गहन डोर विकास खण्ड

855. { श्री हुकम चन्द कछवाय :
{ श्री श्रींकारलाल बेरवा :

क्या साक्ष तथा कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि सरकार ने आठ राज्यों में सोलह गहन डोर विकास खण्डों की स्थापना की मंजूरी दे दी है ;

(ख) यदि हां, तो उन राज्यों के नाम क्या हैं ;

(ग) क्या अन्य राज्यों में भी ऐसे खण्ड खोलने का प्रस्ताव है ; और

(घ) यदि हां, तो अनुमानतः कितना व्यय होगा और काम के कब तक पूरे हो जाने की संभावना है ?

खाद्य तथा कृषि मन्त्रालय में उपमन्त्री
(श्री शाहनवाज खां) : (क) जी हां ।

(ख) आन्ध्र प्रदेश, बिहार, दिल्ली,
मद्रास, मध्य प्रदेश, मेसूर, पंजाब तथा
उत्तर प्रदेश ।

(ग) विशेष विकास कार्यक्रम के
अन्तर्गत इस प्रकार के खण्डों की स्थापना
के विषय में गुजरात, महाराष्ट्र, उड़ीसा तथा
पश्चिम बंगाल सरकारों से प्रस्ताव प्राप्त
हुए हैं । इन योजनाओं को स्वीकृत करना
अभी संभव नहीं हुआ क्योंकि विशेष विकास
कार्यक्रम के लिये जो राशि निर्धारित की
गई थी वह कमी की समाप्त हो गई है ।

(घ) 1964-65 तथा 1965-66
की अवधि में 646.61 लाख रुपये की
लागत से उपरोक्त भाग (क) में उल्लिखित
16 खण्डों की स्थापना के विषय में स्वीकृति
दी गई है । स्वीकृति की एक शर्त यह है कि
1965-66 के अन्त तक योजनायें सब तरह
से पूर्ण हो जानी चाहियें । महाराष्ट्र, उड़ीसा
तथा पश्चिम बंगाल से जो योजनायें प्राप्त
हुई हैं उनकी अनुमानित लागत 383.00
लाख रुपये है ।

Cost-Structure of Sugar Industry

856 { Shri Yashpal Singh:
Shri Bhagwat Jha Azad:

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

(a) whether the Committee appointed to go into the cost structure of the sugar industry have submitted its report;

(b) if so, what are its main recommendations; and

(c) the action proposed to be taken on them?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) No, Sir.

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

Working Group on Animal Husbandry

857. Shri Yashpal Singh: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 779 on the 1st December, 1964 and state:

(a) whether the comments and the suggestions made by his Ministry on the recommendations made by the Working Group on Animal Husbandry and Dairy Cooperatives have since been examined by the Planning Commission; and

(b) if so, the nature of the decisions arrived at?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah Nawaz Khan): (a) Not yet, Sir.

(b) Does not arise.

Cooperative Transport Societies

858. Shri Yashpal Singh: Will the Minister of Transport be pleased to refer to the reply given to Unstarred Question No. 373 on the 24th November, 1964 regarding credit facilities to co-operative transport societies and state:

(a) whether recommendations of the Study Group have since been accepted by Government; and

(b) if not, the time by which these will be accepted?

The Minister of Transport (Shri Raj Bahadur): (a) and (b). The recommendations of the Study Group on Transport Cooperatives are still under consideration. As the comments of a number of State Governments on these recommendations have not yet been received, it is not possible to indicate the time by which a final decision will be taken in the matter. The State Governments are being reminded constantly.

Preservation of Birds

859. **Shri R. G. Dubey:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether any organised attempt is being made towards the preservation of birds of various species in the light of the recommendations of the International Council for Birds' Preservation from time to time; and

(b) if so, the results of the efforts made in this direction?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah Nawaz Khan): (a) Yes, Sir.

(b) Several States have enacted laws providing for the protection of birds against indiscriminate killing or capturing. A number of States have notified sanctuaries and lists of protected birds. The Indian Board for Wild Life also reviews the position from time to time and makes recommendations for the preservation of birds.

Co-operative Land Mortgage Banks

860. { **Shri P. R. Chakraverti:**
 { **Shri P. C. Borooah:**

Will the Minister of Community Development and Co-operation be pleased to state:

(a) the approximate amount of loan that is expected to be advanced by the Co-operative Land Mortgage Banks in the country for the development of agricultural land during the Fourth Five Year Plan;

(b) whether the Co-operative Land Mortgage Banks have held any discussions with the Life Insurance Corporation for drawing long-term funds for the advancement of loans for developing agricultural land; and

(c) whether the State Governments have been advised by the Union Government to draw up special schemes to utilise large funds available with the Finance Corporation for this purpose?

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri B. S. Murthy): (a) The Working Group set up for formulating broad programmes for the fourth plan has estimated that it would be feasible for the Land Mortgage Banks to advance about Rs. 300 crores in the fourth plan for the development of agricultural land, subject to satisfactory position of the money market and availability of resources. The final figure will emerge after the individual Land Mortgage Banks and the concerned state governments prepare their own plans and give indication of the possibility in respect of each bank.

(b) No discussions have so far been held with the Life Insurance Corporation with regard to the programme for fourth plan.

(c) Yes Sir.

Price Control on Rice in Delhi

861. **Maharajkumar Vijaya Ananda:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government is aware that the Delhi Administration have imposed price control on all varieties of rice including Basmati rice; and

(b) if so, the steps Government propose to take to lift the price control over the superior variety?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) Yes, Sir.

(b) It is not proposed for the present to lift price control over any variety of rice.

Milk Supply in Capital

862. { **Shri Bhagwat Jha Azad:**
 { **Shri Hukam Chand**
 { **Kachhavaia:**
 { **Shri Onkar Lal Berwa:**

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

(a) how far the efforts made to improve the milk supply to Delhi have increased the total supply; and

(b) whether the number of Co-operatives to be set up for supply of milk to Delhi Milk Scheme have increased?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah Nawaz Khan): (a) The collection of milk for the Delhi Milk Scheme was examined by an Expert Team recently. The Team recommended a number of measures for increasing procurement, including procurement of milk from remoter areas within a radius of 300 miles from Delhi and establishment of five balancing stations in these areas. Action is under hand for finalisation of these areas. These measures, however, are of a long range character and are not expected to yield immediate results.

For the present, effort has been made to consolidate the existing arrangements for procurement of milk and firm contracts have recently been entered into with the milk suppliers of the Scheme to ensure steady supplies throughout the year.

A new area in Punjab, namely the Jind area, is also being tapped for procurement of milk and the Delhi Milk Scheme is already collecting about 800 liters of milk per day from this area.

(b) Procurement of milk on a co-operative basis has been started from the Milk Collection and Chilling Centre at Kithore, which has been handed over to the Uttar Pradesh Cooperative Dairy Federation for this purpose. Collection from the newer areas to be developed as per the recommendation of the Expert Team will also be ultimately organised through co-operatives.

Sugar from Beet-Root

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

(a) whether the proposal of producing sugar from beet-root has been finally accepted;

(b) if so, whether its economics and potentialities have been determined; and

(c) the result thereof?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) Not yet; as the results of trials both on cultivation and processing are awaited.

(b) and (c). No Sir. However a pilot plant for determining the potentialities of production of sugar from beet is being set up.

Tribal Problems

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

Will the Minister of Social Security be pleased to state:

(a) whether it is a fact that there is a shortage of experienced officers in all the States to deal with the tribal problems; and

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

The Deputy Minister in the Department of Social Security (Shrimati Chandrasekhar): (a) and (b). The information is awaited from some States and Union Territories. However, the replies received so far reveal that there is no shortage of experienced officers in Bihar, Kerala, West Bengal, Andaman and Nicobar Islands, Manipur and Tripura.

The position regarding Assam, Orissa, Punjab and Laccadive, Minicoy and Amindivi Islands is as follows:—

1. Assam: No difficulty is experienced in implementing the schemes taken up for the tribal people because of shortage of experienced officers, though in some cases, there exists the shortage of technical personnel for the State as a whole, which does not affect much the implementation of

the schemes for tribal people. The shortfall in technical staff is being made good as more and more batches of successful candidates from the different technical institutes become available.

2. Orissa: There is shortage of officers acquainted with the tribal languages, their culture and way of life. The State Government are considering the question of starting an institute for imparting knowledge of the important tribal languages. Orientation training is also provided to the officers at the Tribal Orientation and Study Centre, Bhubaneshwar, in addition to the training at Tata Institute of Social Sciences, Bombay.

3. Punjab: There is no tribal problem except that there is a tendency on the part of experienced officers to avoid posting to the hilly areas of Lahaul & Spiti valley, which are the only tribal areas in the State. The State Government are offering suitable incentives to persons posted in the hilly areas in the form of compensatory allowance/non-practising allowance (in the case of doctors) on liberal scales.

4. Laccadive, Minicoy and Amin-divi Islands: There is shortage of only medical officers. The Administration is making efforts to get suitable officers through the Government of Kerala and the Government of India.

बर्मा से बीजी आलुओं का आयात

865. श्री श्रींकार लाल बरंबा : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत बर्मा

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से बीजी के आलुओं का आयात कर रहा है ;

(ख) यदि हां, तो पिछले वर्ष कितने मूल्य के बीजी आलुओं का आयात किया गया ; और

(ग) देश में इसके उत्पादन में वृद्धि करने और आयात कम करने के लिये सरकार क्या कार्यवाही कर रही है ?

खाद्य तथा कृषि मन्त्रालय में उपमन्त्री (श्री शाहनवाज खां) : (क) जी हां।

(ख) 1964 में 8.88 लाख रुपये जिसमें माल ढोने का भाड़ा भी शामिल है।

(ग) विशेष विकास कार्यक्रम (कृषि कार्यक्रम) में शामिल करने के लिए रोग मुक्त प्रमाणित बीजी आलुओं के उत्पादन के लिए भारत सरकार ने एक योजना बनाई और 1964-65 तथा 1965-66 के दौरान अपने-अपने क्षेत्रों में इसे क्रियान्वित करने के लिये योजनाएँ बनाने को राज्य सरकारों तथा संघ क्षेत्र प्रशासनों के पास भेजी। 16.86 लाख रुपये की कुल लागत पर यह योजना अब तक आसाम, बिहार, उड़ीसा, मद्रास, महाराष्ट्र, मसूर, पंजाब, केरल और आन्ध्र प्रदेश में स्वीकार कर ली गई है। गुजरात, राजस्थान और हिमाचल प्रदेश से प्राप्त प्रस्तावों पर विचार हो रहा है।

देश में आलू बीच विकास के लिए आदर्श कार्यक्रम राज्य सरकारों और संघ क्षेत्र प्रशासनों के पास भेज दिए गए हैं ताकि वे उन्हें अपना सकें।

पंजाब की गेहूँ का संभरण

866. { श्री श्रींकार लाल बरंबा :
श्री प० ह० भील :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पंजाब सरकार ने केन्द्रीय सरकार से यह कहा है कि उन्हें

गेहूँ केवल रेलगाड़ी द्वारा ही भेजा जावे और मोटरों द्वारा नहीं ;

(ख) यदि हाँ, तो सरकार ने क्या कार्य-वाही की है ; और

(ग) रास्ते में गेहूँ की चोरी रोकने के लिये सरकार ने क्या उपाय किये हैं ?

साक्ष तथा कृषि मन्त्रालय में उपमन्त्री (श्री ड० रा० चव्हाण) : (क) जी, नहीं।

(ख) प्रश्न ही नहीं उठता।

(ग) कोई विशेष उपाय नहीं अपनाये गए हैं। पंजाब को प्रेषित गेहूँ की रक्षा भी रेल के सामान्य सुरक्षा प्रबन्धों के अधीन होती है।

Prices of Sugarcane

867. **Shri Onkar Lal Berwa:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that increased prices of sugarcane have been announced for four more States;

(b) if so, the names of those States where increased rates had been announced earlier; and

(c) the amount likely to be realised from the sugar factories in this connection?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) and (b). No general increase in the current price of sugarcane has been made by the Government. Sugarcane (Additional) Price Fixation Authority set up in terms of Clause 3A(4) of the Sugarcane Control Order, 1955 has, however, announced additional prices of sugarcane in respect of sugarcane purchased during the seasons 1958-59 and 1959-60 by sugar factories situated in the States of Andhra Pradesh, Bihar, Kerala, Madras, Madhya Pradesh,

Mysore, Punjab, Orissa, Rajasthan and Uttar Pradesh.

(c) The total amount payable in respect of the announcements made so far is Rs. 6.51 crores. This includes payments to be made by the sugar factories for sugarcane purchased from their own farms also.

Legal aid to Landless Poor

868. **Shri Bibhuti Mishra:**
Shri K. N. Tiwary:

Will the Minister of Law be pleased to state:

(a) whether any scheme has been formulated by Government for giving legal aid to the landless poor in the rural areas; and

(b) if so, the broad outlines thereof?

The Deputy Minister in the Ministry of Law (Shri Jaganatha Rao):

(a) and (b). Administration of legal aid to the poor, including landless poor, is the responsibility of the State Governments. So far as Government is aware, no scheme has been framed by any State Government exclusively for landless poor in rural areas.

Shortage of Milk

869. **Shri Daljit Singh:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 1105 on the 8th December, 1964 and state the progress so far made by the Delhi Milk Scheme to make up the deficit of milk from other sources?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shahmawaz Khan): There has been some improvement in the procurement of milk by the Delhi Milk Scheme. It procured 1648 quintals of milk on 1-3-1965 as against 989 quintals on 1-12-1964.

Training in Tourism

870. Shri Mohan Swarup: Will the Minister of Transport be pleased to state:

(a) whether it is a fact that the Department of Tourism have made arrangements for the training of persons from abroad; and

(b) if so, the number of countries whose nationals have been benefited by this scheme?

The Minister of Transport (Shri Raj Bahadur): (a) Yes.

(b) The number of countries benefited by this scheme are 9. These countries are:

1. Afghanistan
2. Cambodia
3. Indonesia
4. Iran
5. Iraq
6. Malaysia
7. Nepal
8. Philippines
9. Thailand

Food Supplies to States

871. Shri Hem Raj: Will the Minister of Food and Agriculture be pleased to state:

(a) the steps taken by the Central Government to make the States realise to stand on their own resources of food and not to rely too much on the Central Government for the supply of food supplies; and

(b) the States which have taken earnest steps to fulfil it?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) Every possible effort is being made to increase food production in each State. It is, however, obvious that each and every State cannot become self-sufficient in each and every kind of food. The State Governments are being advised to utilise the food available within their territories to the maximum

extent possible and to minimise the dependence on supplies from Central reserves.

(b) All the State Government are doing their best to increase production of foodgrains within their respective States and to distribute foodgrains allotted to them from Central reserves or locally procured in a regulated manner.

International Airports

**872. { Shrimati Renuka Ray:
Dr. L. M. Singhvi:**

Will the Minister of Civil Aviation be pleased to state:

(a) the findings of the *ad hoc* committee for short term improvements at India's International airports; and

(b) the average number of planes arriving at and taking off from Dum Dum, Palam and Santa Cruz airports daily during the last one year?

The Minister of Civil Aviation (Shri Kanungo): (a) The 1st part of the report of the committee has been received and is under examination. The 2nd and final part of the report is awaited.

(b) The average number of planes arriving at and taking off daily from Dum Dum, Palam and Santa Cruz during the period from the 1st July, 1963 to the 30th June, 1964 is as under

	Arrival	Departure
Santa Cruz	38	38
Dum Dum	54	54
Palam	16	16

बम्बई बन्दरगाह के क्रेनमनों द्वारा हड़ताल

**873. { श्री डा० ना० तिवारी :
श्री सुबोध हंसबा :
श्री स० ब० सामन्त :**

क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बम्बई बन्दरगाह के कुछ मजदूरों ने, जिनमें क्रेनमैन भी

थे, 20 जनवरी 1965 को हड़ताल कर दी थी, जिसके फलस्वरूप जहाजों से माल चढ़ाने और उतारने का काम ठप्प पड़ गया था ; और

(ख) हड़ताल के क्या कारण थे और यह कितने समय तक चली ?

परिवहन मन्त्री (श्री राज बहादुर) :

(क) और (ख). 20 जनवरी, 1965 को बम्बई पत्तन के अलेक्जेंड्रा डॉक के नाविक शिम्बन्दी के केन ड्राइवर, मजदूर और ला गेट कर्मचारी सहित लगभग 380 मजदूरों ने दिन के 8 बजे कर 10 मिनट पर स्टीवे-बोर कम्पनी के हेड फोरमैन द्वारा एक शिफ्टिंग गैंग के मजदूर पर कथित महले के विरोध में हड़ताल कर दी थी। बंबई पोर्ट प्रशासन द्वारा आश्वासन दिये जाने पर कि उक्त मामले में उचित कार्यवाही की जायेगी हड़ताल उसी दिन डेढ़ बजे दिन को समाप्त कर दी गई थी।

Rajasthan Desert

874. { Shri Sham Lal Saraf;
Shri Surendra Pal Singh;
Shri P. R. Chakravarti;

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

(a) to what extent measures adopted in checking the further spread of desert area in Rajasthan have been successful; and

(b) whether Government are in a position now to resort to these measures on a large scale with a phased programme to achieve the objective by a given time limit?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shahnawaz Khan): (a) The successful techniques evolved for checking the further deterioration of conditions in the desert region are (i) afforestation of shifting sand dunes (ii) afforestation of refractory sites with relatively fast growing exotic tree species; (iii) raising of avenue plantings and shelter belts; (iv) reseedling of natural

grazing lands and range management practices and (v) improved conservation farming practices. These have been found very successful in checking further deterioration of land by wind erosion and consequent spread of desert.

(b) Yes, but in view of the huge financial outlay involved, no time limit can be laid down.

Quarterly System of Contribution Cards

875. Shri Eswara Reddy: Will the Minister of Social Security be pleased to state:

(a) the proposed date for the introduction of the quarterly system of contribution cards in the collieries covered under the Andhra Pradesh Coal Mines Provident Fund Scheme;

(b) whether the additional staff for the Regional Office of Coal Mines Provident Fund, Andhra Pradesh has since been provided; and

(c) the number of posts vacant on 31st January, 1965 and the reasons for not filling them up?

The Deputy Minister in the Ministry of Law (Shri Jaganatha Rao): (a) 1st April, 1965.

(b) No additional staff is required at present.

(c) Three posts of Upper Division Clerks. These will be filled shortly on the recommendation of the Departmental Promotion Committee.

Movement of Foodgrains from Nepal

876. Shrimati Ramdulari Sinha: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that due to embargo imposed by Nepal Government on the movement of foodgrains from Nepal terai to Indian border, the scarcity of foodgrains is being felt in Bairagnia and other areas of Bihar and rice mills of such places have been rendered idle; and

(b) if so, the steps being taken to restore the status quo in the movement of foodgrains between Nepal Terai and Indian Border?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) The Government of Nepal have banned the export of rice and paddy from some of their districts. This has stopped the movement of rice and paddy from Nepal Terai area to India and has reduced the availability of rice to some extent in the border areas of Bihar. This is one of the reasons for the temporary closure of some of the rice mills on the border of Bihar.

(b) Such temporary restrictions on export of foodstuffs which are in short supply are sometimes imposed both by India and Nepal.

Employees' Provident Fund Act

877. Shrimati Ramdulari Sinha: Will the Minister of Social Security be pleased to state:

(a) whether it is a fact that the provisions of the Employees' Provident Fund Act are also applicable to the employees of the Cooperatives; and

(b) if so, the steps taken to ensure the implementation of the Provident Fund Scheme in the co-operative sector?

The Deputy Minister of Law (Shri Jaganatha Rao): (a) Yes, but with the following exceptions:—

(i) Under section 16(1)(a) of the Employees' Provident Funds Act, 1952, the Act does not apply to any establishment registered under the Cooperative Societies Act, 1912, or under any other law for the time being in force in any State relating to co-operative societies, employing less than 50 persons and working without the aid of power.

(ii) Handloom factories organised as Industrial Co-operatives have been exempted from the operation of the

Employees' Provident Funds Act, 1952.

(b) Does not arise.

Educational Tours of Journalists

878. Shri J. N. Hazarika: Will the Minister of Transport be pleased to state:

(a) how many educational tours of journalists and photographers have been conducted during the year ending the 31st January, 1965;

(b) the total expenditure incurred on such tours; and

(c) whether such tours were conducted to visit foreign countries?

The Minister of Transport (Shri Raj Bahadur): (a) to (c). From part (c) of the Question, it is not clear whether the hon. Member is referring in this whole question to the foreign journalists/photographers who were given educational tours or whether he is referring to Indian journalists/photographers for whom educational tours were conducted within India and abroad.

The Department of Tourism conducted between April 1, 1964 to January 31, 1965, 28 educational tours of foreign journalists/photographers and 9 Indian journalists within India. The expenditure incurred was Rs. 38,462.41 Paise.

No tour of Indian journalists/photographers was conducted in foreign countries.

Master Plan for Tourist Centres

879. Shri J. N. Hazarika: Will the Minister of Transport be pleased to state:

(a) the extent to which the Master Plans for integrated development of selected tourist centres/areas have been implemented;

(b) whether any tourist centre/area has since been developed in Assam/Manipur/Nagaland/Tripura/Nepal under the Master Plan; and

(c) how much of the 1964-65 budgetary provision has been utilized for this purpose alone?

The Minister of Transport (Shri Raj Bahadur): (a) The Working Group constituted by the Tourist Department has so far submitted preliminary reports on the following centres:—

1. Kovalam.
2. Ajanta-Ellora-Aurangabad complex.
3. Konarak, Bhubaneswar, Puri complex.
4. Goa.
5. Khajuraho.
6. Agra, Fatehpur Sikri, Ghana Bird Sanctuary complex.

Preliminary work in drawing up the detailed Plans is under way.

(b) No centre/area in Assam/Manipur/Nagaland/Tripura/NEFA has so far been developed on an integrated basis. In view of entry restrictions for foreign tourists, these areas have not yet been examined by the Working Group.

(c) No budgetary provision exists in the revised budget estimates for 1964-65 for drawing up Master Plans of selected tourist centres in Assam/Manipur/Nagaland/Tripura/NEFA.

Coconut Production

880. Shri Rameshwar Tantia: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Government of India are considering to set up a Committee to go into the question of producing hybrid coconut seedlings to step up coconut production;

(b) if so, when the Committee is likely to be set up; and

(c) who will be its members and when it is likely to submit its Report?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shahnawaz Khan): (a) and (b). A Sub-Committee has been set up for this purpose by the Indian Central Coconut Committee in January 1965.

(c) The Sub-Committee consists of:

- (i) Dr. S. M. Sikka,
Agricultural Commissioner
with the Govt. of India.
- (ii) Shri C. M. John,
Member Indian Central
Coconut Committee.
- (iii) Dr. M. S. Swaminathan,
Head of the Division of
Botany, Indian Agricultural
Research Institute, New Delhi.

It is expected to submit its report within the next 3 to 4 months.

Accumulation of Fertilizers

**881. { Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:**

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

(a) whether any stocks of fertilizers have accumulated at the Nangal and Rourkela Fertilizer Plants; and

(b) if so, the steps taken to clear off these stocks?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shahnawaz Khan): (a) No.

(b) Does not arise.

Co-operative Farming

**882. { Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:**

Will the Minister of Community Development and Cooperation be pleased to state:

(a) the number of pilot projects on co-operative farming actually set up during 1964-65, State-wise; and

(b) the number of co-operative farming wings that are to be established during 1965-66, State-wise?

The Deputy Minister in the Ministry of Community Development and Cooperation (Shri B. S. Murthy): (a)

A statement, indicating the number state-wise, is as follows:

Statement

Sl. No.	State	Number of pilot projects set up during 1964-65
1.	Andhra Pradesh	—
2.	Assam	—
3.	Bihar	—
4.	Gujarat	1
5.	Jammu & Kashmir	—
6.	Kerala	—
7.	Madhya Pradesh	5
8.	Madras	—
9.	Maharashtra	2
10.	Mysore	4
11.	Orissa	2
12.	Punjab	3
13.	Rajasthan	1
14.	Uttar Pradesh	—
15.	West Bengal	—
	Union Territories	2
		20

(b) One co-operative farming training wing will be established during 1965-66, in Fulia, West Bengal. In each of the other states, except Jammu and Kashmir, a co-operative farming training wing has already been set up.

Welfare of Denotified Tribes in Orissa

883. { Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Will the Minister of Social Security be pleased to state:

(a) whether any amount was sanctioned to Orissa State for taking up schemes for the welfare of Denotified Tribes during 1964-65;

(b) if so, the details thereof; and

(c) whether the amount was fully utilised and if not, the reasons therefor?

The Deputy Minister in the Department of Social Security (Shrimati

Chandrasekhar): The required information is given below:

(a) Yes.

(b) I Education * (Rs. in lakhs)

1. Pre-matric stipends	0.10
2. Residential schools	1.50

II-Other Schemes

1. Colonisation scheme (Housing)	0.63
2. Subsidies for agricultural and industrial aids	0.25
3. Sinking of wells	0.15

TOTAL	2.63
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(c) The year 1964-65 is not yet over. Whether the amount is fully utilised or not would be known only after the close of the year.

Tribal Blocks in Orissa

884. { Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Will the Minister of Social Security be pleased to state:

(a) the number of Tribal Blocks at present in Orissa State;

(b) the number of such blocks proposed to be opened during 1965-66; and

(c) the number of tribal blocks proposed to be opened in Koraput and Ganjam Districts of Orissa separately during 1965-66?

The Deputy Minister in the Department of Social Security (Shrimati Chandrasekhar): The required information is given below:—

(a) 41 Tribal Development Blocks.

(b) 21 Tribal Development Blocks.

(c) The number of Tribal Development Blocks proposed to be opened in Koraput and Ganjam Districts

during 1965-66 is 12 and nil, respectively.

Hostels for S.C. and S.T. in Orissa

885. { Shri Ramachandra Ulaka:
Shri Dhukeshwar Meena:
Shri Rama Chandra
Mallick:

Will the Minister of Social Security be pleased to state:

(a) the number of hostels proposed to be opened for Scheduled Tribes and Scheduled Castes students in Orissa State during 1965-66; and

(b) the amount sanctioned by Government for the construction of such hostels in the State during the same period?

The Deputy Minister in the Department of Social Security (Shrimati Chandrasekhar):

	Number of hostels
(a) Scheduled Tribes	21
Scheduled Castes	25
	(Rs. in lakhs)
(b) Scheduled Tribes	3.00
Scheduled Castes	3.00

Soil Survey Map of India

886. { Shrimati Savitri Nigam:
Shri Maheswar Naik:
Shri Ramachandra Ulaka:
Shri Balmiki:

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

(a) whether the Soil Survey Map of India and Land Use Survey Map of India have been completed for the entire country; and

(b) if not, the present progress of the schemes?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah Nawaz Khan): (a) A provisional Soil Map of India prepared in 1960

by collection and collation of available data is available. A more detailed map is, however, necessary for planning and execution of Soil Conservation and Land Development Programmes. For preparing such a map, the All India Soil and Land Use Survey Organisation has undertaken collection of the required data. At present, priority is given to the catchment areas of the major river valley projects.

(b) A total area of 223 lakh acres has been covered by detailed and reconnaissance surveys both in the catchment and non-catchment areas.

World Bank Transport Experts

887. { Shrimati Renuka Barkataki:
Shri Ravindra Varma:

Will the Minister of Transport be pleased to state:

(a) whether it is a fact that a team of transport experts from the World Bank recently visited India to discuss the selection of projects for aid from the International Development Association; and

(b) if so, the projects that have been chosen for such aid?

The Minister of Transport (Shri Raj Bahadur): (a) Yes.

(b) The World Bank Team held only preliminary discussions about certain projects for roads and ports. No new project has yet been selected for giving financial aid from the International Development Association.

National Sugar Mills Ltd.

888. { Shri Indrajit Gupta:
Shri Daji:
Dr. Saradish Roy:

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

(a) whether a Committee was set up under the Industries (Development

and Regulation) Act to investigate into the affairs of the National Sugar Mills Ltd., Ahmedpur, District Birbhum (West Bengal);

(b) whether the Committee has submitted its report; and

(c) the action proposed to be taken thereon?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) Yes, Sir.

(b) Not yet.

(c) The question does not arise.

Seed Farms

889. Shri Krishnapal Singh: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 1109 on the 8th December, 1964 and state:

(a) whether the information asked for therein regarding the various types of farms financed by the Government of India has since been collected; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah-nawaz Khan): (a) The required information has been collected from most of the States and Central Government Organisations. Information regarding seed farms in Assam, Jammu and Kashmir, Orissa, Rajasthan, Mysore, Uttar Pradesh and Maharashtra has not yet been received. They have been reminded.

(b) A statement is laid on the Table of the House. [Placed in Library. See No. LT-3950/65].

Prices of Rice and Wheat

**890. { Shri Mohammad Elias:
Shri Warior:**

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

(a) whether it is a fact that there is serious difference of opinion over the

prices of rice and wheat between the Central Government and Government of West Bengal; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) and (b). There is no difference of opinion about the prices of wheat or common rice. In regard to the prices of superior varieties of rice issued from Central Government stocks, the West Bengal Government suggested lower prices. The matter was discussed between the Central Government and the Government of West Bengal and an agreed decision was reached.

Dairy Development Council

**891. { Shrimati Renuka Barkataki:
Shri Gulshan:
Shri Onkar Lal Berwa:
Shri D. C. Sharma:
Shri Vishwa Nath Pandey:
Shri Baswant:
Shri D. J. Naik:**

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

(a) whether Government is considering a proposal to set up a National Dairy Development Council; and

(b) if so, the functions and plan of work of the proposed Council?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah-nawaz Khan): (a) and (b). Setting up of a National Dairy Development Board is under consideration. Its main objectives are: promotion of dairy science and practice and diffusion of technical know-how; to provide consultant services to any dairy plant set up by the Central/State Governments; to advise Government of India, State Governments, Corporation or Local Body in designing and planning of any dairy; to advise on price fixation, price policy, public relations; promotion of quality control of milk and milk products; to organise technical prog-

rammes on training of personnel; preservation and improvement of cattle for the greater production of milk and/or increase of draught power; dairy management; promote dairy industry and perform such other acts for the furtherance of the cause of dairy development in the country.

Indian Shipping Tonnage

892. { Shri Maheswar Naik:
Shrimati Laxmi Bai:

Will the Minister of Transport be pleased to state:

(a) the latest position of the Indian Shipping tonnage and the volume of trade (including overseas trade) it handles; and

(b) the programme of development envisaged in the next plan?

The Minister of Transport (Shri Raj Bahadur): (a) The tonnage of Indian Shipping as on the 1st March 1965 is 14,16,770 GRT. The volume of trade handled by Indian shipping companies during the calendar year 1963 was 82.70 lakhs metric tonnes. The figures for 1964 are not yet available.

(b) It is expected that by the end of the current plan, Indian shipping will reach an operational tonnage of 15 lakhs GRT with an additional 5 lakhs GRT under construction. The next plan has not yet been finalised but according to present thinking the tonnage target is to be 30 lakhs GRT (operative) with another 5 lakhs GRT due for delivery during the early years of the Fifth Plan.

राजस्थान के कमी वाले क्षेत्र

893. { श्री हुकम चन्द कल्लवाय :
श्री प० ला० बाबूपाल :
श्री श्रीकार लाल बोरबा :
श्री यु० ब० सिंह :
श्री प० ह० भील :

क्या खाद्य तथा कृषि मंत्री यह बताने

की कृपा करेंगे कि :

(क) क्या यह ठीक है कि राजस्थान के अलवर और जैसलमेर जिलों के 200 गांवों को राज्य सरकार ने "कमी वाले क्षेत्र" घोषित कर दिया है ; और

(ख) यदि हां, तो क्या संघ सरकार ने इन गांवों के लोगों को कोई सहायता दी है ?

खाद्य तथा कृषि मन्त्रालय में उपमन्त्री (श्री शाहनवाज खां) : (क) राजस्थान सरकार ने अलवर जिले के 41 तथा जैसलमेर जिले के 166 ग्रामों को "अकालग्रस्त क्षेत्र" घोषित किया है। अलवर जिले के ग्राम बाढ़ों तथा जैसलमेर जिले के ग्राम सूखे से प्रभावित हुए हैं।

(ख) 1964 की अवधि में सूखे से प्रभावित क्षेत्रों की सहायता के लिए "इंडियन पीपल्स ट्रस्ट फण्ड" से दो अनुदान मंजूर किये गये थे। इनमें से एक अनुदान 49,000 रुपए का तथा दूसरा 28,000 रुपए का था।

Agartala-Calcutta Air Fare

894. Shri Dasaratha Deb: Will the Minister of Civil Aviation be pleased to state:

(a) whether any representation has been received by the Centre from the Government of Tripura regarding the reduction of air fare (passenger) from Calcutta to Agartala in 1964 and 1965; and

(b) if so, action taken or proposed to be taken by Government thereon?

The Minister of Civil Aviation (Shri Kanungo): (a) Yes, Sir.

(b) The Indian Airlines are operating an austerity service Calcutta|Agartala|Khowai|Kamalur|Kailashahar with specially reduced fares. There has not been any change in the fares on this service since 1958. IAC's fare structure was revised in June, 1963, to absorb part of the additional expenses on account of increase in the levy on fuel and rise

in other operational costs. Fares between Calcutta and Agartala on the Dakota Services were however not increased to the same extent as in other regions. The fares and freight rate between Calcutta and Agartala had to be increased with effect from 15-8-1964 for freight charters and from 15-9-1964 for scheduled services, as a result of certain changes in the routes to be followed by aircraft while flying over Pakistan territory which had the effect of increasing the route mileage between Calcutta and Agartala from 196 to 224 miles. The position in this regard had been explained to the Tripura Administration.

Hoarding Potentiality of Agriculturist Class

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

(a) whether Government have made an assessment of the foodgrains hoarding potentiality of the agriculturist class in the country;

(b) if so, the result thereof; and

(c) the steps taken to ensure regular flow of foodgrains from the agriculturists to the market?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) and (b). No such assessment has been made but from the reduced arrivals in the market it seems clear that the capacity of the producers to hold back the stocks had improved and some of them were keeping back the stocks in expectation of getting higher prices later in the season.

(c) Government have announced support prices for principal foodgrains and have offered to purchase any quantity of these grains at those prices at the declared assembling points. Maximum controlled prices for certain foodgrains have also been announced.

Rural Population

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

(a) whether Government have recently made a survey of the rural population and their requirements for economic development;

(b) if so, the results of the survey; and

(c) the steps contemplated to check the imminent population explosion which is reportedly placed at 23 per cent during the decade 1961—71?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shahnawaz Khan): (a) No such country-wide survey of the rural population has been made. But the Working Group set up by this Ministry in connection with the formulation of the proposals in the Fourth 5-Year Plan regarding inter-relationship between agriculture and industry has prepared estimates of the likely increase in the requirements of consumer goods in rural areas by 1970-71 over 1960-61.

(b) A statement which gives an idea of the rates of increase of requirements of rural population under eight categories of items of consumption is laid on the Table of the House. *Placed in Library. See No. LT-3951/65*].

(c) Ministry of Health proposes to take the following among other steps to check excessive increase in population:

- (i) Strengthening and extension of educational aspect of the Family Planning Programme.
- (ii) Free flow of supplies of contraceptives.
- (iii) Indigenous production of contraceptives.
- (iv) Strengthening the administrative machinery at all levels.

(v) Training of personnel required for extension of the programme.

(vi) Research in demography, medical and biological aspects and communication.

(vii) Evaluation.

Package Programme in Orissa

897. **Shri Rama Chandra Mallick:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether any package programme has been approved by the Central Government to be started in the State of Orissa during 1965-66;

(b) whether any grant or loan has been sanctioned or is proposed to be sanctioned for the package programme during 1965-66 in Orissa; and

(c) if so, the total amount sanctioned?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah Nawaz Khan): (a) The Intensive Agricultural District Programme (Package Programme) is already in operation in Sambalpur district of Orissa. The programme was initiated in 1962-63 and will continue during 1965-66 as well. Besides, an Intensive Agricultural Area Programme has also been introduced in the districts of Cuttack, Ganjam, Balasore and Bholangir for stepping up production of paddy and other major crops. This programme has been taken up from the kharif season of 1964-65 and will continue during 1965-66 as well.

(b) and (c). The quantum of central assistance by way of grants to be given to the State Government during 1965-66 for the IADP as well as the Intensive Agricultural Area Programme is tentatively estimated at about Rs. 30 lakhs. This excludes the short-term loans which will be made available to the cultivators through co-operatives and other agencies for purchase of various agricultural inputs.

गुजरात के वनों में गिर-शेर

898. **श्री बसवन्त :** क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गिर वन में गिर नसल के शेरों की संख्या कम होती जा रही है ;

(ख) क्या इसे रोकने के लिए कोई कदम उठाये गये हैं या उठाये जाने का विचार है ; और

(ग) यदि हां, तो उनकी मुख्य बाते क्या हैं ?

खाद्य तथा कृषि मन्त्रालय में उपमन्त्री (श्री शाहनवाज खां) : (क) जी नहीं । 1963 में वन अधिकारियों द्वारा की गई गणना के अनुसार शेरों की संख्या 286 थी । इस संख्या में वे 18 शेर शामिल नहीं थे जोकि गत 8 वर्षों में ग्रन्थों को सप्लाई किए गए थे ।

(ख) और (ग). शेरों की संख्या में कोई कमी न होने के कारण गुजरात सरकार ने शेरों की समुचित सुरक्षा के लिए पहले से ही जो कदम उठाये हुए हैं वे काफी समझे गए हैं ।

Paddy Cultivation

899. { **Shri Paramasivan:**
Shri M. P. Swamy:
Shri Arunachalam:

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

(a) whether it is a fact that an agriculturist in Orissa has found out an improved method of Paddy cultivation; and

(b) if so, the steps Government propose to take to popularise it.

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah Nawaz Khan): (a) It is reported that a farmer of Orissa State has

through an improved method of paddy cultivation, obtained yield of 1480 Kgs. per acre as against 370 kgs. per acre which he was previously getting.

(b) The technical details of the method adopted by the farmer are being verified by the Orissa State Agricultural Department and the Central Rice Research Institute, Cuttack before considering steps to popularise it.

Demand of Fertilizers

900. Shri Tan Singh: Will the Minister of Food and Agriculture be

pleased to state:

(a) the quantity demanded by the Government of Rajasthan in the year 1963-64 for the supply of Ammonium Sulphate, Double Salt, Urea and Calcium Ammonium Nitrate respectively;

(b) the supply actually made from the Central Fertilizer pool; and

(c) the reasons for the shortfall, if any?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah-nawaz Khan): (a) to (c). A statement giving the required information is appended below:—

(Figures in tonnes)

Kind of fertiliser	Quantity demanded during 1963-64	Supply actually made from the Central Fertiliser Pool till 31-3-64	Reasons for the shortfall, if any.
Ammonium Sulphate	17,000	7,568	Due to short supply, the demand could not be met in full. Moreover, about 3600 tonnes of the allotted quantity were not lifted by the State Government and hence were treated as cancelled.
Double Salt (A/S/N)	6,000	456	As only a limited quantity is produced by the Sindri factory, the allotment was low.
Urea	8,000	1,653	Though the State Govt. were allotted 7100 tonnes of urea they could give despatch instructions for 1920 tonnes only.
Calcium Ammonium Nitrate	10,500	15,114	The allotment was in excess of the demand to compensate for the short supply of sulphate of ammonia & ammonium sulphate nitrate.

Popularisation of Improved Agricultural Implements

901. Shri Tan Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) the quantum of Central subsidies given for popularisation of im-

proved implements and tools for increased agricultural production;

(b) the variations in the percentage of subsidies given to the various States and Union territories; and

(c) the steps taken to introduce uniformity in percentage of subsidy throughout the country?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah Nawaz Khan): (a) The cost of improved implements is subsidised by the Central Government to the extent of 25 per cent.

(b) In view of the special developmental needs of the Union Territories, the quantum of Central subsidy payable to them was raised to 50 per cent for one year with effect from the 10th June, 1963. On receipt of requests from the Union Territories of Delhi, Manipur and Andaman & Nicobar Islands, the grant of enhanced subsidy of 50 per cent has been extended to these Union Territories till the end of the Third Plan period.

(c) A uniform system of subsidy has already been adopted on an All-India basis, except in case of a few Union Territories which have their own peculiar conditions.

Beet Roots

902. Shri Tan Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the possibility of growing beet roots in saline lands of Pachpadra, Phalodi and Pokaran areas of Rajasthan has been explored; and

(b) if so, the stage at which the matter stands at present?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah Nawaz Khan): (a) The Government of Rajasthan have intimated that no work has so far been done for growing of beet roots in the areas in question.

(b) Does not arise.

12 hrs.

OBITUARY REFERENCE

(*Shri R. Narayanaswami*)

Mr. Speaker: I have to inform the House of the sad demise of Shri R. Narayanaswami who passed away at

Thavaram on the 6th March, 1965, at the age of 71. He was a Member of the Second Lok Sabha during the years 1957 to 1962.

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.

Members then stood in silence for a short while.

12.01 hrs.

RE: CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

(Query)

Shrimati Renu Chakravartty (Barackpore): Sir, may I make a submission? We have given a "calling attention" notice on the detention of the Communists in Kerala but we are being told that this is being held over for some more days.

Mr. Speaker: Tomorrow a statement is being made.

12.02 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED LARGE-SCALE KILLING OF AND ASSAULT ON HARIJANS RESIDING IN RAJASTHAN VILLAGES BORDERING PAKISTAN BY DACOITS OF PAKISTAN

Shri Buta Singh (Moga): Sir, I call the attention of the Minister of Home Affairs to the following matter of urgent public importance and I request that he may make a statement thereon:—

The reported large scale killing of and assault on the Harijans residing in Rajasthan villages bordering Pakistan by dacoits of Pakistan.

The Minister of State in the Ministry of Home Affairs (Shri Hathi): According to information received from the Rajasthan Government there does not appear to be any large scale murder of Harijans on the India-Pakistan border in Rajasthan. During the period from January, 1964 to 15th February 1965, there has been one case of death by murder of an Indian national. There have also been seven cases of injuries to Indian nationals. There were gangs of dacoits committing serious crimes, such as murder, robbery, assaults, etc. and harassing the people in the area. Protests have been lodged with the Pakistan Police in individual cases. Joint operations were launched by the Rajasthan Police and the Pakistan Rangers, as a result of which all trans-border dacoit gangs, except Bahadur Singh's gang have been liquidated. Bahadur Singh's gang is still active and has been committing crimes, theft of property and cattle etc. This gang is reported to be taking shelter on the Pakistan side of the border. Steps are being taken to liquidate this gang also in collaboration with the Pakistan Police. At present the border of Rajasthan and Pakistan has been practically sealed by posting RAC (Rajasthan Armed Constabulary) and Police. Patrolling by Police has also been intensified. As a result of this the situation has improved.

श्री बूटा सिंह : मंत्री महोदय की स्टेटमेंट से पता चलता है कि एक व्यक्ति की मृत्यु हुई और कुछ आदमियों को चोटें आईं। मेरे पास हिन्दी टाइम्स अखबार है 27 फरवरी का जिस में उन्होंने फोटो दे कर बताया है कि बहुत से हरिजन हैं जिनके खास तौर पर हाथ, पांव, नाक और कान आदि काट दिये गये हैं। मंत्री महोदय ने एक गैंग का नाम भी लिया है। उसी गैंग के बारे में अखबार ने भी लिखा है। मैं जानना चाहता हूं कि यह जो डाकू बहादुर सिंह का गैंग है जो पाकिस्तान में रह रहे हैं इसको क्या हमारी सरकार ने

पाकिस्तान सरकार से अपने कब्जे में लेने के लिए कभी लिखा है?

साथ ही मैं जानना चाहता हूं कि क्या हमारी सरकार ने उस इलाके में रहने वाले लोगों के लिए कुछ हथियार या अस्त्राह देने का भी कोई प्रबन्ध किया है हथियार देने की बात भी कभी सोची है ताकि वे अपनी हिफाजत खुद कर सकें?

Shri Hathi: As the hon. Member has said, this gang of Bahadur Singh is active and the crimes committed by this gang, such as cutting of nose, arms etc., are the cases of grievous injuries which I mentioned. The Rajasthan Police are taking steps to liquidate this gang also in collaboration with the Pakistan Government.

Shri Daji (Indore): On a point of order, Sir. At least, we must get a pointed reply to a pointed question. The operative or the pointed part of the question was whether Government would give arms to Harijans to protect themselves which the Police has failed to do. The question should be specifically replied to by the hon. Minister.

Shri Hathi: This question really relates to the Rajasthan Government because it is their area. One hon. Member had seen me a few days back informing me about this. We have taken up this matter with the Rajasthan Government. (Interruption).

श्री रामेश्वरानन्द (करनाल) : एक व्यवस्था का मेरा प्रश्न है—

अध्यक्ष महोदय : व्यवस्था कैसे चल पड़ी?

श्री रामेश्वरानन्द : अभी एक माननीय सदस्य ने व्यवस्था का प्रश्न उठाया है और आपने उसकी आज्ञा दे दी और यह नहीं पूछा कि किस विधि विधान के अन्तर्गत वह व्यवस्था का प्रश्न उठा रहे हैं। लेकिन अभी थोड़ी देर पहले जब मैंने एक व्यवस्था का प्रश्न उठाया था और कहा था कि असत्य उत्तर दिया जा रहा है तो आपने मुझे यह कह

[श्री रामेश्वरानन्द]

कर बिठा दिया कि किस विधि विधान के अन्तर्गत मैं उठा रहा हूँ....

अध्यक्ष महोदय : उन्होंने सिर्फ सवाल को रिपोर्ट किया है। कोई व्यवस्था का प्रश्न उन्होंने नहीं उठाया है।

श्री रामेश्वरानन्द : उन्होंने कहा है कि वह एक व्यवस्था का प्रश्न उठाना चाहते हैं। उन्होंने अंग्रेजी में उठाया है और मैंने हिन्दी में उठाया था। उनको आपने आज्ञा दे दी और मुझे नहीं दी।

अध्यक्ष महोदय : अंग्रेजी नहीं समझता हूँ और हिन्दी समझता हूँ इसलिए शायद ऐसा हो गया है।

श्री कपूर सिंह (गुधियाता) : पक्षपात की बात कर रहे हैं।

अध्यक्ष महोदय : मैं क्या कहूँ।

श्री हुकम चन्द कछवाय (देवास) : 23 फरवरी के नवभारत टाइम्स में मोतीराम, मांगू राम, कालूराम, इन तीन व्यक्तियों के चित्र निकले हैं और इनके नाक और कान काट दिये कये हैं। हरिजनों को दुख देने का प्रमुख कारण यह है कि इन्होंने कांग्रेस को मत दे कर वहाँ जिताया। इसी कारण से डाकू बहादुर सिंह इनको बार बार सताता है। क्या सरकार उनको गिरफ्तार करने के लिए कोई सख्त कदम उठाने जा रही है जबकि राजस्थान सरकार कुछ नहीं करना चाहती है? क्या केन्द्रीय सरकार इस मामले को अपने हाथ में लेना चाहती है?

श्री हाथी : मैंने कहा है कि जो मेरे पास इन्तिला है वह मुझे राजस्थान सरकार से प्राप्त हुई है और राजस्थान स्टेट में जो जो घटनायें घटती हैं उनके बारे में मुझे इतनी डिटेल्ड जानकारी नहीं हो सकती है।

श्री यशपाल सिंह (कैराना) : ये डाकू जब भी जो चाहता है पाकिस्तान चले जाते

हैं और जब जो चाहता है हिन्दुस्तान में आ कर डाके मारते हैं। क्या उस बोर्डर के ऊपर हमारा कोई गारद नहीं है या ऐसा ना हो राज्य चल रहा है?

अध्यक्ष महोदय : यह तो ठीक नहीं है ठाकुर साहब।

श्री यशपाल सिंह : कोई गारद है या नहीं जो उन्हें अन्दर आने से या पाकिस्तान जाने से रोक सके।

अध्यक्ष महोदय : ठाकुर साहब को तो ऐसे शब्द का इस्तेमाल नहीं करना चाहिये।

श्री यशपाल सिंह : लखनऊ की कोई बात नहीं है। इतना बता दें कि वे अपनी मर्जी से कैसे चले जाते हैं?

श्री हाथी : डाकू जो हैं वे कहीं भी डाका मार सकते हैं और उनको पकड़ने की सरकार पूरी कोशिश कर रही है, पूरी कार्रवाई कर रही है।

Shri Narendra Singh Mahida (Anand) : May I know whether the Government, either the Central Government or the State Government, has any scheme to liberalise the granting of arms licences to deserving persons in border areas to enable them to face Pakistani dacoits?

Shri Hathi : As I said, that is for the Rajasthan Government. We have taken up the matter with them.

श्री बागड़ी (हिमार) : हरिजनों के नाक कान इत्यादि डाकू काटें यह बहुत मुतजाद राय है। डाकू धनी लोगों पर डाका डालते हैं और उस वक्त किसी आदमी को मार जाते हैं। क्या गृह मंत्री इसका स्पष्टीकरण करेंगे कि हरिजनों के नाक कान आदि काटना या उनके हाथ पैर काटना क्या पैसों के लालच में किया जाता है? यह तो समाज के अन्दर जो एक कुरीति चली आई है, विषमता है, उसके आधार पर ही होता है। क्या केन्द्रीय सरकार अमन चैन की व्यवस्था जो ऊपर से

नीचे तक रही सो रोकने के लिए कोई कार्रवाई कर रही है।

अध्यक्ष महोदय : क्या मिनिस्टर साहब समझ गये हैं। वह कोई जवान देना चाहते हैं या नहीं।

श्री हाथी : प्रश्न बहुत बड़ा है।

अध्यक्ष महोदय : माननीय सदस्य कहते हैं कि ग्राम तौर पर नाक कान काटे जाते हैं अमीरों के लेकिन यहां पर काटे गये हैं हरिजनों के।

श्री बागड़ी : अध्यक्ष महोदय मैंने यह बात नहीं कही है।

अध्यक्ष महोदय : आप ने कहा है कि ग्राम तौर से डाकू नाक कान काटते हैं धनवानों के।

श्री बागड़ी : अध्यक्ष महोदय मेरी बात आप नहीं समझे। मैंने कहा है कि डाकू लोग जब डाके डालते हैं तो वह धनवानों के यहां डालते हैं उन के नाक कान काटते हैं गरीबों और हरिजनों के नाक कान नहीं काटते।

अध्यक्ष महोदय : मैंने क्या कोई और बात कही थी।

श्री बागड़ी : आप ने डाकुओं के साथ मिलाया था इस बात को।

श्री हाथी : माननीय सदस्य को इस का अनुभव होगा।

श्री बागड़ी : अध्यक्ष महोदय मेरी बात का जवाब नहीं मिला।

Shri Solanki (Kaira): The hon. Minister has stated in the course of his reply that it is the responsibility of the Rajasthan Government. But the border is between India and Pakistan. So, may I know whether the Central Government have any responsibility or not?

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Shri Hathi: Even in the past, as I said, the other gangs which were operating in these areas had been liquidated by the Rajasthan Government, and they are pursuing the matter.

Shri Harish Chandra Mathur (Jalore): What is the Centre's responsibility?

Mr. Speaker: Now, papers to be laid on the Table.

Shri Surendranath Dwivedy (Kendrapara): I had given notice of a motion.....

Mr. Speaker: I am coming to that. Now, papers to be laid on the Table.

12.10 hrs.

PAPERS LAID ON THE TABLE

ANNUAL REPORT ON WORKING OF INDUSTRIAL AND COMMERCIAL UNDERTAKINGS OF CENTRAL GOVERNMENT FOR 1963-64

The Minister of Finance (Shri T. T. Krishnamachari): I beg to lay on the Table a copy of Annual Report on the working of Industrial and Commercial Undertakings of the Central Government for the year 1963-64. [Placed in Library. See No. LT-3945/65].

INDIAN AIRCRAFT (FIRST AMENDMENT) RULES

The Minister of Civil Aviation (Shri Kanungo): I beg to lay on the Table a copy of the Indian Aircraft (First Amendment) Rules, 1965, published in Notification No. GSR, 129 dated the 23rd January, 1965, under section 14A of the Aircraft Act, 1934, together with an explanatory note. [Placed in Library, see No. LT-3946/65].

FERTILISER (CONTROL) SIXTH AMENDMENT) ORDER

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah Nawaz Khan): I beg to lay on the Table a copy of the Fertiliser (Control) Sixth Amendment Order, 1964, published in Notification No.

GSR. 74 dated the 9th January, 1965, under sub-section (6) of section 3 of the Essential Commodities Act, 1955. [Placed in Library, see No. LT-3947/65].

12.12 hrs.

MOTION OF NO-CONFIDENCE IN COUNCIL OF MINISTERS

Shri Surendranath Dwivedy (Kendrapara): I have given notice of a no-confidence motion, and according to the rules, it has to be taken up before the list of business is to be entered upon.

Shri Nath Pai (Rajapur): That rule is also here.

Mr. Speaker: The description there is not correct; the order in which it has to be taken up might be seen in the Directions, but I am going to correct those Directions also because they are a little confusing at present in that respect.

I have to inform the House that I have received four notices of motions of no-confidence in the Council of Ministers under rule 198.

The first notice is by **Shri Surendranath Dwivedy**. This motion reads as follows:

"This House expresses its want of confidence in the Council of Ministers."

The reasons are also given, and they are:

"(1) That they have failed to ensure the highest standards of public conduct by deliberate suppression of the abuse of power by persons in authority in the State of Orissa as well as in several other States; and

(2) That they have brought the whole concept of constitutional government into contempt by—

- (a) putting party interest above national interest;
- (b) attempting to shield and exonerate those who are guilty of such abuse of power; and
- (c) their refusal to institute open judicial inquiry into the said abuse of power and corruption."

Those hon. Members who are in favour of leave being granted may kindly rise in their places—

I find that there are more than 50 Members who have risen. So, leave is granted. The House will be informed later of the actual day and the time that would be allotted for this. I shall announce it later.

Shri P. K. Deo (Kalahandi): I had also tabled a similar motion.

Shri H. N. Mukerjee (Calcutta Central): Some of the other notices of motions of no-confidence gave certain other grounds such as the detention of the Left Communists and the failure to stop the rise in prices and that kind of thing. I take it that the discussion would include whatever other grounds might be pressed against the Government for lack of confidence.

Mr. Speaker: The substantial motion is only this, namely:

"This House expresses its want of confidence in the Council of Ministers."

The reasons given by the Mover are only an indication of what he desires to press. Since leave has been granted for this motion, when the motion is discussed, every hon. Member is entitled to advance any grounds that he likes besides those that have been given in this particular notice.

Shri Ranga (Chittoor): May I make this request to you that you may kindly announce the names of the other hon. Members also who have given similar notices?

Mr. Speaker: That is not necessary. If this motion had fallen through, then I might have taken up the second one.

Shri Ranga: I am not asking that each one of them should be taken up. I only want that the House should be given this information at least that such and such hon. Members have given notice of these motions of no-confidence.

Mr. Speaker: I do not think that it is necessary or even desirable for me to do that.

Shri Surendranath Dwivedy: You may fix the time later, but can you not fix the date now, because the hon. Prime Minister is also here?

Mr. Speaker: I have to consult the hon. Prime Minister as well as the Opposition. Therefore, I shall consult and then announce.

Shri Hari Vishnu Kamath (Hoshangabad): Let it be as soon as possible.

Shri Surendranath Dwivedy: We want that it may be taken up before the general discussion on the general budget.

Mr. Speaker: The hon. Member may allow me some time to discuss this matter.

Shri Hari Vishnu Kamath: How can the Government proceed with business if the House votes no-confidence in the Government?

Mr. Speaker: We shall now take up the Railway Budget.....

Shri Nath Pai: I just want your guidance on one matter. I have given you a notice of my motion for papers.....

Mr. Speaker: Shri Nath Pai may kindly allow me to communicate my

decision to him later and not just now.

Shri Nath Pai: I have naturally been waiting. I had sent it to you on Saturday.

Mr. Speaker: The decision would be conveyed to him.

12.16 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—contd.

Mr. Speaker: The House will now take up general discussion on the Railway Budget for 1965-66. Shri G. N. Dixit may now continue his speech.

Some hon. Members: When will the hon. Minister reply?

The Minister of Railways (Shri S. K. Patil): May I know how much time is still left for this discussion?

Mr. Speaker: The time available is 2 hours and 50 minutes. That means that we shall conclude this general discussion by 3 p.m.

Shri S. K. Patil: I might be called at about 2 p.m., that is, about an hour before the conclusion.

Mr. Speaker: I shall call the hon. Minister at 2.15 p.m.

श्री गो० ना० बोसित (इटाना)

अध्यक्ष महोदय, पार्लियामेंट के माननीय सदस्यों का जितना सम्पर्क रेलवेज से रहता है उतना और किसी केन्द्रीय विभाग से नहीं रहता, और वैसे भी अगर रेलवेज सफलता के साथ न चलें तो जहाँ एक ओर हमारी सुरक्षा को कठिनाई पहुँच सकती है वहाँ दूसरी ओर हमारे सामाजिक जीवन में भी संकट आ सकता है। इसलिये केन्द्र की जिम्मेदारियों में अगर कोई सबसे अधिक महत्वपूर्ण विषय है तो वह रेलवे का है। इसलिये मैं आपसे निवेदन करता हूँ, रेलवे मंत्री जी की सब से बड़ी जिम्मेदारी है देश को बनाने की।

[श्री गो० ना० दोक्षित]

12.18 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

यही नहीं कि रेलवेज से पार्लियामेंट के मेम्बरों का सम्पर्क अधिक रहता है, जनता भी रात दिन रेलों से चलती है और रेलों की अच्छाइयां और रेलों की बराइयां जनता के बीच में फैलती हैं ।

सब से बड़ी बात आज हमारे देश के सामने यह है कि हमारे देश में जो पब्लिक सेक्टर और प्राइवेट सेक्टर का विभाजन हुआ है उसमें पब्लिक सेक्टर में सब से बड़ा उद्योग हमारी रेलवेज है । और रेलवे में जो पूंजी लगी हुई है उसमें हमारा आधा धन लगा हुआ है । यही नहीं, जो हमारे नये उद्योग होते हैं उनमें अगर आमदनी नहीं होती है तो यह कहा जा सकता है कि यह नये उद्योग लगाये गये हैं और अभी वह ठीक से बैठ भी नहीं पाये हैं । लेकिन रेलवे हमारा बड़ा पुराना कारोबार है और इसके साथ ही अनुभवी लोग इस में काम कर रहे हैं और केन्द्रीय सरकार की इसमें मोनोपोली है । कोई दूसरा आदमी रेलवे नहीं चला सकता । ऐसी हालत में अगर रेलवेज से मुनाफा नहीं होता या हमारी केन्द्रीय सरकार की बड़ी भारी आमदनी रेल से नहीं आती तो यह पब्लिक सेक्टर के लिए, समाजवाद के लिये बड़ा भारी झटका और बड़ा भारी खतरा है । अगर हम कामयाब नहीं होते इस व्यवसाय में जो कि हमारा जमाजमाया व्यवसाय है तो हमारे लिए कहा जाएगा कि हम पब्लिक सेक्टर में किसी भी काम को सफलतापूर्वक नहीं चला सकते । हम देखते हैं कि जो पैसा आप केन्द्रीय बजट को देते हैं उस पैसे पर अगर कोई बनिया अपना मिल लगावे तो नहीं चल सकता और कोई उसको उसे चलाने की इजाजत नहीं देगा । तो अगर आप चाहते हैं कि आपको सफल समझा जाए तो आपको रेलवे से ज्यादा पैसा केन्द्रीय बजट को देना होगा । हमको इस काम को व्यवसाय के तौर पर चलाना होगा, हम इसको

गवर्नमेंट के मुहकमे की तरह नहीं चला सकते ।

जो भी आमदनी हो सकती है वह आमदनी तो आप कर रहे हैं लेकिन आपको खर्च में कटौतियां करनी होंगी । आपको देखना होगा कि कहां पर खर्च कम किया जा सकता है । बहुत से ऐसे खर्च हैं जिनको आप बचा सकते हैं । रेलवे के पास अनुभवी अफसर हैं और आज जो हमारे मंत्री महोदय हैं वह अनुभवी तथा व्यवहारवादी हैं । आज हमको रेलवे में ऐसे कदम उठाने चाहिए कि जिनके अच्छे नतीजे दिखाए जा सकें ।

अभी आपने डीजल और बिजली के इंजिन चला कर रेलवे का बोझ हलका किया और जो कोयले की दिक्कत होती थी उसको हल कर दिया । लेकिन तीसरे दरजे के यात्रियों की कठिनाइयां बदस्तूर बनी हुई हैं । अगर आप कोई क्रांतिकारी कदम उठाएँ तो उनको भी हल कर सकते हैं । मैं आपको इस बारे में एक सुझाव यह देना चाहता हूं कि जिस तरह बसों में जितनी जगह है उतने ही मुसाफिर बिठाए जाते हैं और कोई बाहर का आदमी नहीं आ सकता, जैसे फर्स्ट क्लास के डिब्बे में रात के समय जितनी जगह होती है उतने ही लोग बैठते हैं, उसी प्रकार का नियम तीसरे दरजे में भी लागू किया जाए । अगर यह चीज बसों में और पहले दरजे में की जा सकती है तो तीसरे दरजे में भी रिजर्वेशन का नियम लागू किया जा सकता है, ताकि वहां आदमी बैठें जिनके पास रिजर्वेशन के टिकट हैं और दूसरे आदमी न बैठें । ऐसा किया जाएगा तो जो आज भीड़ होती है वह कम हो जाएगी । इसके करने में दिक्कत क्या है । मझे पता नहीं कि रेलवे मंत्री जी को कभी तीसरे दरजे के अन्दर बैठने का मौका हुआ है या नहीं, और अगर नहीं हुआ है तो मेरा सुझाव है कि वह उसमें बैठ कर देखें कि वहां क्या दशा है । अगर दस आदमी बिस्तरा बिछाए लेते हैं तो दस आदमी खड़े हैं । अगर रिजर्वेशन

का नियम होता तो सब बैठ पाते । मेरा सुझाव है कि जो नियम आज सारे देश में बसों में और पहले दरजे में रेलों में है वही नियम तीसरे दरजे में भी लागू करना चाहिए ।

आपको हर मामले में उसूल पर चलना होगा । जब हम रेलवे में खिड़की से टिकट लेते हैं तो वहां लिखा देखते हैं कि खिड़की छोड़ने से पहले अपनी रजगारी गिन लीजिए । मतलब यह कि आपने यह उसूल बना रखा है कि रेलवे का हर मुलाजिम बेईमान है, मसाफिर को चाहिये कि समझ ले कि अन्दर चोर बैठा है, तुमको चोरी से झटका देने वाला है, इसलिए अपनी रजगारी गिन लो । जब मैं यह चीज देखता हूं तो मुझे पुराने आई० सी० एस० अफसर की कही बात याद आ जाती है । वह लन्दन में बैंक से चैक का रुपया लेने गए और रुपया मिलने पर उसको अपने हिन्दुस्तानी हिसाब से गिनने लगे, तो वह अंग्रेज कर्मचारी लाल हो गया, उसने कहा कि तुम हमको बेईमान समझते हो क्योंकि हमने गिन कर रुपया दिया फिर भी उसको गिनते हो । आप देखें कि यह रिवाज वहां है और हमारे यहां रेलवेज की हर टिकट बांटने का खिड़की पर लिखा है कि अपनी रजगारी गिन लो । मेरा कहना है कि हमको यह मान कर चलना पड़ेगा कि रेलवे का हर कर्मचारी ईमानदार है जब तक कि यह साबित न हो जाय कि वह बेईमान है । हमारे फौजदारी कानून में अभियुक्त को उस वक्त तक दोषी नहीं माना जाता जब तक कि वह दोषी साबित न हो जाए तो रेलवे विभाग में भी हमको यह मान कर चलना होगा कि हर कर्मचारी ईमानदार है जब तक कि इसके विपरीत साबित न हो जाए ।

रेलवे में फर्स्ट क्लास का कंडक्टर गार्ड जो हमारा रिजर्वेशन आदि करता है और जो टिकट चैकर होते हैं उनको वह भत्ता (running allowance) नहीं दिया

जाता जो कि गार्ड को और ब्रेकवान वाले को दिया जाता है । इसको न देने की कोई दलील नहीं हो सकती । शायद यह समझा जाता है कि उनको कुछ न कुछ और आमदनी होती है । हमको यह मान कर नहीं चलना चाहिए कि कोई आदमी बेईमान है । हो सकता है कि इन में से पचास प्रतिशत लोग ईमानदार हों और दस या पन्द्रह प्रतिशत बेईमान हों । तो किसी के बारे में यह नहीं मान लेना चाहिए कि वह बेईमान होगा । हमको यह मान कर चलना चाहिए कि रेलवे के जितने भी कर्मचारी हैं वे सब ईमानदार हैं ।

आपके पास बड़े अनुभवी अफसर हैं जो बड़े तजुरबेकार हैं और बड़े ईमानदार आदमी हैं । लेकिन फिर भी डिसिप्लिनीन जैसा चाहिए बैसा नहीं है । अभी यह सुझाव दिया गया कि रेलवे में इण्डस्ट्रियल डिसप्यूट्स एक्ट लागू कर दिया जाए । अगर ऐसा कर दिया गया तो रेलवे का सारा काम पट्ट हो जाएगा । जबकि इण्डस्ट्रियल डिसप्यूट्स एक्ट वहां लागू नहीं है तभी हालत अच्छी नहीं है आज हालत यह है कि एक असिस्टेंट स्टेशन मास्टर को बड़े टेंशन में काम करना पड़ता है । उसे भय रहता है कि कोई रेल लड़ न जाए, जबकि कुछ लोग बठ मौज करते हैं । इस चीज को ठीक किया जाना चाहिए । इसके अलावा आपको अपने कर्मचारियों की स्थिति को मजबूत करना चाहिए और जो मैन आन दी स्पॉट है उसको पूरी जिम्मेवारी देना चाहिए । ऐसा आप करेंगे तो आपका डिसिप्लिन मजबूत होगा । और ऐसा होगा तो आपकी रेलवे आगे बढ़ेगी ।

मैंने आपकी रिपोर्ट में एक चीज पढ़ी जो कि मुझे को अच्छी नहीं लगी । आप सिकन्दरबाद में एक नया जोन खोल रहे हैं और उसके लिए दफ्तर बनाने पर तीन करोड़ रुपया खर्च करने जा रहे हैं । अगर इस मुसीबत के समय आप यह जोन न बना कर इस रुपए को केन्द्रीय सरकार को दे दें तो इससे देश का बहुत काम हो सकता है । आपके इतने जोन हैं और अच्छा काम कर रहे हैं और रेलें

[श्री गो० ना० दीक्षित]

बराबर चलता जा रही हैं। अगर आप इस रुपए को खर्च न करके रेवन्यू को ट्रांसफर कर दें तो बहुत लाभ हो सकता है। और यह इस तीन करोड़ का सवाल ही नहीं है। अगर और भी जो रोजमर्रा का रिकरिंग एक्सपेंडीचर है वह भी आपका बढ़ेगा। बम्बई में जोन है, मद्रास में जोन है, अगर सिकन्दराबाद में जोन न हो तो क्या बनता बिगड़ता है।

एक माननीय सदस्य : कानपुर में नहीं हुआ तो क्या हो गया ?

श्री गो० ना० दीक्षित : मध्य प्रदेश का इतना बड़ा बेंच का इलाका खाली पड़ा है। वहां जोन नहीं है। पर इससे कोई नुकसान नहीं हो रहा। इसी तरह से अगर सिकन्दराबाद में जोन न हो तो कुछ बिगड़ने वाला नहीं है।

मैं अर्ज करता हूं कि जो आपके पास ज्यादा स्टाफ है उसको अगर आप कम करेंगे और जो मैन आन दी स्पॉट है उसको अगर आप पूरी जिम्मेवारी देंगे और दूसरे खर्चों में कमी करेंगे तो इससे जनता का बहुत लाभ करेंगे।

एक बात मैं आप से अपने इलाके के बारे में कहना चाहता हूं। आपने मान सिंह डाकू का नाम सुना होगा। जिस इलाके में मान सिंह का अपरेशन था वह जमना और चम्बल के रेवीन्स का इलाका है। वहां पर सीक्योरिटी रोजन्स की वजह से जमना और चम्बल पर पुल बनाए जा रहे हैं। इस इलाके में बिना रेल का एक बीस मील का टुकड़ा रहता है इटावा से भिण्ड तक का जो जमना और चम्बल के रेवीन्स का इलाका है, यहां डाक पड़े रहते हैं। इस इलाके में तीन करोड़ रुपया खर्च करके पुल बनाये जा रहे हैं, और कुछ खर्च करके इटावे से भिण्ड तक लाइन बना दी जाए तो इससे बहुत लाभ होगा। अभी आगरा से ग्वालियर को गाड़ी जाती है और कानपुर से भी जाती है। यह भी सीधी

लाइन हो जाएगी ग्वालियर जाने के लिए इससे फौजें भी आ जा सकेंगी और डाकूओं को दबाने में भी इससे सहायता मिलेगी। हो सकता है कि फिलहाल आपको इस लाइन के ट्रैफिक से ज्यादा फायदा न हो। लेकिन सीक्योरिटी के लिहाज से इसका बहुत महत्व है। और इसके बनने से जनता तथा सरकार दोनों का लाभ होगा।

Shri Sonavane (Pandharpur): Sir, at the outset I would take this opportunity to compliment both the Ministers in charge of the Railways and the Deputy Minister who is also here for the railways are safe in their hands and they are foresighted, intelligent and capable Ministers. While doing this, I have not been able to understand as to how these able Ministers have allowed themselves to be swayed by some conditions which are not in the interest of the Railways. On the 23rd December, 1964 the Railway Minister announced the creation of a new zone, namely, South Central Zone. In my opinion, this was the creation of a monster, unthought of and uncalculated for. The entire reorganisation of the railway system, grouping etc. of the several zones and divisions was asked for and recommended and contemplated by several expert committees that went before the formation of this new zone. There was an assurance given by the Prime Minister in 1952 to the railwaymen that whenever any new zone or reorganisation was to be done the railwaymen and the trade unions would be consulted and that they would be heard. Nothing has been done in this case. On this topic of the reorganisation of Railways, the Acworth Committee, the Wedgewood Committee, the Railway Corruption Enquiry Committee, the Estimates Committee and very recently the Kunzru Committee have all made recommendations on this aspect. The Railway Ministry, the Railway Board and the Efficiency Bureau to which our leader, Mr. Patil took re-

course, have gone into this question and have thrown overboard all these studied views of these committees; particularly the Kunzru Committee has recommended the creation of at least two more zones, not only to meet the present requirements but also the new requirements of traffic which will increase considerably in the subsequent Five Year Plans. They also suggested an expert study to be undertaken by the Railway Board to examine the whole work load and its projections on the different zones. The prerequisites as stated by all these expert committees for the formation or reorganisation of the zones were the examinations of the zone with regard to operational efficiency, work load, length of the lines and other things. Nothing has been done. I am sorry to say a Frankenstein has been created so that it will devour the railways in the future. The Ministry and the Railway Board would be affected in their future reorganisation of the railways. This aspect of the matter should be taken note of by our Ministers here.

The creation of this haphazard, hastily-concluded, and unplanned zone will increase the burden on the already top-heavy administration. As you know, it will mean additional General Managers, CCs's, their salaries and allowances, saloons and all those things and all those difficulties. Why are we increasing the expenditure, this top-heavy expenditure? I think the best thing would have been to re-group all these divisions on the divisional level or on the zonal level. The divisions are so varied and the zones also greatly vary in their size and route mileage. For example, the Central Zone consists of 5,500 miles; the Southern Zone, 6,100 miles; the Northern Zone, 6,300 miles and the Western Zone, 6,500 miles. At this stage, when another zone is created, when the other things are left out, even for the future reorganisation the difficulties have been created.

Take for instance, the Sholapur division. The Sholapur division falls

under the Central Railway. And what length is this Central Railway? One arm of this railway extends up to Mathura which is about 1,500 km. The other arm spreads up to Allahabad which is about 1,500 km. In having this reorganisation, what have they achieved? They are getting the smallest arm which is extended towards Sholapur still shortened. In any future reorganisation, a lot of difficulties will be created. All these factors like trade, commerce, the difficulties of the employees and so on have got to be taken into consideration but these, I feel, have not been adequately taken into account in the proper manner. The Efficiency Bureau, I think, has failed to do its work, and it has been more of an inefficiency bureau than an Efficiency Bureau.

In this connection, I would invite your attention to several memoranda which have been submitted to the Railway Board and the Railway Ministry and to the General Manager of the Central Railway and other concerned authorities. Several organisations have also submitted memoranda. The Members of Parliament, on two or three occasions, have also submitted memoranda mentioning the advisability of postponing the formation of the present railway zone and asking the Government to take into consideration, in the first place, the question of reorganisation as a whole. If nothing is to be done, and if the Railway Board and the Railway Ministry want to persist in perpetuating this creature, this monster, as I said, then, let them humanise it by having certain adjustments. Those adjustments have been suggested in the several memoranda. I would also suggest one thing. If a part of the Sholapur division is excluded up to Wadi junction, it will serve as an interchange point; then I think at least a little difficulty would be solved for future reorganisation. I am for an entire reorganisation. But if the Railway Ministry and the Railway Board persist in this, let them consider some alternatives

[Shri Sonavane]

which I suggest. One alternative is, Secunderabad, Vijayawada and Guntakal and from Wadi to Raichur the Sholapur Division. The second alternative is, Secunderabad division, Vijayawada division, Hubli division and this portion of Sholapur from Wadi to Raichur. As a third alternative, I would suggest Secunderabad, Vijayawada, Hubli, Guntakal and the Wadi-Raichur section of the Sholapur division. All these three alternatives are there, and the consideration of route mileage, etc., will be met and to some extent the difficulties would be solved.

I would briefly touch on the integration of narrow gauge lines. I am a member of this august House since 1950 and we have been raising this issue several times. The policy was enunciated that the narrow gauge lines would be scrapped except those which serve a very important area. But so far nothing has been done in this regard. The inaction of the Railway Ministry is supreme. In 1950, the narrow gauge route length was 4153. According to their book, Indian Railways, the route length in 1963-64 is 4321. There is no reduction, no conversion, no scrapping. I do not understand the enunciation of policy and the inaction thereafter. The Government should decide what are those important narrow gauge lines and taken them up for conversion.

One such important line which runs through my constituency is the narrow gauge line from Latur via Kurduwadi to Miraj known as the Barsi Light Railway. There is a pilgrim centre at Pandharpur and five times a year lakhs and lakhs of people come there. They come sitting on the top of the carriages standing on footboards, etc., but nothing has been done. There are no platforms on the station and no amenities for the passengers. Ministers after Ministers have come and gone. We have requested Mr. Patil to come there. Now I would request Dr. Ram Subhag Singh to have a

inspection of Pandharpur and see the conditions of the passengers.

रेलवे मंत्रालय में राज्य-मंत्री (डा० राम सुभग सिंह) : मैं बड़ा धर्मार्त्मा हूँ। मैं गया हूँ।

Shri Sonavane: Engineering and Traffic track surveys have been carried out. Immediately this line should be converted into either broad gauge or metre gauge.

I now come to scheduled castes and tribes and backward classes. Both the Ministers are very sympathetic towards the cause of these down-trodden people. But their recruitment to the services is very appalling. Their quota is not filled up. Promotion which was held legal by the Supreme Court is not looked after. I think that the torch lit by that great minister, Jagjivan Ramji, should be carried forward to uplift these backward classes economically.

I appreciate departmental catering and I am for it. It is good that it is giving some profits. I would not surrender to anybody who says that it is bad. One or two years before, even the Railway Minister remarked in a deluxe train "If this is the standard of catering, I am all for it". I would request that the catering establishment be allotted to backward classes to uplift them economically.

श्री राजबेब सिंह (जोनपुर) : उपाध्यक्ष महोदय, मैं कई दिनों से रेलवे बजट के बारे में माननीय सदस्यों के विचारों को सुन रहा हूँ, जिन में शिकायतें भी की गई हैं और तारीफें भी की गई हैं। रेलवे एक बहुत बड़ा विभाग है—एक साम्राज्य सा फैला हुआ है। दोनों बातों का होना जरूरी है—जहां अच्छाई होती है, वहां बुराई भी होती है।

हमारे सामने जो रेलवे बजट है, वह हमें विकास और विस्तार की तरफ ले जाता है, क्योंकि इसमें विभिन्न एरियाज में नई लाइनों, इलेक्ट्रिफिकेशन और डीजलाइजेशन के प्रोग्र-

सिव ढंग से इन्ट्रोडक्शन आदि सब बातों का प्राविजन किया गया है। जहां तक पैसंजर्ज की एमेनिटीज का सवाल है, दोनों तरफ के करीब करीब सभी सदस्य उस पर बहुत कुछ कह चुके हैं। इसमें कोई दो रायें नहीं हैं कि थर्ड क्लास के पैसंजर्स को जो एमेनिटीज उपलब्ध होंगी चाहिए, वे मौजूद नहीं हैं। जैसा कि रेलवे मन्त्रालय के आंकड़ों से मालूम होता है, थर्ड क्लास के पैसंजर्स कुल पैसंजर्स का 97 परसेंट कांस्टीट्यूट करते हैं। बड़ी भारी आमदनी उनसे होती है, लेकिन अगर उनकी सुविधाओं की तरफ देखा जाये, तो बहुत निराशा होती है।

हमारा देश गांवों का है, शहरों का नहीं है, लेकिन गांवों के पास जो वैसाइड स्टेशनज हैं, वहां पर न तो पीने के पानी की फ़ैसिलिटी है, न कोई वॉटिंग हाल है और न कोई शेड प्लैटफार्म पर ही है। चाहे कोई मिनिस्टर हो या कोई दूसरा हो, हम सब इसी देश के रहने वाले हैं कोई बाहर के नहीं हैं और हम सब जानते हैं कि गांवों में भी अच्छे और प्रतिष्ठित लोग रहते हैं और उन को वैसाइड स्टेशनज पर बहुत परेशानी होती है।

अगर और क्लासिज का किराया बढ़ाया जाये, तो ठीक है, लेकिन इस सदन के ज्यादातर माननीय सदस्यों ने थर्ड क्लास का किराया बढ़ाया जाने का विरोध किया है और उसकी बजह भी है। किसी गाड़ी में—चाहे वह पैसंजर हो, एक्सप्रेस हो या मेल हो—थर्ड क्लास की जितनी कैपेसिटी होती है, उससे दुगने से ज्यादा थर्ड क्लास के मुसाफ़िर टिकट लेकर उस गाड़ी से यात्रा करते हैं। सभी माननीय सदस्यों को इस बात का तजुर्बा होगा कि जब कोई गाड़ी किसी स्टेशन पर रुकती है, तो ऐसा मालूम होता है कि जैसे काफी आदमियों की भीड़ ने ट्रेन पर हमला कर दिया हो। इतना शोर होता है कि अगर कोई पैसंजर सोता हो, तो वह भी जग जायेगा : इससे हम भीड़ का अनुमान लगा सकते हैं।

जहां तक ओवर क्राउडिंग का सम्बन्ध है, मैं तो नहीं चाहता था कि अपनी तरफ की बात कहूं। हमारी तरफ देहरादून से कलकत्ता एक देहरादून एक्सप्रेस जाती है। चूंकि हिन्दुओं में सायत होती है, इस लिए मंगलवार और शुक्रवार को ज्यादातर लोग कलकत्ता जाने के लिए स्टेशन पर आते हैं। मुझे यकीन है कि अगर कोई माननीय सदस्य वहां के सीन को देखें, तो उनकी आंखों में आंसू आ जायेंगे। सब चढ़ नहीं पाते हैं, गट्टर की तरह से मुसाफ़िर अन्दर फेंके जाते हैं। ओवर क्राउडिंग की बात सभी को मालूम है। इसके दो ही उपाय हो सकते हैं। एक तो जनता ट्रेनें बढ़ाई जायें लम्बे रूट्स के लिये और छोटी छोटी जगहों के लिए लोकल ट्रेनें बढ़ाई जायें। पचास किलोमीटर तक की यात्रा गांवों के लोग कभी कभी त्योहारों के सिलसिले में, शादी ब्याह के सिलसिले में, ग्रहण लगता है तब उस सिलसिले में, माघ मेला लगता है तो उस सिलसिले में करते हैं। उनका सफर पचास किलोमीटर से अधिक नहीं होता है। मैं रेल मंत्री जी से अनुरोध करना चाहता हूं कि बहुत हितकर होगा कि वह पचास किलोमीटर तक का किराया न बढ़ायें क्योंकि इसका असर समाज के जो सब से दबे हुए लोग हैं, उन पर पड़ेगा।

अब मैं मीडिकल डिपार्टमेंट जो रेलवे का है उसके बारे में कुछ कहना चाहता हूं। बहुत से अस्पताल रेल विभाग की तरफ से खाले गये हैं, हैल्थ यूनिट्स भी हैं। लेकिन ये सब जितने हैं वे काफी नहीं हैं। ये जो नीडज हैं उनको पूरा नहीं कर सकते हैं। रेल विभाग की यह पालिसी होनी चाहिये कि प्रोग्रेसिव ढंग से ज्यादा से ज्यादा अस्पताल नहीं तो हैल्थ यूनिट्स वह खोले और छोटे छोटे स्टेशनों पर भी इनका इन्तजाम करे।

अब मैं कुरप्शन के बारे में थोड़ा सा कहना चाहता हूं। इसका कई माननीय सदस्यों ने जिक्र किया है। कृपलानी रिपोर्ट जो है

[श्री राजदेव सिंह]

वह बहुत डिटेल में डील करती है। उसने सभी चीजों को हमारे सामने रखा है कि किस तरह से कुरप्शन रेलवे के हर एक विभाग में है। उसको होराने की जरूरत मैं नहीं समझता हूँ। मैं चाहता हूँ कि रेल मंत्री इस बात का खयाल करें कि किसी डाक्टर की पोस्टिंग किसी अस्पताल में अगर तीन साल के लिए होती है तो उसके बाद उसको बदल दिया जाए। किसी डाक्टर को वहाँ पर पांच पांच, छः छः और सात सात और नौ नौ बरस तक न रखा जाए। यह कुरप्शन को बढ़ावा देता है। ऐसा ही एक केस रेल मंत्रालय के पास भेजा गया है। यह बनारस के अस्पताल के डाक्टर का केस है। रेलवे अस्पताल का यह डाक्टर नौ साल से वहाँ है। इसके खिलाफ बड़ी शिकायतें आई हैं। जुलूस निकले हैं, पैम्फलेट्स निकले हैं और मिनिस्टर साहब का ध्यान उधर आकर्षित किया गया है। लेकिन अभी तक कोई कार्रवाई नहीं की गई है। अगर तीन साल किसी को एक अस्पताल में रखना होता है तो उसके बाद उसको बदल दिया जाना चाहिये। अगर बहुत देर तक वह एक जगह रह जाता है तो दोस्ती कर लेता है और तरह तरह की चीजें होती हैं।

पार्लियामेंट के मेम्बरों से यह बात छिपी नहीं है और लोग गिला भी करते हैं कि जितने भी स्टोर्ज हैं जोनल रेलवेज के उन स्टोर्ज पर स्टोर कंट्रोलर रखे जाते हैं कभी किसी विभाग से और कभी किसी दूसरे विभाग से। उनका जो टेन्योर है वह अधिक से अधिक तीन साल का होता है। इस तरह की शिकायतें हैं कि उनको बहुत अधिक समय तक रख छोड़ा जाता है। बड़ीदा हाउस जो नार्दन रेलवे का स्टोर है उसका जो कंट्रोलर है उसको रखे हुए चार या पांच साल हो गये हैं लेकिन अभी तक वापिस नहीं भेजा गया है। उनके ऊपर कोई आफत आती है

तो बड़ी जगहों पर पहुँच कर, सिफारिशें पहुँचा कर के वे रुकवा देते हैं और वह आफत टल जाती है। आम तौर पर यह शिकायत है कि दिल्ली में जितने बड़े बड़े रेलवे के अफसर हैं वे कभी भी यहाँ से ट्रांसफर होते ही नहीं हैं। यह आम शिकायत है और इसको आपको दूर करना चाहिये। वे यहाँ से जाना भी नहीं चाहते हैं।

रिक्लूमेंट के बारे में अब मैं कुछ कहना चाहता हूँ। एक माननीय सदस्य ने कल इस ओर इशारा किया था कि बारह बारह साल काम करते लोगों को हो गए हैं उनको मुस्तकिल ही नहीं किया जाता है। बारह बारह साल से कैज्युअल लेबर काम कर रहा है लेकिन अभी तक उसको मुस्तकिल नहीं किया गया है। वे भी रेलवे का बड़ा इम्पार्टेंट काम करते हैं। गैंगमैन ज्यादातर इस तरह का लेबर रहता है जो बड़ा इम्पार्टेंट काम करता है। अगर वह इनएफिशेंटली और मन से काम न करे तो बहुत से एक्सीडेंट हो सकते हैं। इसलिये इनकी तरफ भी आपको ध्यान देना चाहिये।

आपका एक हाउसिंग डिपार्टमेंट भी है। कभी कभी ऐसा होता है कि पचास पचास क्वार्टर खाली पड़े होते हैं लेकिन चूँकि अलाट-मेंट कमेटी की मीटिंग नहीं होती है इसलिए वे छः छः महीने तक इसी तरह से खाली पड़े रहते हैं। बीच बीच में जो दूसरी चीजें हो जाती हैं वे अलग। एक दफा की बात है कि इस कारण से 45,000 रुपये का रेलवे विभाग को नुकसान उठाना पड़ा और छः महीने तक पचास क्वार्टर एलाट नहीं किये गये। लोग किराये पर रहते हैं लेकिन अफसरों की तरफ से, रेल विभाग की तरफ से नहीं। इस तरह की चीजें नहीं होनी चाहियें। जब पांच छः क्वार्टर खाली हों, कमेटी की मीटिंग बुलाई जाये और उनको एलाट कर दिया जाए। दिल्ली में भी क्वार्टरों की बहुत तकलीफ है। मकान जिनको मिलवे

हैं उन्हें जल्दी मिल जाया करें, ऐसी व्यवस्था आपको करनी चाहिये ।

एक माननीय सदस्य ने कल हिन्दी के सम्बन्ध में एक बात कही । बहुत दिन हुए रेल विभाग में एक हिन्दी विभाग खोला गया है ताकि हिन्दी को बढ़ावा दिया जा सके, उसको प्रोत्साहन दिया जा सके, उसका प्रचार और विस्तार किया जा सके । इसके लिए एक इम्प्लेमेंटेशन कमेटी भी बनी है । मैं नार्दन रेलवे की बात करता हूँ । यह पूरी की पूरी हिन्दी रिजन में पड़ती है । इसका इतना बड़ा आफिस है लेकिन इस में सिर्फ तीन हिन्दी टाइपराइटर हैं । पिछले तीन महीनों में 25,00 अंग्रेजी के सर्क्युलर निकले हैं और सिर्फ 250 हिन्दी के निकले हैं अगर यही रफ्तार रही तो मैं समझता हूँ कि पचास साल तक भी इस रेलवे में जो पूरी की पूरी हिन्दी रिजन में पड़ती है हिन्दी को बढ़ावा नहीं मिल सकेगा, इसका प्रचार नहीं हो सकेगा ।

अब मैं अपनी कंस्टिट्यूएन्सी के बारे में में कुछ कहना चाहता हूँ । एक मामले में बहुत लिखा पढ़ी की गई है । आपको मालूम होगा कि लखनऊ रेलवे स्टेशन और वाराणसी रेलवे स्टेशन, इन दोनों के बीच में 324 किलोमीटर का फासला है । जौनपुर रेलवे स्टेशन बीच में पड़ता है । लखनऊ तथा वाराणसी स्टेशनों को छोड़ कर जौनपुर ऐसा स्टेशन है जहां से सब से ज्यादा आमदनी रेलवे को होती है । लेकिन इस स्टेशन पर आज तक शौड नहीं है किसी प्लेटफार्म पर भी । यहां पर थर्ड क्लास का कोई बेटिंग रूम या हाल भी नहीं है । बहुत लिखापढ़ी करने के बाद इसकी मंजूरी दी गई थी लेकिन इकोनोमी ड्राइव चल पड़ी और वह मंजूरी रद्द कर दी गई । यह उस रेलवे स्टेशन का हाल है जिस से अधिक रेलवे को आमदनी होती है । इस और आपका ध्यान जाना चाहिये ।

शाहगंज से एक लाइन बलिया तक चली जाती है । उस पर एक ट्रेन चलती है ।

बरसात के दोनों में उस गाड़ी में बैठा भी नहीं जा सकता है, वह चूती है । खिड़कियां भी उसकी चढ़ नहीं सकती हैं, सब में जंग लग गया है, इतना जंग लग गया है कि ऊपर नहीं उठती हैं । ऐसी हालत में पैसंजर्ज को कितनी तकलीफ होती होगी इसका अनुमान आप लगा सकते हैं । मैं चाहता हूँ कि इस और भी आपका ध्यान जाए ।

श्री श्रीकार लाल बेरबा (कोटा): उपाध्यक्ष महोदय, समय के लिए मैं आपको धन्यवाद देता हूँ । मुझे यहां बैठे हुए चार दिन हो गए हैं और आज मुझे बोलने का समय दिया गया है ।

रेल मंत्री ने यह बजट बड़ी सावधानी के साथ, बड़ी चतुराई के साथ पेश किया है । लेकिन मैं कहना चाहता हूँ कि गरीब आदमी का, तृतीय श्रेणी में जो सफर करता है, उसके भाग्य का निर्णय उन्होंने ठीक नहीं किया है ।

सब से पहले मैं धन्यवाद दूंगा कि कोटा जो कि मेरी कंस्टिट्यूएन्सी है वहां पर जो एक लाखिरी इंद्रगढ़ स्टेशन है वहां पर उन्होंने पहली अप्रैल से जनता का स्टोपेज किया है । दूसरा धन्यवाद मैं इसलिए देता हूँ कि कोटा से चित्तौड़गढ़ तक उन्होंने 31,000 रुपये इस बजट में सर्वे करने के लिए रखे हैं । वह भी बहुत अच्छा है । उस से वहां के लोगों को बहुत आराम मिलेगा ।

मैं रेल मंत्री जी को दिल से धन्यवाद नहीं देता सिर्फ मुंह से देता हूँ । इसका कारण यह है कि आपने बताया है कि 6 किलोमीटर तक किराया माफ कर दिया गया है । आप देखें कि छः किलोमीटर में साढ़े तीन मील होते हैं और अगर आप हिन्दुस्तान भर के स्टेशनों को देखें तो एक स्टेशन और दूसरे स्टेशन के बीच में कहीं भी आप साढ़े तीन मील की दूरी

[श्री: श्रीकार लाल बेरवा]

नहीं पायेंगे। कितनी होशियारी दिखाई गई है जब यह कहा गया है कि छः किलोमीटर किराया माफ किया है। अच्छा होता अगर पचास किलोमीटर तक एक नया पैसा भी न बढ़ाया जाता। इस से गरीब जनता को बहुत राहत मिल सकती थी।

दूसरी बात यह है कि यह एक होड़ सी लग गई है किराया बढ़ाने के मामले में और टैक्स बढ़ाने के मामले में। कभी वित्त मंत्री साहब टैक्स बढ़ा देते हैं और कभी रेल मंत्री जी जी घटा देते हैं। और कभी वित्त मंत्री जी घटा देते हैं और रेल मंत्री जी बढ़ा देते हैं। जनता को नोचना हो, गरीब जनता की जेबों से पैसा निकालना हो तो यह बड़े हथकंडे की बात है। चूंकि इन्होंने ऐसा ही किया है इस लिए मैं इनको धन्यवाद तो नहीं दूंगा लेकिन इतना अवश्य कहूंगा कि बड़ी होशियारी से काम किया है।

रेलों में बहुत गड़बड़ियां होती हैं, वैसे तो सभी कामों में होती है, अष्टाचार सभी कामों में है लेकिन आप देखें कि 1 लाख 8 हजार 297 गड़बड़ी के मामले पकड़ गए जिन जिन में रेलवे को 1 करोड़ 56 लाख 65 हजार 319 रुपये की हानि उठानी पड़ी। दूसरी गड़बड़ी मुरम्मत आदि के मामलों में हुई। इन में 74 लाख 12 हजार 997 रुपये की हानि रेलवे को हुई है। इस में कोयले का लदान भी शामिल है।

13 hrs.

तीसरी गड़बड़ी सामान खराब होने के कारण जो 33 घटनायें हैं वह है। उनमें 55 लाख 82 हजार 736 रुपये बरबाद हुए। 9.34 लाख रु० की हानि बाढ़ से हुई, 1.13 लाख रु० की हानि अग्निकांडों से हुई। पश्चिमी रेलवे के गलत पत्थरों की सप्लाई के कारण ठेकेदार को 1.19 लाख रु० ज्यादा दिया गया। भारी सामान उठाने

के लिये जो त्रेन आई उसमें .78 लाख रु० ज्यादा देने पड़े।

मुगलसराय लोको शेड में कोयले की चोरियों की वजह से सरकार को 3 लाख, 90 हजार, 303 रु० का घाटा हुआ, और जो सब से बड़ा घाटा है वह यह है कि 25.9 लाख रु० रेलवे के अफसरों से वसूल ही नहीं हुये। ठेकेदारों के टेंडर देर से मंजूर करने के कारण 2 लाख 20 हजार, 515. रु० की हानि हुई। अफसोस इस बात का है कि यह सारा रुपया थर्ड क्लास का किराया बढ़ा कर पूरा किया जा रहा है। अगर यह रुपया वसूल कर लिया जाता तो थर्ड क्लास के यात्रियों के ऊपर किराया न बढ़ता। इस तरह की घटनायें होती रहीं। यह बात ठीक है कि हमारे रेलवे मिनिस्टर साहब बहुत कुछ कोशिश करते हैं। लेकिन मैं उन से कहना चाहता हूं कि जो उनके नीचे के अफसर हैं उनको थोड़ा सा कसना पड़ेगा।

मैं आपको दिल्ली के विजिलेंस अफसरों की बात बतलाऊं। वैसे तो मैं आपको कई लेटर लिख चुका हूं। और आप चाहें तो मैं आप को उन का विवरण दे सकता हूं। 23 नवम्बर, 1964 को लिखा, 11 दिसम्बर, 18 दिसम्बर, 24 दिसम्बर, 1964 और 16 फरवरी, 1965 को लिखा। लेकिन इन सब पत्रों का कोई उत्तर नहीं। पटुंच की रसीद जरूर आई। उसके बाद में फिर मिनिस्टर साहब को लिख चुका हूं नम्र निवेदन के साथ। मैंने 28 दिसम्बर को चिट्ठी लिखी उसका जवाब आया कि मेरी चिट्ठी मिली और एक केस पर एन्क्वायरी की जा रही है। इन्क्वायरी चल रही है। लेकिन उसका क्या होगा इसका मालिक परमात्मा ही है। अगर नीचे के अफसर कुछ दे ले कर छूट जा तो मिनिस्टर साहब का क्या कसूर है। इस के बाद मैंने 7 जून, 7 जुलाई, 22 सितम्बर, 30 सितम्बर, 2 अक्टूबर, 15 नवम्बर, 30

नवम्बर, 7 दिसम्बर, 8 दिसम्बर, 1964 और 7 फरवरी, 1963 को भी पत्र लिखे हैं। उनके ऊपर एक जांच की गई। शराब पीते हुये कन्टीन में लोगों को पकड़ा गया। लेकिन विजिलेंस आफिसर ने असली पीने वालों को छोड़ दिया और चार दूसरे आदमियों को पकड़ लिया। दस महीने तक केस चला। देचारों को सस्पेंड किया गया। अब 25 फरवरी से फिर उनको सर्विस में लिया गया है। इस केस में हजारों रुपये खर्च कर दिये गये। यह जो विजिलेंस का महकमा है इस पर 60 हजार रुपये महीना खर्च होते हैं। अगर विजिलेंस महकमे का काम इसी तरह से चलता रहा और उनको कसा नहीं गया तो इससे रेलवे की बदनामी ही होगी। इस लिये इस पर जल्दी ध्यान देने की जरूरत है। अगर इस तरह से चोरियां आदि होती रहें और हमारे मंत्री जी ने उस पर ध्यान न दिया तो कैसे काम चलेगा।

कैसे मैं आप से थर्ड क्लास यात्रियों के बारे में कहना चाहता हूं। सन् 1950 में पन्द्रह कीलो मीटर का किराया थर्ड क्लास के यात्रियों से 19 पैसे था, लेकिन कुछ दिनों के बाद सन् 1964 में उसे 30 पैसे कर दिया गया। ऐसी स्थिति में अब 5 या 7 पैसे किराया बढ़ाना क्या वाजिब है। इस के साथ ही साथ मैं कहना चाहता हूं कि 800 कीलो मीटर का किराया पहले ही 2 से 3 २० तक बढ़ा दिया गया था, अब फिर 2 २० बढ़ाना क्या ठीक है। बजाय थर्ड क्लास के किराये के अगर फर्स्ट क्लास का किराया बढ़ा दिया जाता, एअर कंडिशनड क्लास का बढ़ाया जाता तो गरीब लोगों को राहत मिलती। इसलिये मेरा नम्र निवेदन है कि यह जो किराया बढ़ाया गया है इस को आपस ले लिया जाये।

तीसरी चीज मैं यह कहना चाहता हूं कि अगर केन्द्र में कोई राजस्थान का मिनिस्टर होता तो राजस्थान की तरफ ज्यादा ध्यान दिया गया होता।

डा० राम सुभग सिंह : तीन तीन थे।

श्री श्रींकार लाल बेरवा : लेकिन होता क्या है कि जिस वक्त अंग्रेज यहां आये उन्होंने सर्वे किया और मद्रास को सब से पिछड़ा हुआ इलाका समझा, और जब हमको आजादी मिली तो हमने सर्वे किया और राजस्थान को सबसे पिछड़ा हुआ इलाका समझा। बतलाये राजस्थान के अंदर नई लाइन कहां बन रही हैं। नई लाइन और जगह बन रही हैं। आप देखिये कि भाषण में कितनी लाइनें दी गई हैं। ग्रैंड ट्रंक मार्ग, दिल्ली बम्बई मार्ग, दिल्ली कलकत्ता मार्ग, दिल्ली क्षेत्र, कलकत्ता-नागपुर-बम्बई मार्ग, पूर्वी किनारे का मार्ग, मद्रास-बेंगलूर और मद्रास-कोच्चिन मार्ग, निर्यात खनिज लाइन और सर्वेक्षण, यह सारे के सारे हैं लेकिन राजस्थान मार्ग कहीं नजर नहीं आता। राजस्थान को इतना पिछड़ा हुआ समझकर पोंछे छोड़ दिया गया है। इसलिए राजस्थान के ऊपर आप को अधिक ध्यान देना चाहिये। कोटा से चित्तौड़ तक की जो मांगें हैं उसमें से तालेड़ा से बूंदी देवली, और देवली से टोंक व नसीराबाद अजमेर तक मिलाया जाये। इस का भी साथ साथ सर्वे करवा दें तो अच्छा होगा क्योंकि जितना पैसा इस को बनवाने में लगेगा उतना पैसा आप एक साल में उस से वसूल कर लेंगे। क्योंकि वहां का पत्थर डाबी पलका सारे देश में जाता है और रोज एक रेल भर कर जाया करेगा। इस लिये बूंदी, देवली, अजमेर व टोंक का सर्वे जो आप को बतलाया उस को साथ साथ करवा लिया जाये।

इस के बाद मैं कोटा क्षेत्र की बात करूंगा। कोटा क्षेत्र में हमारे यहां एक गाड़ी देहरादून एक्सप्रेस जो आती है उसमें बैठने के लिए दो ही बम्बे थर्ड क्लास के होते हैं। थर्ड क्लास के यात्रियों के लिए बैठने के लिए उस में बहुत कम जगह होती है। इसलिये जो गाड़ी बीना से कोटा

[श्री श्रीकार लाल बेरवा]

आती है उसे कोटा से गंगापुर तक बढ़ाया जाये और जो बयाना से आती है उस को बयाना से इधर की तरफ लाया जाये । या नगदा से मथुरा तक गाड़ी चला दी जाये तो वहां के लोगों को बड़ी सहूलियत होगी ।

इस के बाद मैं यह कहना चाहता हूं कि शाम को साढ़े चार बजे से छः बजे तक देहरादून एक्सप्रेस में चाय मिलती है और डाइनिंग कार का डब्बा कोटा में काट दिया जाता है । जो आदमी चार बजे चाय पियेगा वह कैसे छः बजे खाना खा लेगा । इसलिये डाइनिंग कार का डब्बा सवाई माधोपुर में काटा जाये । लोगों को सबेरे बेड टी सवाई माधोपुर पर मिल सकती है । इसी तरह से नाश्ता भी कोटा में किया जा सकता है और लंच शामगढ़ में किया जा सकता है ।

इस के बाद मैं मनोपली सिस्टम के बारे में कहना चाहता हूं । यह बिल्कुल खत्म होना चाहिये । कन्ट्रॉल की ठेकेदारी कोटा में राज एंड कम्पनी के पास है । उस की तीन ट्राली व एक स्टाल ब्लैक से वहां चल रही हैं । आखिर इस की क्या बजह है । उसे बन्द किया जाये और जो डाइनिंग कार का डब्बा है वह कोटा में काट दिया जाता है उसे माधोपुर पर काटा जाये ।

अब आप देखिये कि 44 हजार कामर्शल क्लर्क हैं । उन के साथ इतना अन्याय हो रहा है जिस का ठिकाना नहीं है । उन के लिये न तो ठीक ग्रेड है और न ठीक से सहूलियत मिलती है । दिसम्बर, को जो काला कानून पास किया गया उसके अनुसार पार्सल के जो बक्से टूट जाते हैं उनका पैसा भी उन से वसूल किया जाता है । इसलिये मैं नम्र निवेदन करूंगा कि उन को पूरा ग्रेड दिया जाये ।

गाई जो चलते हैं उन को पांच मिनट पहले दिल्ली में रिजर्वेशन लिस्ट दी जाती है । जब इतनी देर में लिस्ट आती है तो वह कैसे बतलाये कि किस की जगह कहां पर है । इस के लिए कंडक्टर गाई जरूर होना चाहिये जो रिजर्वेशन के बारे में ठीक से बता सके । उसके न होने पर अगर यात्रियों को पूछ ताछ करनी होती है तो गाई को एक छोर से दूसरे छोर तक घूमना पड़ता है और इतने में गाड़ी छूट जाती है । स्वीपर कोच की सारी जिम्मेदारी कंडक्टर पर होती है और उन्हें को सीट नहीं मिलती है । अगर कोई किसी का विस्तार ले कर चला जाये या बक्सा ले कर चला जाये तो कंडक्टर जिम्मेदार ठहराया जाता है । इस लिये वहां पर टोकेन सिस्टम कर दिया जाना चाहिये । अगर कोई यात्री चाहे तो अपना टोकेन सामान का तो ले और वह जा कर टोकेन वापस दे कर सामान ले ले । यह फैसिलिटी यात्रियों को जरूर होनी चाहिये ।

अब मैं कोटा स्टेशन की बात बतलाऊं ॥ कोटा स्टेशन पर करीब 20 हजार कर्मचारी हैं । लेकिन उन के बच्चों के लिए एक भी स्कूल नहीं बनाया गया है । न वहां पर कोई कायदे का थाना है । वहीं अस्पताल में क्लिन एंड कम्पनी की मोनोपली है । रतलाम का यही हाल है, श्यामगढ़ कोटा का यही हाल है, अजमेर का यही हाल है, रतलाम का यही हाल है । इस कम्पनी के एजेंट हर वक्त वहां पर बैठे रहते हैं । यह चीज बन्द होनी चाहिये ॥ आज कल जब तक अस्पताल के डाक्टर तीन चार सौ रुपये नहीं ले लेते तब तक किम को फिटनेस सर्टिफिकेट नहीं देते । अगर कोई किसी दूसरी जगह से चश्मे का नम्बर ले आये तो वह इन्कार कर देता है । इस लिये कोटा स्टेशन पर या दूसरी जगहों पर जो अष्टाचार चल रहा है सबसे

पहले उस को बन्द किया जाये। तभी जा कर काम ठीक हो सकता है।

श्री हुकम चन्द कछवाय (देवास) : उपाध्यक्ष महोदय, इस समय हाउस में कोरम नहीं है।

Mr. Deputy-Speaker: The bell is being rung—Now there is quorum. The hon. Member may continue.

श्री विश्वनाथ पाण्डेय (सलेमपुर) : मैं कई रोज से इन्तिजार कर रहा हूँ तब मुझे बोलने का आज मौका मिला है। इसके लिए मैं आभारी हूँ और मेरा निवेदन है कि और भी जो लोग बोलने के लिए बैठे हैं उनको भी समय दिया जाए।

इस रेलवे बजट पर कई दिन से चर्चा हो रही है और काफी सदस्यों ने इसकी प्रशंसा की है और यह मंत्रालय है भी प्रशंसा का पाव और दोनों मंत्री अनुभवही हैं और इन्होंने अच्छा काम किया है। लेकिन मैं सन् 1962 से कुछ ऐसी परम्परा देख रहा हूँ कि प्रति वर्ष रेलवे मंत्री बदलते रहते हैं। मेरा निवेदन है कि जिस तरीके से मंत्री महोदय ने रेलवे बजट को पेश किया है अगर यह लोग कुछ दिन इस मंत्रालय में रहें तो इनको अपनी भावना को कार्यान्वित करने का अवसर मिल सकता है, इनको जल्दी जल्दी नहीं बदला जाना चाहिये।

रेलवे विभाग एक बहुत बड़ा विभाग है। यह केवल एक व्यावसायिक संस्था ही नहीं है इसका सम्बन्ध सम्पूर्ण राष्ट्र के विकास से है, रक्षा से है और व्यापार तथा यातायात से है। देश की एकता कायम रखने में भी इसका बड़ा योग है। यह चारों तरफ फैला हुआ है। 112 बरस हुए जब कि इस देश में पहले पहल रेलवे का पदार्पण हुआ था और उस वक्त 32 किलोमीटर की लाइन बिछाई गई थी।

तब से आज तक काफी प्रगति हुई है। दस हजार ट्रे रोज चलती हैं पचास लाख से अधिक यात्री रोज गाड़ियों में सफर करते हैं, 6,000 से उपर स्टेशन हैं, और 57,000 किलोमीटर में लाइन बिछी हुई है। आशा है कि जहां पर लाइनों की कमी है उसकी भी पूर्ति कर दी जाएगी।

सन् 1924-25 से रेलवे के सुधार के लिए रेलवे के बजट को जनरल बजट से अलग कर दिया गया ताकि इस विशाल रेलवे का समुचित प्रबन्ध किया जा सके, और इसके आठ खंड बनाये गये। लेकिन जो योजना प्रस्तुत की गई है उसमें कोई ऐसी क्रमबद्ध योजना नहीं है कि जिसके अनुसार सारे देश में एक ही प्रकार की लाइन बनायी जाए। अभी तीन प्रकार की लाइनें हैं, बड़ी लाइन, छोटी लाइन और नैरोगेज लाइन। नैरोगेज की 607 किलोमीटर की लाइन है जो कि प्राइवेट लोगों के हाथ में है। मेरा सरकार से निवेदन है कि यह जो नैरोगेज लाइन है उसे भी सरकार अपने हाथ में ले ले और क्रमबद्ध योजना बना कर उसको बड़ी लाइन में बदल दे।

इसके अलावा मैं आपका ध्यान पूर्वोत्तर रेलवे की तरफ दिलाना चाहता हूँ। इस में उत्तर प्रदेश का पूर्वी अंचल और बिहार का भाग आता है। मैंने देखा है कि मंत्री महोदय ने जो धनराशि अन्य खंडों के लिए दी है उसको देखते हुए इस रेलवे के साथ बिमाता का सा बरताव किया गया है। इस क्षेत्र में कोई नई लाइन बिछाने की योजना नहीं है। सन् 1965-66 में इस क्षेत्र में कोई नई लाइन बिछाने की योजना नहीं है। इन्होंने दिखाया है कि ट्रेनों में अधिक सवारी होने के नाते बहुत सी नई गाड़ियां चलायी गयी हैं। बड़ी लाइन में कई गाड़ियां चलायी हैं। इन्होंने 15 गाड़ी आसाम एक्सप्रेस इस

[श्री विरवन : पाण्डेय]

क्षेत्र को भी दी है लेकिन अफसोस के साथ कहना पड़ता है कि यह गाड़ी देवरिया स्टेशन पर नहीं रुकती। देवरिया की आबादी 25 लाख है लेकिन यह ट्रेन जो लखनऊ से गौहाटी तक जाती है देवरिया पर नहीं रुकती। मैं ने जनरल मैनेजर से कहा कि यह जिले का सदर मुकाम है, यहां पर 14 चीनी मिलें हैं और यह महत्व का स्थान है, यहां पर आसाम एक्सप्रेस को रोकना चाहिए, तो उन्होंने कहा कि हम नहीं रोकेंगे। मेरा निवेदन है कि देवरिया स्टेशन के मुकाबले बाराबंकी नहीं है, बस्ती नहीं है, गोंडा नहीं है। आप देखें कि यहां से कितने मुसाफिर बंगाल और आसाम को जाते हैं। मैं माननीय मंत्री महोदय से निवेदन करूंगा कि कम से कम आने वाली आसाम एक्सप्रेस अवश्य देवरिया में रुके।

इलाहाबाद और गोरखपुर की जो शाखा लाइन है उसमें कोई गाड़ी नहीं दी गयी। जो भी धनराशि आपने रखी है पूर्वोत्तर रेलवे के कर्मचारियों की शिक्षा के लिए, उनको अस्पताल के लिए, वह बहुत कम है। देवरिया जनपद से जो रेलवे कर्मचारी गोरखपुर रोज काम करने आते हैं उनको चौराचौरी तक का पास केवल मिला हुआ है। मेरा निवेदन है कि इनका पास भटनी तक के लिए बढ़ा दिया जाए। इनकी संख्या करीब 600 है। ये उसी गाड़ी और उसी रैक से भटनी जा सकते हैं। मेरा निवेदन कि जनरल मैनेजर को इसके लिए हिदायत की जाए।

एक उच्चतर माध्यमिक विद्यालय भटनी में है, जिसका नाम सुभाष विद्यालय है। इसमें रेलवे कर्मचारियों के दो सौ, तीन सौ बच्चे पढ़ते हैं लेकिन इसको कोई अनुदान नहीं मिलता। मेरा आग्रह है कि इस को दस हजार रुपए का अनुदान दिया जाए।

मैं पूर्वी अंचल से आता हूं जहां की आबादी 2½ करोड़ है। और इस अंचल में बनारस अन्तर्राष्ट्रीय महत्व का स्थान है। और बनारस के लोगों की मांग है कि बनारस से सीधी गाड़ी मद्रास के लिए देना चाहिए क्योंकि वहां से बहुत से लोग बनारस आते हैं क्योंकि वहां काशी विश्व-विद्यालय है, संस्कृत विश्वविद्यालय है और काशी अन्तर्राष्ट्रीय महत्व का स्थान है। बहुत से पर्यटक भी यहां आते हैं। लेकिन आपने बनारस से न कोई एक्सप्रेस गाड़ी कलकत्ता को दी है, न दिल्ली को दी है, न डाकगाड़ी है। मेरा निवेदन है कि बनारस से एक गाड़ी अवश्य चलायी जाए।

मैं एक बात और कहना चाहता हूं। आप पूर्वोत्तर रेलवे के इन्तिजाम की ओर भी ध्यान दें। यह ठीक है कि जनरल मैनेजर साहब बहुत अच्छे आदमी हैं और बहुत ही सुन्दर ढंग से बात करते हैं। सदस्य लोग जो उनको पत्र लिखते हैं उनका यह जवाब तो आ जाता है कि आपका पत्र मिला उस पर विचार हो रहा है, लेकिन उसके बाद कोई काम नहीं होता। इस प्रकार काम चलने वाला नहीं है। उनको काम भी तो करना चाहिए।

जहां तक दुर्घटनाओं का सवाल है पूर्वोत्तर रेलवे पर और दक्षिण पूर्व की तरफ काफी दुर्घटनाएं होती हैं। ये कर्मचारियों की गलती तथा रेलपथ में खराबी के कारण होती हैं। यहां कहा गया कि दुर्घटनाएं कम हो रही हैं, लेकिन उनकी संख्या सात हजार से अधिक है। यह बहुत बड़ी संख्या है। इसलिए मेरा निवेदन है कि पूर्वोत्तर रेलवे की ओर विशेष ध्यान देने की आवश्यकता है। उसमें सुधार की ओर विशेष ध्यान देना चाहिए।

हमने मांग की कि हमको लखनऊ से सिलीगुड़ी तक डबल लाइन दे दी जाए, तो डाक्टर साहब ने कहा कि हम आप को उस के बजाय सी० टी० सी० देते हैं। हम तो डबल लाइन मांगते हैं और वह सी० टी० सी० देते हैं। इसका परिणाम यह होगा कि अभी तो सामने से गाड़ियां लड़ती हैं, फिर पीछे से टक्कर हुआ करेगी। छपरा से गोरखपुर तक यह सी० टी० सी० की जा रही है। इसमें ढाई करोड़ रुपया खर्च होगा। अगर थोड़ा और रुपया खर्च किया जाए तो डबल लाइन हो सकती है।

अब मैं अपनी कांस्टीट्यूएंसि के बारे में कुछ निवेदन करना चाहता हूं। एक रेलवे का पुल भागलपुर में है छोटी लाइन पर तुरती पार और बेलघरा रोड स्टेशनों के बीच में। यह ऐसा पुल है जो कि आजमगढ़, बलिया, जौनपुर, गाजीपुर और बनारस को मिलाता है। मेरा सुझाव है कि इस भागलपुर पुल पर सड़क का भी इन्तिजाम किया जाए जिस में कि जो लोग मोटर आदि सवारी से यात्रा करते हैं उनको गोरखपुर की तरफ से घूम कर बरहज न जाना पड़े, उनके लिए यह सीधा रास्ता हो जाए और बनारस से भटनी तक बड़ी लाइन करा दिया जाये।

इसके अतिरिक्त मेरा निवेदन है कि तरकीपार, नोनापार, बनखटा और सन्तरांव स्टेशनों पर प्लेटफार्म और शौच नहीं है। यह दिया जाए।

एक बात का मुझे अफसोस है कि जो गाड़ियां दो बरस पहले हमारे क्षेत्र के स्टेशनों पर रुकती थीं उनका रुकना बन्द कर दिया गया है। मैं जनरल मैनेजर ने यह बन्द कर दिया है। भाटपार क्षेत्र बड़े महत्व का क्षेत्र है, व्यवसाय का केन्द्र है, 2371 (a) LSD—5.

विकास का केन्द्र है, यहां पर बिबी कासिज है। यहां पर कानपुर एक्सप्रेस पहले रुकती थी अब नहीं रुकती। इसके रुकने की व्यवस्था की जाए। इसी तरह से सलेमपुर स्टेशन तहसील का सदर मुकाम है। इस पर भी पहले इलाहाबाद एक्सप्रेस रुकती थी अब नहीं रुकती। इसको रोकने की भी व्यवस्था की जाए।

मैं यह भी निवेदन करना चाहता हूं कि गोरखपुर से इलाहाबाद तक बड़ा अच्छा खंड है। लेकिन इलाहाबाद जाने के लिए दिन में कोई ट्रेन नहीं है। दो ट्रेनें हैं, एक 8-35 पर गोरखपुर इलाहाबाद एक्सप्रेस जाती है और दूसरी गाड़ी रात के दस बजे जाती है बनारस के लिए। उसके बाद कोई ट्रेन नहीं है। पहले एक ट्रेन चलती थी दिन में लेकिन उसको बन्द कर दिया गया। मेरा निवेदन है कि जहां भीड़ के कारण आपने इतनी गाड़ियां चलायी हैं, मेल चलायी हैं, पैसेंजर गाड़ियां चलायी हैं, वहां इस जनपद की ओर ध्यान क्यों नहीं दिया गया, जो गाड़ियां पहले चलती थीं उनको भी रोक दिया गया। इस ओर विशेष ध्यान देने की आवश्यकता है। हमारा वह क्षेत्र न केवल रेल की सुविधा की दृष्टि से अपितु और भी कई दृष्टियों से पिछड़ा हुआ है। वह शिक्षा, सिंचाई और कृषि के क्षेत्र में भी पिछड़ा हुआ है। यह रेल मंत्रालय बचत का मंत्रालय है। सन् 1963-64 में 49 करोड़ की बचत हुई जबकि 29 करोड़ की बचत सन् 1965-66 में दिखलाई गई है। अब कुशीनगर हमारा एक अन्तर्राष्ट्रीय महत्व का स्थान है लेकिन आज वहां पर जाने के लिए रेल का कोई साधन नहीं है। मैं चाहता हूं कि बरहज से लेकर रुद्रपुर, गीरीबाजार कुशीनगर से होते हुए खड़वा में रेल निकाल कर मिला दी जाय। कुशीनगर महात्मा बुद्ध का निर्वाण स्थल है। गोरखपुर से कुशीनगर 80 मील के फासले पर

[श्री विश्वनाथ पाण्डेय]

है और देवरिया से 24-26 मील के फासले पर है। बस से लोग जाते हैं लेकिन रेल का अभी कोई साधन नहीं है। इसलिए अगर इस लाइन की व्यवस्था कर दी जाये तो अति उत्तम रहेगा। रेल का अंतर्ग्राम कर देने से आवागमन सुलभ हो जायेगा और यातायात का वह उत्तम साधन बन जायेगा। इस बारे में मैं खासतौर से डा० राम सुभग सिंह का ध्यान दिलाना चाहता हूँ क्योंकि वह इसी लाइन के आसपास के रहने वाले हैं और वह वहाँ की कठिनाइयों को जानते हैं और उनसे परिचित हैं। डा० साहब से मेरा अनुरोध है कि वे इस पर गौर करें और गोरखपुर के जनरल मैनेजर से जो कुछ हम ने निवेदन किया है और उनको जो उस पर सुझाव दिया है उन पर सहानुभूतिपूर्वक विचार करके उन्हें कार्यान्वित करने के लिए जोर दें तभी यह काम सम्पन्न हो पायेगा अन्यथा नहीं।

श्री सिंहासन सिंह (गोरखपुर) :
उपाध्यक्ष महोदय, रेल मंत्री ने रेलवे बजट प्रस्तुत करते समय जो भाषण दिया है वह मेरी समझ में किराये और सामान भाड़े को छोड़ कर संतोषप्रद रहा है। मैं चाहता हूँ कि यही उत्साह और यही संतोष आगे और भी बातों में हमें होता।

रेल मंत्री महोदय ने इस बात की सूचना दी है कि गाड़ियों की स्पीड और संख्या बढ़ायी जायेगी। आज जापान में गाड़ियों की रफ्तार 135 मील प्रति घंटा है जब कि हमारे देश में काफी कम है वैसे शायद पहली अप्रैल से गाड़ियों की गति कुछ बढ़ायी जायेगी। अगर एक्सप्रेस जो कि ताज एक्सप्रेस कहलाती है उसकी रफ्तार 75 मील प्रति घंटा होने जा रही है। यह एक संतोष की बात है। लेकिन इसी बारे में मुझे यह भी निवेदन करना है कि जिस रफ्तार से पहले रेलगाड़ियाँ

चलती थीं उस से वे धीमी चलने लगी हैं। यह कासका मेल जो कहलाती है यह जहाँ पुराने जमाने में पहले 24 घंटे में दिल्ली से कलकत्ते जाया करती थी जब कि लाइनें शायद पतली और हलकी ही रहें हों। अब भारी लाइनों के होने के बाद 25 और 26 घंटे उसे पहुँचने में लगते हैं। इस का लेट हो जाना आये दिन की बात हो गई है।

मैं चन्द एक बातें भाड़े के सम्बन्ध में भी कहना चाहूँगा। भाड़े में वृद्धि करने के लिए यह कहा गया है कि बड़े हुए खर्चों की पूर्ति करने के लिए वैसा करना पड़ रहा है। अब एक तरफ तो ग्राम बजट में हमें कुछ राहत दिखाई दी वह थोड़ी सी राहत इस रेलवे बजट ने ले ली है। उधर तो आप ने भाड़े में कुछ वृद्धि कर दी और यहाँ दिल्ली में चूँकि कारपोरेशन ने कुछ टैक्स लगा दिया है तो जाहिर है कि वह चीज अब पहले से कुछ मंहगी ही बाजार में बिकेगी? रेलवे के भाड़े में वृद्धि होने से वह चीजें भी जो कि जनरल बजट के टैक्सों के आधार पर मंहगी न बिकती वे भी मंहगी बिकने वाली है। यहाँ पर मैं आप का ध्यान सोशलिस्ट मुल्कों की ओर दिलाना चाहता हूँ जहाँ पर टैक्सों की मात्रा केवल 8 फीसदी है। सरकार की कुल आमदनी व्यवसायों जैसे रेलगाड़ी, हवाईजहाज और पोस्टल सर्विस आदि पर निर्भर करती है। इन की आमदनी से वहाँ की सरकारें चलती हैं। इस व्यवसाय में करीब 30 अरब रुपया लगा हुआ है। रेलवे कन्वेंशन के आधार पर रेलवेज केवल 4 या 5 फीसदी डिवाइडेंट के रूप में सरकारी खजाने में देती है। लेकिन अगर इनका ही रुपया, 30 अरब रुपया किसी प्राइवेट सेक्टर में लगा होता तो जहाँ वह आप को टैक्स देते, सुपर टैक्स देते वहाँ उस के साथ ही वह अपने शेयरहोल्डर्स को काफी मुनाफा भी देते। मुझे स्मरण है कि बी० एन० डब्ल्यू० ग्रा० जब प्राइवेट था तो वह सब से अधिक आमदनी वाली रेलवेज कहलाती थी और वह

काफी मुनाफा अपने जेयरहोल्डरों को दिया करती थी लेकिन सरकारी क्षेत्र में घाने के बावजूद वह घाज घाटे में चल रही है। इस का कारण क्या है उस पर हमें विचार करना चाहिए? हम घाटे की पूर्ति केवल टैक्स और किराया बढ़ा कर ही कर सकते हैं सो बात नहीं है। घाटे की पूर्ति हम अपने खर्च में कमी कर के भी कर सकते हैं और सविसेज में सुधार कर के भी कर सकते हैं। हमें सही मायनों में मितव्ययिता बरतनी होगी।

मैं आप की मार्फत रेलवे मंत्रालय का ध्यान एक चीज की ओर दिलाना चाहता हूँ। इस सदन में पहले भी कई बार यह कहा जा चुका है कि कम से कम इस प्रजातांत्रिक युग में जब कि हम समाजवाद का नारा लगाते हैं तो यह अधिकतम और न्यूनतम के बीच जो जारी अन्तर घाज भी विद्यमान है वह अन्तर अगर एक दम से खत्म नहीं किया जा सकता है तो उसे कम तो अवश्य किया ही जाना चाहिए। आखिर यह रेलगाड़ियों में अधिकतम और न्यूनतम का जो अन्तर है वह कब खत्म होगा? घाज के युग में यह कहाँ तक न्यायसंगत है कि एक तरफ तो एक 12 पहिये वाली सैलून में एक आदमी बैठ कर जाता है और दूसरी तरफ थर्ड क्लास के बुसफिर डिब्बे में भूसे की तरह एक के ऊपर एक ठंस कर जाते हैं। समाजवादी व्यवस्था में वह भारी असमानता और अन्तर वाजिब प्रतीत नहीं होता है। रेलवेज मंत्रालय के पास इस तरह के कोई 800 सैलून हैं। उचित तो यह होगा कि इन 800 सैलूनों को रेलवे के डिब्बों में तबदील कर दिया जाय। 10 सैलून पर एक गाड़ी के हिसाब से इन से हम 80 गाड़ियाँ बना सकते हैं। घाज हमारी रेल गाड़ियों में जो ओवरक्राउडिंग होती है और छत पर जाने की बात होती है तो यह चीज किसी कवर हल हो सकती है अगर हम इन सैलूनों को गाड़ियों में तबदील कर ले।

कहा यह जाता है कि यह सैलून सैलून नहीं हैं बल्कि यह तो इस्पैकशन गाड़ी हैं

और ये मुआयना करने के लिये बनीं हैं। लेकिन मैं आप के जरिये इस ओर ध्यान दिलाऊंगा कि 40 या 50 मील के अन्दर कोई ऐसा स्टेशन नहीं है जहाँ इन रेलवे विभाग के अफसरों के ठहरने के लिये सुन्दर रिटायरिंग रूम्स न बने हों। इस के अलावा इन अफसरान के पास मोटर ट्रेली होती है जो कि 30-50 मील दोनों ओर जा सकती है और वहाँ के स्थानों का मुआयना भली भाँति कर सकते हैं। रात के वक्त जो यह सैलून चलते हैं तो उस समय वह किस मुआयने पर जाते हैं? अगर मंत्री महोदय जांच करें तो उन्हें पता लगेगा कि गोरखपुर से हर शनिवार को लखनऊ के लिए 31 घप में दो बजे एक सैलून लगता है और फिर इतवार को 32 डाउन में वह लखनऊ से गोरखपुर के लिए वापिस होता है। अब इतवार को कौन सा इस्पैकशन होता है? इतवार को सिवाय लखनऊ शहर में सिनेमाघों का ओर बाजार का इस्पैकशन ही होता होगा और दूसरा कुछ इस्पैकशन तो मेरी समझ में आता नहीं है। मंत्री जी को उधर ध्यान देना चाहिए।

श्रीमती विजय लक्ष्मी पंडित जब वह गवर्नर होती थीं तो वह कभी भी सैलून में नहीं आयीं। इसी तरह एक दूसरे गवर्नर श्री विश्वनाथ दास यहाँ दिल्ली आये तो सैलून में नहीं आये बल्कि उन्होंने ने कहा कि वह सैलून का इस्तेमाल न कर के फर्स्ट क्लास में सफर करेंगे। जब हमारे यह गवर्नर के पद पर मुशोभित व्यक्ति सैलून का इस्तेमाल नहीं करते और उन्होंने ने कहा कि वे फर्स्ट क्लास में चल सकते हैं तो फिर हमारे रेलवे के उच्च अधिकारी क्यों सैलून के बगैर नहीं चल सकते हैं? मुझे एक दफे की बात याद है कि घाज के प्रधान मंत्री श्री लाल बहादुर शास्त्री जिस समय वह रेलवे के मिनिस्टर थे गोरखपुर में मौजूद थे। अब रेल मंत्री तो मैकड क्लास में बैठे हुए थे लेकिन उन के पीछे दो अफसरों के सबूत लगे हुए थे, एक मनेजर का और एक चीफ इंजीनियर का। मुझे यह देख कर बड़ा दुख हुआ और शर्म महसूस

[श्री सिंहासन सिंह]

हुई कि उन अधिकारियों में इतनी भी हया नहीं आई कि जब उनके रेल मंत्री सैकेंड क्लास में जायें तो उन के नीचे के अधिकारी उन्हीं के पीछे लगे हुए सैलून में बैठ कर सफर करें। आखिर यह अधिकतम और न्यूनतम का अन्तर कब मिलेगा। आज के युग में तकाजा है कि हम इस अन्तर को जल्द से जल्द खत्म या कम करने की कोशिश करें। हमें हर तरह की असमानता को देश से मिटाना है। अगर हम अपने मुल्क को उठाना चाहते हैं तो इन सैलूनों को छोड़ें। फर्स्ट क्लास मौजूद है, एयर कंडीशन्ड बोगीज मौजूद हैं और इस के अलावा बड़े बड़े अफसरों के जाने के लिए हवाईजहाज भी मिलते हैं ऐसी हालत में मैं नहीं समझता कि वे अभी तक सैलूनों का मोह क्यों नहीं छोड़ पा रहे हैं? यह कहाँ तक वाजिब है कि कलकत्ता और बम्बई से वह दिल्ली में सैलून पर चढ़ कर आयें, एक अपना घर उस में बनाये रखें, नौकर, चाकर, कुक आदि सब लवाजमात अपने साथ साथ रखें? मैं समझता हूँ कि मंत्री महोदय मेरी सैलून के खिलाफ बात सुनकर मन में हंस रहे होंगे क्योंकि मेरा एक लड़का जो कि उच्च अफसर है वह भी सैलून का उपयोग करता है। मैं जानता हूँ कि वह सैलून का उपयोग करता है लेकिन मैं ने उस से भी कहा है कि वह सैलून का इस्तेमाल क्यों करता है? वह इस का इस्तेमाल न करे। इसलिए मैं तो चाहूँगा कि देश के हित में अधिकारियों द्वारा सैलून के प्रयोग को समाप्त किया जाय और इस दृष्टि से मेरे लड़के का भी सैलून छान लिया जाये। जब यह अफसरान इस्पैक्शन के लिए जाते हैं और छोटी जगहों पर अपने सैलूनों में ठहराते हैं, उन में सारे साज-सामान के साथ रहते हैं तो उस का कोई अच्छा असर वहाँ के कर्मचारियों पर नहीं पड़ता है।

सेवा काल को 55 की आयु को बढ़ा कर जो 58 अब कर दिया गया है उस की ओर भी मैं मंत्री जी का कुछ ध्यान दिलाना चाहूँगा। यह 55 वर्ष को बढ़ा कर रिटायर होने की आयु

58 इसलिए की गई है कि हमारे लोगों की उम्र बढ़ गयी है। ठीक है उम्र तो हमारी बढ़ गयी है लेकिन क्या देश की बेकारी नहीं बढ़ गई है? 55 की 58 करते समय देश की बेकारी का ख्याल नहीं किया गया कि आज देश के में कितने लोग बेकार हो रहे हैं लेकिन उधर कुछ आदमियों की उम्र बढ़ने के कारण रिटायरी की आयु बढ़ा दी गयी। जो अवकाश की आयु बढ़ाई गई, वह तो ठीक है। उस में तो मजबूरी है क्योंकि गवर्नमेंट जो कुछ तय करेगी, उस को स्वीकार करना पड़ेगा। लेकिन अवकाश की आयु बढ़ाने के बाद भी अवधि का बढ़ाना उचित नहीं है। गत वर्ष मैं ने कहा था कि रेलवे बोर्ड के पांच सदस्यों में से चार सदस्य अवकाश प्राप्त हैं और एक्सटेंशन पर हैं। इस साल कितने हैं, मैं नहीं जानता। लेकिन 58 वर्ष के बाद किसी को एक दिन की भी एक्सटेंशन मिले यह देश के लिए अहितकर है। इस का एक दुष्परिणाम यह होता है जो लोग किसी पदोन्नति की आशा लगाए होते हैं, किसी व्यक्ति को 58 वर्ष के बाद भी एक्सटेंशन देने से उन में फ्रस्ट्रेशन पैदा होती है और इस प्रकार कायकुशलता या एफिसियेंसी के बजाये इन एफिसियेंसी बढ़ती है। मैं इस मंत्रालय के तीनों नये मंत्रियों से निवेदन करूँगा कि यह त्रिमति सोचे कि 58 वर्ष के बाद किसी के सेवा-काल में वृद्धि करने की क्या जिस्टिफिकेशन है।

अभी एक रेलवे अधिकारी मुझे मिला, जो कि रेलवे का चीफ इंजीनियर है। उस ने इसी 11 तारीख को अवकाश प्राप्त करना है, लेकिन उस के पास कोई आर्डर नहीं गया कि उस ने रहना है या जाना है। वह व्यक्ति तो आशा लगाए बैठा है कि वह आगे भी रहे, लेकिन नीचे वालों में घबराहट है कि पता नहीं, उन को अवसर मिलेगा या नहीं। इसलिए रेलवे मंत्रालय को यह तय करना चाहिए कि अवकाश प्राप्ति के बाद एक दिन की भी एक्सटेंशन नहीं दें; चाहिए, क्योंकि 58 वर्ष के बाद एक दिन को भी एक्सटेंशन देने की कोई जिस्टिफिकेशन नहीं है।

मैलून खत्म कर के धीर दूसरी कई मर्दों में खर्चा घटाया जा सकता है। इस साल खर्चा बढ़ाया गया है, जब कि इस साल की आडिट रिपोर्ट में कहा गया है कि बढ़ौतरी की कोई जस्टिफिकेशन नहीं है। रेलवे मंत्रालय पूरक मांगें करता है लेकिन 17 पूरक मांगों में सभी में सरन्डर हुआ था। एक तरफ रेलवे मंत्रालय पूरक मांगें करता है और दूसरी तरफ सरन्डर करता है। इस के माने यह है कि उस को सही धन्दाजा नहीं है कि उस ने क्या खर्च करना है। उस ने लाखों करोड़ों रुपयों का सरन्डर किया है और उस के साथ धीर मांग भी करता जाता है। इस लिए जो खर्चा बढ़ाया गया है, उस की कोई जस्टिफिकेशन नहीं है।

अगर एयर-कंडीशन्ड के किराये बढ़ाये जायें, तो कोई एतराज नहीं है। लेकिन अगर गरीबों के किराये बढ़ाने के साथ साथ उन की सहायियों भी कुछ बढ़ा देते, तो संतोष होता। थर्ड क्लास में टटियर और धी-टियर के डिब्बे बने हुए हैं। मैं आप का ध्यान दिलाना चाहता हूँ कि तीन टियर की गाड़ी तो केवल नाम के लिए स्लीपिंग गाड़ी है, क्योंकि जो कोई उस में घुस जाता है, उस के लिए निकलना मुश्किल हो जाता है। अगर डा० राम सुभग सिंह तीन टियर की स्लीपिंग गाड़ी में घुस जायें और अगर उन को रात के समय प्राकृतिक आवश्यकता पड़े, तो वह निकल नहीं पायेंगे। इसलिए भगवान के नाम पर तीन टियर की गाड़ी को खत्म कर दिया जाये।

जहां तक दो टियर की गाड़ी का सम्बन्ध है, उस में आज यह गड़बड़ी है कि ऊपर सोने को देते हैं और नीचे बैठने को देते हैं। यह व्यवस्था खत्म कर देनी चाहिए और नीचे भी सोने के लिए दिया जाये। कई मुसाफिरों ने यह शिकायत की है कि ऊपर सोने वाले और नीचे बैठने वाले होते हैं और धूँक

नीचे बैठने वालों को रात भर सोने की जगह नहीं मिलती है, इसलिए वे बातें और हल्ला करते हैं, जिस का परिणाम यह होता है कि ऊपर सोने वाले सो नहीं पाते हैं। इस अवस्था में बहुत से लोग यह सोचते हैं कि सोने के लिए पैसा खर्च करने की क्या जरूरत है, चार घाने दे कर बैठने की जगह ले लेते हैं और अगर जगह खाली होगी, तो सो जायेंगे। इस प्रकार रेलवेज को घाटा रहता है। इसलिए यह व्यवस्था करनी चाहिए कि रात के बक्त स्लीपिंग गाड़ी में बैठने का इन्तजाम न हो, केवल सोने का इन्तजाम हो। उस से रेलवेज को लाभ होगा।

जब स्वर्गीय रफी साहब रहे, तो बड़हड़गंज से बहराइच तक रेलवे लाइन की खर्चा चली थी। वह एरिया भ्रम का भंडार है और वहां पर व्यवसाय बढ़ सकता है। इसलिए उस रेलवे लाइन के बारे में जांच की जाये। हमारे प्रधान मंत्री, श्री लाल बहादुर शास्त्री, के समय में बड़हड़गंज पुल के बारे में यह तय किया गया था कि वह रेल-कम-रोड़ ब्रिज बने। उस पर भी विचार किया जाये। जहां तक बड़हड़गंज से बहराइच तक रेलवे लाइन का सम्बन्ध है, वह बहुत लम्बा इलाका है, जहां बिल्कुल रेल नहीं है। इस लाइन के बनाने से बस्ती, गोरखपुर, बहराइच और गोंडा जिलों से सम्बन्ध स्थापित हो जायेगा और इस के अतिरिक्त तराई के इलाके से भी सम्बन्ध स्थापित हो जायेगा, जो कि नेपाल से लगा हुआ है।

धन्यवाद।

श्री ठाकुर चन्द कछवाय : हाउस में कोरम नहीं है।

उपाध्यक्ष महोदय : घंटी बजाई जा रही है—अब कोरम हो गया है।

Shri Rajaram (Krishnagiri): I am coming from an area where many people have not seen a train at all. If they want to see a train they must travel by bus for a distance of 50

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miles. Most of the people who have spoken so far have been arguing for the development of the railway system but I am going to plead for a new railway line for my constituency. But before doing so, I want to say something about the railway budget in general.

The Railway Minister has enhanced the rates of passenger fares. The increase in freights adds to the sufferings of not only the users but also of the other people. Experience has shown that every little increase in freight rate had pushed up the prices. Such increase in prices was not necessary at all. But I think the Railway Minister wanted to show his capacity more than the Finance Minister and that is why probably he has increased the fares for the third class passengers. I must say that such increase must be avoided. If he wants to earn more he can find some other ways and means for that purpose.

In the Southern Railway Consultative Committee, even the Congress Members said that the south had been treated as a Cinderella. The railway system reflects the disparity in a very marked manner. I took the figures of the population of the whole country and also the total kilometre route of the railway system, and I found that these figures worked out to an average of 130 k.m. of railway line per thousand people in the population. That is the average for the whole country. If we take the States of Kerala and Madras together, the population of these two States comes to about 51 million people. On the basis of the average for the whole country these two States are entitled to at least about 6500 k.m. of railway lines, whereas I do not think that the length of the railway system there would exceed even 3,000 k.m. This is the disparity and the imbalance seen from region to region and from State to State.

For the past ten or eleven years, I do not know exactly for how many years, only a nominal amount of Rs. 3

crores is being allotted towards amenities for railway passengers. The Railway Convention Committee of 1954 recommended that a minimum amount of Rs. 3 crores might be allotted per annum for this purpose. They only set the minimum amount at this. But the railways seem to have taken that as the maximum amount. For the last five years, they have not touched that mark at all. And the actual expenditure has been very much less. This is an important aspect which needs to be looked into.

In this connection, I may point out that there is no public convenience at the Salem Junction. If a third-class passenger wants to pass urine, he must walk at least two furlongs. If the Ministry is finding it difficult to spend even this allotted amount, we are prepared to give any amount of suggestions and schemes for provision of amenities to the passengers. I am sure that every member here on this side as well as on the other side has bitterly complained about the inadequacy of passenger amenities. If you ask them for schemes, not 3 crores, even 35 crores or 100 crores will be sufficient to cover one. Therefore, it is not lack of schemes but lack of sympathy on the part of the Ministry towards the third class passengers that has resulted in under-spending the amount.

As far as the South is concerned, we are making requests to construct many new lines, one from Tirunelveli to Nagarkoil, Nagarkoil to Trivandrum, Dharmapuri to Jalarpur via Krishnagiri, Ongole to Hyderabad, Hassan to Mangalore and some other lines also. Now the Salem-Bangalore line is under construction. But for the past three months the work has been stopped. I don't know the real reason for that. Last year everybody was interested in this line. That is because this line starts from the former Deputy Minister for Railways Mr. S. V. Ramaswamy's constituency, running through mine and Mr. Dasappa's constituencies and ends in Mr. Hanu-

manthia's constituency. Unexpectedly Mr. Dasappa passed away, and Shri S. V. Ramaswamy is now in another portfolio. So I think that line has become an orphan again. I do not know whether they require Mr. Hanumanthia to become a Minister for completion of this task.

Sir, even in this Salem-Bangalore line, there is a plea to construct it as a broad-gauge line. I need not say that broad-gauge lines are more economical, more efficient and can carry more passengers. The Salem-Bangalore line is in the construction stage and so I would request the Railway Ministry to reconsider this again. This line is bound to become an important one, because there is a proposal for a steel project at Salem. Of course, it may or may not be possible in the times of Mr. Sanjeeva Reddy, who being an iron Minister does not have a soft corner for Salem. Even then it will come, though not during the time of Congress Ministry at Madras, through our Ministry at Madras. So I am requesting the Minister for Railways again to consider this seriously.

Sir, I want to stress another important point and that is about the electrification of Madras-Villupuram line. It is a metre-gauge line now. It must be converted into a broad-gauge line now. The progress of electrification is very very slow. I am requesting the Railway Ministry to speed it up.

I would like to say something about the cyclone disaster in Dhanushkodi. To Madras State the year 1964 ended on a tragic note. The cyclone and the tidal waves swept the island of Rameshwaram on December 22 and 23. Dhanushkodi at the eastern tip of the island from which plies the ferry service to Talaimannar in Ceylon was practically wiped out, the only three buildings which survived the fury of the storm being the post-office, railway station and customs house. The casualties suffered have been

variously estimated from few hundreds to a thousand more.

But the worst part of the tragedy was the fate which overtook the Pamban-Dhanushkodi passenger train on the night of December 22. The tidal wave hit the train while it was about to enter Dhanushkodi station and all the 110 passengers.....

Shri Priya Gupta (Katihar): More than that.

Shri Rajaram:.....who were on board and five members of the Railway staff disappeared without leaving a trace. Apart from these passengers who had purchased their tickets at Pamban, it is reported that there were some students and through-ticket holders in the train. According to two Congress M.L.As. who visited these ports, 130 tickets for passengers had been issued that day for that train from Pamban Railway station but the total number of people who actually travelled by that train according to certain other accounts were not less than 300.

The compartments had all disappeared, the chassis alone being found intact but thrown off the rails. The engine had also derailed and was found buried in the sand and only a small portion was visible above. This train disaster does not seem wholly an act of angry Gods. It even appears that official complacency was responsible. The cyclone hit the land point at Dhanushkodi in the small hours of December 23. The Pamban-Dhanushkodi passenger left the starting point in the forenoon—at least five hours after the cyclone had set in. With a little imagination and use of common sense the trip could have been cancelled. But it was not. The driver of the train, it is said, was most reluctant to start on the journey when forebodings could not be misread or ignored. The local authority would not however agree to his request. The train started its journey to doom. Again it is said that at the Dhanush-

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kodi outer point there was no signal. Evidently the cyclone had played havoc with it. But the train did not stop there in the absence of clearance. It went ahead and soon off the track into the tidal waves that had engulfed the railway station. But, on the same day what has happened in Ceylon. A Press-note says that the train, which left Colombo on Tuesday night with India-bound passengers, returned to Colombo this morning as it could not proceed beyond Murunkan, a few miles from Talaimannar, as a portion of the track had been washed away in the heavy rains. So also another train, that is Colombo bound train, which left Tuesday night with passengers from India, returned to Talaimannar. In Ceylon they saved the passengers and the trains because of their able administration. But you have failed miserably here. Because of lack of intelligence and misguide we have lost 300 lives in the train disaster.

I am expecting answers to these questions from the Railway Minister. What was the need to run a train in the face of such odds? Who again is responsible for this tragedy?

Another serious loss suffered by the Railways was the washing away of the famous Pamban bridge connecting Mandapam with Rameshwaram island. The bridge was constructed by the old South Indian Railway Company in 1914. The destruction of the whole Pamban bridge is also intriguing. The bridge had won the admiration for its operational ease, but the question being asked about is, when it was last examined for its pressure capacity? There have been disturbing reports that the bridge had not been technically resurveyed at all for years though there had been 'paper' assessments of its fitness as required by 'routine'.

I remember four years ago the Deputy Minister of Railways, Shri S. V. Ramaswamy, stating in a Press Conference that the Pamban bridge

needed strengthening. Afterwards nobody worried about it. If the Railway Ministry had been a little bit careful, we would not have lost so many lives and the bridge. With this I close my speech.

श्री प्रताप सिंह (सिरमौर) : चार दिनों से इस सदन के सामने 1965-66 का रेलवे बजट विचाराधीन है। बजट में इस साल किराया बढ़ाने की बात भी कहा गया है। इस में कोई दो रायें नहीं हो सकती हैं कि अगर हमने काम को बढ़ाना है, काम को उन्नति देनी है, नई लाइनें बिछानी हैं और वर्कज को फायदा देना है तो हमें किराये में से कुछ अधिक आमदनी पैदा करनी होगी।

जहां तक स्टाफ वेलफेयर का ताल्लुक है, मैं समझता हूं कि इस वर्ष बहुत अच्छा कार्य इसके लिए किया जा रहा है। पिछले वर्ष 14,704 स्टाफ क्वार्टर बनाये गये थे और इस वर्ष 17,530 स्टाफ क्वार्टर बनाने की योजना है। इस तरह से रेल विभाग में इस साल के अन्त तक 4 लाख 16 हजार स्टाफ क्वार्टर बन कर तैयार हो जायेंगे। मैं आशा करता हूं कि अगर इसी तरह से आप स्टाफ को सहूलियतें देते चले गये तो वह दिन दूर नहीं जब आप तमाम मूलाजिमों के रहने सहने के लिए अच्छी जगह का प्रबन्ध कर देंगे।

इसके अलावा लेबर वेलफेयर का भी काफी ध्यान रखा गया है। हेल्थ और मैडिकल फैसिलिटीज का भी खास तौर से इम्पॉर्टेंट टाउज में, जैसे दिल्ली, बम्बई, मद्रास और कलकत्ता वगैरह है, ध्यान रखा गया है। ऐसी जगहों में जनता को सहूलियतें देने का और डबल लाइनें बिछाने की बात भी कही गई है और साथ ही तेज रफ्तार गाड़ियां चलाने की बात भी कही गई है। इसी तरह से बम्बई से दिल्ली, कलकत्ता-बम्बई, दिल्ली-कलकत्ता, मद्रास-कलकत्ता इत्यादि बड़े-बड़े स्टेशनों से एक्सप्रेस रेल

गाड़ियां चलाने का प्रबन्ध किया गया है ताकि लोग वहां एक जगह से दूसरी जगह जल्दी पहुंच सकें। लेकिन बहुत से भ्रष्ट-भ्रष्ट कामों के बावजूद भी आज रेलवे का काम कुछ भ्रष्टासा रह जाता है क्योंकि जब तक अनडेवेलपड एरियाज की तरफ मंत्रालय का खास ध्यान नहीं होगा, जब तक अनडेवेलपड एरियाज की तरफ रेलवे लाइन नहीं बिछाई जा सकती तब तक कभी भी भारतवर्ष की उन्नति नहीं हो सकती। यहां पर बहुत से माननीय सदस्यों ने इस बात की तरफ सरकार का ध्यान दिलाया है कि रेलवे विभाग की तरफ से यह कमी रह गई है कि जो एरिया अभी तक पिछड़े रहे हैं उन की तरफ रेलवे लाइन नहीं बिछाई गई। मुझे हिमाचल प्रदेश की यूनियन टेरिटरी की तरफ मंत्री महोदय का ध्यान दिलाना है और कहना है कि एक पहाड़ी इलाका होने के कारण से वह पिछड़ा रहा है और उस का डेवेलपमेंट नहीं हो सका। वहां पर जो मादनियात हैं उनको निकाला नहीं जा सका और वहां बड़ी-बड़ी इंडस्ट्रीज भी नहीं शुरू की जा सकीं क्योंकि वहां पर थोड़े से भी घाने जाने के साधन नहीं हैं। इसलिये मैं मंत्री महोदय से कहना चाहता हूं कि वे हिमाचल प्रदेश की तरफ ध्यान दें और वहां पर रेलवे लाइन बिछायें ताकि वहां के लोगों को लाभ हो सके।

यह बात सब को मालूम है कि हिमाचल प्रदेश छोटी-छोटी रियासतों का मजमूदा रहा है। उन रियासतों के जमाने में भी वहां के राजाओं ने बड़ी हिम्मत के साथ काम लिया और रेलवे लाइनों का सर्वे कराया ताकि उन के इलाकों की पैदावार बाहर जा सके और मिनरल्स बाहर जा सके। रियासत सिरमूर में भी सर्वे हुआ ताकि यमुनानगर जगाधरी से रेलवे लाइन बिछाई जा सके, लेकिन वह बात आज तक खटाई में पड़ी है। अगर यह लाइन यमुनानगर जगाधरी से छछेड़ा, खिजराबाद, कलेश्वर पंजाब से होती हुई बरोल, प.बटा, नवादा, गोरखबाना,

राजाना, महासू और कसाऊ डैम तक मिला दी जाये तो कोई बजह नहीं है कि इस इलाके की बहुत जल्द तरक्की न हो सके। इस रेलवे लाइन का फासला यमुनानगर के कसाऊ डैम तक कुल 70 मील का होता है। उस में से 40 मील मैदानी इलाका है और 30 मील पहाड़ी इलाका होगा। इस रेलवे लाइन को बनाने में दस रेलवे स्टेशन बनाने होंगे और सिर्फ चार पुल उस पर तैयार करने होंगे। यह कोई बहुत बड़ी बात नहीं है। अगर इस सारी रेलवे लाइन के खर्च को सरकार देखे तो बहुत मामूली से खर्च से यह काम पूरा हो सकता है। इस पूरी लाइन में से 40 मील के मैदानी इलाके का खर्च 7 लाख ६० फी मील के हिसाब से 280 लाख ६० होता है, 30 मील जो पहाड़ी इलाका है उस पर 10 लाख ६० फी मील के हिसाब से 300 लाख ६० होते हैं। दस रेलवे स्टेशनों पर 4 लाख ६० फी स्टेशन के हिसाब 40 लाख ६० खर्च होते हैं, 10 पुलों पर 4 लाख ६० फी पुल के हिसाब से 40 लाख ६० खर्च होते हैं। इस तरह से 660 लाख ६० में यह रेलवे लाइन तैयार हो सकती है। अगर ठीक से इस को बनाने पर खर्च किया जाये तो यह रकम बहुत जल्दी से पूरी हो सकती है और इस के बाद आप को काफी फायदा उस से पहुंच सकता है। इस रेलवे लाइन से 5,000 स्क्वायर मील एरिया कवर हो जाता है और पन्द्रह लाख आदमियों को इस से फायदा पहुंचेगा। पिछली बार जब इरिगेशन ऐंड पावर मिनिस्टर डा० के० एल० राव ने हिमाचल प्रदेश का दौरा किया था तो उन्होंने गिरि प्रोजेक्ट बनाने का विचार सामने रक्खा। यह गिरि प्रोजेक्ट सिरमूर में है। इस को बनाने से बड़ा फायदा हो सकता है। आज हमारी सरकार ग्रान्ट इन एड की शकल में इस पिछड़े हुए इलाकों को रूपा देती है। इस प्रोजेक्ट के बनने

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से उस का खर्च काफी हद तक पूरा हो सकता है और भारत सरकार को एक पैसा भी इस इलाके को देने की जरूरत नहीं पड़ेगी। इस रेलवे लाइन के बनने से न केवल इस इलाके की बहबूवी होगी बल्कि यहां के मिनरल्स वगैरह सारे हिन्दुस्तान के काम में आ सकते हैं। इतना ही नहीं, बल्कि पांवटा में, जो कि इसी रेलवे लाइन पर आ सकता है, हिमाचल प्रदेश सरकार ने इंडस्ट्रीज लगाने का बड़ा भारी आयोजन किया है, जिस की वजह से सीमेंट फैक्ट्री, पेपर पल्प फैक्ट्री, टिम्बर मार्केट, यह सब चीजें इसी जगह पर लगाई जा सकती हैं। यहां पर आज तक आमदोरफ्त के साधन नहीं हैं। जब तक इन पिछड़े इलाकों की तरफ ध्यान नहीं दिया जाता और वहां पर रेलवे लाइन नहीं बिछाई जाती तब तक यह इलाके कभी भी उन्नति नहीं कर पायेंगे। इस लिये मेरा निवेदन है कि इस रेलवे लाइन पर पूरा पूरा ध्यान दिया जाये। इस इलाके में कोडया, बरली, सतीन, भगानी, शीलाई, कमरऊ और दूसरे मुकाम हैं जहां पर जिप्सम और लाईम स्टोन का भंडार भरा हुआ है। यहां पर रेलवे लाइन बन जाने से सारे देश को फायदा पहुंच सकता है जब कि यह चीजें मुहत्तों से बेकार पड़ी हुई हैं। हम इन चीजों को मुल्क से बाहर भी भेज सकते हैं।

मुझे इस तरफ ध्यान दिलाना है कि आप एक रेलवे लाइन कसाऊ डैम तक ले जा रहे हैं लेकिन अगर वह रेलवे लाइन देहरादून से कसाऊ डैम तक लायेंगे तो आप को बहुत लम्बी लाइन तैयार करनी पड़ेगी और आप का खर्च भी बहुत आयेगा। उन पर पुल ज्यादा बनाने पड़ेंगे दूसरे जो पैदावार करने वाली जमीन है उस को भी आप बर्बाद करेंगे। इन

सब बातों को ध्यान में रखते हुए अभी जैसा मैंने आप का ध्यान दिलाया है अगर आप यमुनानगर से कसाऊ डैम तक पांवटा होते हुए लाइन बना दें तो आप को बड़ा लाभदायक होगा।

जो रेलवे लाइन कालका से शिमला जाती है उस के बारे में भी मैं कहना चाहता हूं। शिमला एक पहाड़ी जगह है। शिमले के अन्दर कोई ऐसी जगह नहीं है जहां पर रेलवे स्टेशन को बढ़ाया जा सके। वहां से 16 लाख मन के करीब आलू बाहर जाता है, दस लाख पेटियां सेब की जाती हैं। मैं उम्मीद करता हूं कि चन्द सालों के अन्दर वहां से 10 लाख पेटियों के बजाय 50 लाख पेटियां सेब की बाहर जाने लेंगी। इस रेलवे स्टेशन में सामान रखने की कोई जगह नहीं है। फिर डिफेन्स परपोजेज के लिए भी यह इलाका अहम है। वर्ल्ड वार टू में इस इलाके का सर्वे किया गया था रेलवे विभाग की तरफ से। शिमला से मतियाना, नारकंडा, रामपुर, और बांडर एरिया तक वह लाइन जानी थी। मैं सारी लाइन की तरफ मंत्रालय का ध्यान नहीं दिलाता, सिर्फ इतना किया जाये कि शिमला से मतियाना तक उस को पहुंचा दिया जाये ताकि वहां की पैदावार जो है वह मार्केट में सस्ते दामों पर आ सके और पूरे इलाके को फायदा हो। यह रेलवे लाइन इस लिये भी मांगता हूं कि डिफेन्स परपोजेज के लिए भी यह अच्छी साबित होगी।

इस के अलावा इस वक्त सिर्फ दो गाड़ियां चौबीस घंटों के अन्दर दो से चार बजे के दम्यान शिमला से कालका के लिए आती है। मैं चाहता हूं कि एक रेलगाड़ी सुबह के वक्त भी चले ताकि शिमले से कालका आने में आसानी हो और वहां के पैसेन्जर्स का फायदा हो सके।

इसी तरह से एक दूसरी लाइन हिमाचल प्रदेश के लिए बहुत जरूरी है यह है मोघर महासू में। ब्रिटीशाला बड़ी इण्डस्ट्रियल प्लेस बनती जा रही है वहां पर एक रेलवे लाइन होनी चाहिये जिस के जरिये से नन्नाल पंजाब से ब्रिटीशाला को मिलाया जा सकता है। मैं चाहूंगा कि इस तरफ भी ध्यान दिया जाये।

एक और लाइन पठानकोट से जोगिन्दर नगर को भीटर गेज की जाती है। इस रेलवे लाइन के ऊपर सब से बड़ी बात यह है कि सिर्फ 56 मील का फासला है लेकिन अगर आप देखें तो मोटर वहां से सिर्फ दो घंटे में पहुंचती है लेकिन जो रेलवे है वह साढ़े पांच घंटे में पहुंचती है। इस लिये हम लोगों की मांग यह है कि इस लाइन पर एक फास्ट ट्रेन चलाई जाये और चूंकि यह इलाका पहाड़ी नहीं है इसलिये वहां पर ब्राड गेज की लाइन बनाई जा सकती है। इस से हिमाचल प्रदेश, पंजाब और जम्मू काश्मीर सब को फायदा होगा।

इन शब्दों के साथ मैं आप को धन्यवाद देता हूं।

Shri J. N. Hazarika (Dibrugarh): The railways are the biggest public undertaking in our country. Therefore, the country expects more revenue from this public undertaking. Our public undertakings have to contribute more and more revenue to the Central Government and, therefore, we expect that something more should be contributed by the railway authorities.

We are happy to note that about Rs. 100 crores have been apportioned for central revenues out of the Railway Budget.

It is really a heavy sum.. Never before it was expected that such a big sum would be contributed to the General Finance. I think that this has been done according to a proposal by Members of Parliament two or three years back that the rate of divi-

dens should be 4½ per cent. I think that time has now come when the bank rate has also been increased, this contribution should be raised upto 6 per cent.

Dr. Ram Subhag Singh: Now it is 5 per cent.

Shri J. N. Hazarika: Now, it is 5 for new enterprises I suppose. At the same time I would like to suggest that the contributions given in lieu of the passenger fare tax also should be increased. Now it is only Rs. 12½ crores. Now it has been distributed amongst the States—I do not know on what principle it is distributed. It should be distributed amongst the States on the basis of population as well as on the backwardness in transport and communications in the States. If this is done, then only the States will be benefited out of the running of the Railways. It should be at least Rs. 50 crores a year. Now I join with the Minister for the appreciation given to the Railway Board for the outstanding works that they have done during the last three or four years. In the Third Plan, doubling of railway lines particularly between the big cities which are at a distance of above 2,000 k.m. and the construction of new line in the North-East Frontier zones as also conversion of metre-gauge lines into broad gauge lines are some of the outstanding achievements of the Railways done in the last two or three years. I think the Minister's proposal to increase the passenger fare and freight rates is justified due to above reasons and I hope that the House will support that without any grudge I would also suggest that the Railways being a very large public sector undertaking should be self-sufficient as far as possible. At present, the Railways are manufacturing many things in a limited way—they are manufacturing locomotives and wagons. Besides they are procuring certain items from the private agency. Large sums of money are spent in procuring these things. Therefore, the Railways should undertake to manufacture all their requirements like tubes, pipes

[Shri J. N. Hazarika]

electric fans, electric bulbs, rexine etc. besides sleepers and fish plates. If this is done, I think the scope for corruption will also be reduced at least by 50 per cent.

Incidentally I am sorry to observe that there has been some disparity among the broad-gauge lines and metre gauge lines. All kinds of facilities are given to the broad-gauge lines. Large sums of money are spent over there. At the same time funds are not allocated proportionately to the metre-gauge systems. The kilo-metre on the broad-gauge lines is almost equal to that of the metre-gauge system. We are told that 7,000 k.m. is on the broad-gauge system while it is 25,000 in the metre-gauge system. Compared to this the expenditure incurred every year should be more or less proportionate. Of course we all admit that the revenue earned by the broad-gauge lines must be bigger than that of the metre-gauge lines. In the metre-gauge area we do not find as much facilities as are available in the broad-gauge area. Stations are also not very well attended to. Even bath-rooms are of sub-standard type.

Shri Narendra Singh Mahida (Anand): May I correct the hon. Member? The metre-gauge line is not more than broad-gauge line viz., 25,063 k.m. is for metre-gauge line and 27,359 k.m. is for broad-gauge line.

Shri J. N. Hazarika: That is what I say. I, therefore, request the Ministry to remove this disparity as far as possible in future. In the matter of allotment of wagons it varies from zone to zone. For example, recently, there had been a great demand for tank wagons at Gauhati. Somebody required them—I do not know who they are. All these tank wagons have been brought to Barauni I understand. All these tank wagons are still lying idle and they remain unutilised. At the same time, North-East Frontier Railway is suffering for want of these wagons. In respect of wagons as well as in many other matters; I find some disparity among the metre-gauge and broad-gauge systems.

In this year's budget one will find that only Rs. 93,000 has been apportioned for the purpose of locomotives, coaches etc. on the North-East Frontier Zone. This is a very small sum compared to the sums given to other railways. Likewise, I find that in many matters the metre-gauge system particularly on the N.E.F. Zone, has been very much neglected.

I would like to suggest that the broad-gauge railway line should be extended upto Gauhati as early as possible. I would go a little further to suggest that the broad-gauge line should be extended upto Dibrugarh Town. I want an express train like the Grand Trunk Express from New Delhi to Madras to be provided from Delhi to Dibrugarh. I don't say that this should be done in a year. But, I think it should be done slowly. It should be extended upto Gauhati at least in this Third Five Year Plan period but that it should be extended upto Dibrugarh at least in the Fourth Plan period.

In this connection further I would like to say one thing. There is a small workshop at Dibrugarh Town where carriages etc. were overhauled. About three or four years back, this was threatened by the Brahmaputra river. Hence the railway authorities removed all the machineries as far away from Dibrugarh Workshop. At present only locomotives are repaired at the Dibrugarh Workshop. I think that this Workshop should be maintained at Dibrugarh for all the three purposes I have mentioned. I see that only a sum of Rs. 3,000 has been provided for for this purpose of overhauling of the locomotives in this budget at Dibrugarh. A larger sum has been provided in the budget. But this sum is apportioned to be used in a phased manner in the next few years. I would also stress another thing that there should be some fast trains between the big cities in Assam. At present there are only two or three trains between Dibrugarh and Gauhati cities.

Hence there is overcrowding in all the trains. In order to avoid this overcrowding in the trains, one fast train between Dibrugarh and Gauhati right upto Shillong is very much required. At least one train should be introduced there with a diesel engine so that within a short time the people can travel from one end to the other end.

There are certain towns in Assam where there is quite a lot of traffic but there are no over-bridges. Hence, accidents take place and the public are detained for a long time. Therefore, I suggest that over-bridges should be constructed in the important towns where the railways pass through in the State of Assam.

I join my hon. friends who appreciate departmental catering. I find that it is better than private catering. Therefore, it should be continued. I also suggest that a dining car should be attached to the Assam Mail, since it goes a long distance from Delhi up to Gauhati and Dibrugarh. Therefore, at least this suggestion should be carried out.

श्री नवल प्रभाकर (दिल्ली-करीलवाग):

माननीय उपाध्यक्ष महोदय, मैं ने जो बात कहनी है, बिना किसी भूमिका के मैं वह कह देता हूँ। आप जानते हैं कि एक जमाने में दिल्ली की आबादी ढाई लाख थी और आज रेलवेज का जो कुछ इन्तजाम है, वह उसी के अनुसार है। जितने रेलवे स्टेशन उस समय थे, एक-आध छोटे मोटे रेलवे स्टेशन को छोड़ कर बाकी सारे रेलवे स्टेशन उसी प्रकार हैं और उन में कोई परिवर्तन या परिवर्द्धन नहीं हुआ है। आबादी बराबर बढ़ती चली जाती है, लेकिन रेलवे मंत्रालय की तरफ से कोई इन्तजाम नहीं हुआ है।

1947 से निरन्तर आबादी बढ़ते रहने के कारण यहां पर यातायात और परिवहन की जो समस्या हमारे सामने है, उस को हल करने के लिए दिल्ली की नगर निगम,

म्युनिसिपल कार्पोरेशन, बहुत इन्तजाम कर रही है, बहुत कोशिश करती है, किन्तु मैं समझता हूँ कि वह चाहे कितना भी प्रबन्ध करे, यह यातायात और परिवहन की समस्या उस से हल नहीं होने वाली है। मैं माननीय श्री पाटिल को याद कराना चाहता हूँ कि बम्बई में आबादी के बढ़ने के साथ साथ रेलवे लाइन भी बढ़ी, लोकल ट्रेनें भी बढ़ी और निरन्तर बढ़ती चली गईं और इस ओर पर्याप्त ध्यान दिया जाता है। मैं निवेदन करना चाहता हूँ कि दिल्ली भारत की राजधानी है, और एक ऐसे विशाल देश की राजधानी है, जिस में 46 करोड़ इन्सान रहते हैं। 1947 के बाद जितनी इसकी आबादी बढ़ी है, उतनी किसी भी शहर का नहीं बढ़ी है। 1947 से पहले यहां पर लगभग साढ़े आठ, नौ लाख आदमी रहते थे, जब कि आज 32 लाख आदमी यहां रहते हैं और हर साल दो लाख आदमी बढ़ते चले जाते हैं।

बहुत पहले से, म्युनिसिपल कमेट्री के जमाने से, इस समस्या का समाधान करने की मांग चली आ रही है। जब माननीय श्री शाम नाथ दिल्ली के मेयर थे, तब म्युनिसिपल कार्पोरेशन में इस आशय का एक प्रस्ताव पास किया गया था। मैं भी निरन्तर पिछले तेरह सालों से निरन्तर यह कहता चला आ रहा हूँ कि दिल्ली के यातायात और परिवहन की समस्या को हल किया जाये। कहा गया कि यहां पर एक रिंग रेलवे बनाई जायेगी। इस हाउस में उस का नाम बहुत बार सुना। मैं ने इस सम्बन्ध में बहुत प्रयत्न किया। इस के बारे में पूछने पर कई बार कहा गया कि रिंग रेलवे बनाई जायेगी। उसका शुभारम्भ भी हुआ और नई दिल्ली से विनयनगर तक रेल चल भी गई, लेकिन उस के बाद काम ठप्प हो गया।

फिर दिल्ली की सलाहकार समिति में भी यह प्रश्न उठाया गया, उस समय जिस के सभापति स्वर्गीय पल्ल जी थे। उन्होंने कृपा-

[श्री नवल प्रभाकर]

पूर्वक इस सम्बन्ध में कुछ कार्यवाही की। चूंकि यंत्र में कंट की जमीन घाती थी, इसलिए उन्होंने दोनों तीनों मंत्रालयों को मिलाकर उस जमीन की समस्या का समाधान करा दिया। जब उस समस्या का समाधान हो गया तो एकाएक रेलवे मंत्रालय का या रेलवे बोर्ड का या उत्तर रेलवे का—मैं नहीं कह सकता हूं कि किस का—विचार बदल गया और पिछले दो तीन बजटों में रिंग रेलवे का नाम खत्म हो गया और उस की जगह पर परिहार या एवाइडिंग लाइनों का जिक्र किया गया है, जिन के बारे में यह कहा गया है कि वही तो सिर्फ इस लिए हैं कि जो बाहर से माल-गाड़ियां धायेंगी, उन को दिल्ली से अलग अलग ले जा कर निकाल लिया जायेगा।

मुझे अच्छी तरह से याद है कई बार और कई स्तरों पर रिंग रेलवे के बारे में बातचीत हुई। मैं स्वयं बड़ौदा हाउस में उत्तर रेलवे के कार्यालय में गया, जहां मैं ने नक्शे देखे, उन में रेलवे स्टेशनों के नाम देखे और उनकी जगहें देखीं। मुझे मालूम नहीं है कि किस तरह से यह परिवर्तन हो गया। जब माननीय श्री स्वर्ण सिंह रेलवे मंत्री थे, तो उन्होंने भी कहा था कि हम रिंग रेलवे की तरफ ध्यान देंगे।

पिछले दिनों म्युनिसिपल कार्पोरेशन ने एक प्रस्ताव पास किया और कहा कि अब रिंग रेलवे से भी काम नहीं चलेगा, बल्कि अब तो यहां पर भूमिगत (ग्रंडराउंड) रेलवे चलानी चाहिए और जब तक भीड़-भाड़ के इलाकों, कनाट प्लेस और चांदनी चौक में भूमिगत रेलवे नहीं चलाई जायेगी, तब तक काम नहीं चल सकेगा। मैं माननीय मंत्री जी से निवेदन करना चाहता हूं कि वह इस ओर ध्यान दें। जिस तरह से बम्बई में यातायात की समस्या का समाधान

किया गया है, अगर वैसे ही दिल्ली में न किया गया, तो ...

श्री बसबन्त (धाना): बम्बई में यातायात की समस्या का समाधान नहीं हुआ है।

श्री नवल प्रभाकर : माननीय सदस्य की दृष्टि से नहीं हुआ है, लेकिन जब मैं बम्बई जाता हूं, तो हर मिनट गाड़ी चलते देखता हूं।

मैं माननीय मंत्री जी से यह भी निवेदन करना चाहता हूं कि नई बढ़ती हुई घाबादी और बस्तियों के लिए जो नया रेलवे स्टेशन—पटेल-नगर रेलवे स्टेशन—बनाया गया है, वह उस को जा कर देखें। वहां बहुत सवारियां उतरती और चढ़ती हैं, किन्तु रेलवे स्टेशन से निकलने का कोई रास्ता नहीं है और कोई अपरोच रोड नहीं है। आज हालत यह है कि जो सवारियां उतरती हैं, वे लाइन के साथ साथ निकल कर चली जाती हैं और मेरा खयाल है कि उन में बहुत से लोग बगैर टिकट के होंगे। पटेल नगर रेलवे स्टेशन बहुत घामदनों वाला स्टेशन है, इस लिए उस को अच्छा और आधुनिक बनाया जाये। उस का सरबे करवाया जाये। मैं ने सुना है कि जमीन एक्वायर कर ली गई है, लेकिन उस काम को जल्दी से जल्दी पूरा करने का प्रयत्न किया जाये।

इस के साथ ही मैं पटेल रोड पर स्थित रेलवे क्रासिंग की बात भी कह देना चाहता हूं। वह सड़क पश्चिमी दिल्ली को मिलाती है। मैं ने स्वयं देखा है कि बाज दफा जब वहां का फाटक बन्द हो जाता है, तो वहां पर सवा सवा घंटे तक खड़ा रहना पड़ता है, जब कि रेलवे कानून के मुताबिक फाटक पंद्रह मिनट से ज्यादा बन्द नहीं रहना चाहिए। वहां पर कई बार ऐसा देखा गया है कि एक गाड़ी इधर से घाती है और दूसरी उधर से घाती है कभी कोई माल-गाड़ी घाती है और कभी दूसरी गाड़ी घाती है और

वह प्रवाह निरन्तर चलता रहता है । इस का परिणाम यह होता है, कि इधर भी कारों, बसों और दूसरी गाड़ियों की लाइन लग जाती है और दूसरी ओर भी । वहां पर तीसरी पंच-वर्षीय योजना में ओवर-ब्रिज बनाने का इन्तजाम किया गया है । तीसरी पंच-वर्षीय योजना तो धीरे धीरे खत्म होने जा रही है । मैं ने सुना है कि उस का सखे हो गया है, लेकिन ट्रैफिक इधर से घुमा कर ले जाने के लिए सड़क बनाने का आज तक तय नहीं किया गया है । मुझे लगता है कि तीसरी पंच-वर्षीय योजना समाप्त हो जायेगी और ओवर-ब्रिज का नाम और काम आफिस की फाइलों के चक्कर में घूमता रहेगा ।

मैं निवेदन करना चाहता हूं कि दिल्ली की समस्या को सर्वोपरि समझ कर इस ओर ध्यान दिया जाये । उस के लिए पैसा पड़ा हुआ है, किन्तु सवाल यह है कि उस काम को कौन करे, उस पुल को बनाए कौन । माननीय मंत्रीजी इस को देखें और इसको पूरा करवायें ।

मेरे निर्वाचन-क्षेत्र में सराय रोहिल्ला स्टेशन आता है । वहां पर बहुत सी गाड़ियां आती जाती हैं, लेकिन मैं ने देखा है कि वहां पर प्लेटफार्म बिल्कुल छोटे और संकरे हैं । वहां पर बहुत सवारियां ठहरती और रुकती होंगी । वहां पर एक छोटी सी पटरी है । आप वहां जा कर देख सकते हैं, वहां कोई उसके ऊपर शेड भी नहीं है, कुछ भी नहीं है । उस प्लेटफार्म को बड़ाया जाना चाहिये, उसके ऊपर शेड बनकर डाला जाना चाहिये ।

14.20 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

अंतिम बात मैं यह कह कर समाप्त करता हूं । भोजन जो दिया जाता है उसका बहुत खिन्न आया है । मैं निवेदन करता हूं कि उसकी क्वालिटी अच्छी होनी चाहिये । जो भोजन मिलता है रेनों के अन्दर वह इतना

खराब होता है, कि उसको कोई खा नहीं सकता है । चपातियों के ऊपर घाटा चिपका रहता है, राख लगी रहती है । आप जितना चाहें चपाती को झाड़ लें, वह राख छूटती ही नहीं है । खाना अच्छा भी नहीं होता है । मैं निवेदन करता हूं कि इस ओर भी आप ध्यान दें और अच्छे से अच्छा भोजन दिलवाने की कृपा करें ।

14-21 hrs.

MOTION OF NO CONFIDENCE IN COUNCIL OF MINISTERS—Contd.

Mr. Speaker: The no confidence motion that was admitted this morning shall be taken up on Monday, the 15th and the whole day shall be spent on that.

Shri Hari Vishnu Kamath: May I submit that we welcome your announcement, but we would certainly plead with you that the importance and the gravity of the motion demands that not less than three days be allotted for this motion.

Mr. Speaker: The hon. Member would realise that we are in the midst of financial business and all these discussions that might be relevant can be taken up here as well. There is the target fixed, before which we have to finish all these discussions and therefore any time that is spent on this shall have to be taken out from that. That is also very important. But I shall see if the hon. Members want on that day to sit for longer hours, say, 6, 7 or 8 as the House may desire.

Shri H. N. Mukerjee: So many signatories were there as you would have noticed to the motion of lack of confidence and the discussion would necessarily involve. Mr. Kamath suggests three days at least a couple of days that would be the minimum and beyond that you can extend the time at your discretion.

Mr. Speaker: We will see that also. So far as the couple of days that Mr. Mukerjee wants, it also means eight hours. I am saying that we will sit longer hours, 6, 7 or 8, we will sit for eight hours if he so likes....
(Interruptions).

Shri H. N. Mukerjee: I do not know if we could carry on the discussion right up to midnight and that sort of thing. It will be better to have a discussion which would be reasonably sober.

Mr. Speaker: Mr. Kamath usually wants a midnight discussion.

श्री शिव नारायण (बांसी) : अध्यक्ष महोदय, पांच बजे के बाद कोई मੈम्बर हाउस में बैठना नहीं चाहेगा, इस वास्ते मैं अपील करता हूँ कि हम पांच बजे के बाद न बैठें।

अध्यक्ष महोदय : अगर ऐसा है, तो मुझे दो दिन देने पड़ेंगे। बहरहाल मैं देख लूंगा। जैसा होगा, वैसा कर लूंगा।

Shri Hari Vishnu Kamath: May I make a submission, Sir? In the event of the House not agreeing to sit up to midnight, that is what we would like, as my hon. colleague has said, with the fullest deference to your earlier decision which you have taken and which the House has agreed to, namely, not to sit on Saturdays, we may sit on two Saturdays to finish the business..... (Interruptions.)

Mr. Speaker: No, no.

Shri Hari Vishnu Kamath: Otherwise, I would plead with you that the House may sit till midnight if necessary, till the whole discussion is completed.

14.24 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—Contd.

Mr. Speaker: I will see. The hon. Minister.

Shri S. K. Patil: Mr. Speaker, I am grateful to the House for the reception that they have given to the Railway Budget.

Shri Priya Gupta: Let not oratory surpass the commitments.

Shri S. K. Patil: If you have not got it, surely I am not responsible for it.

I was saying that by and large the hon. Members have supported the Railway Budget. If any suggestions have been made they are of the type that in their individual localities or in States or in tracts they want more Railways. There were one or two things of more than ordinary importance and I would refer to them. I shall also try to reply to as many matters of importance that had been raised in this debate as I possibly can but that does not mean that all the other suggestions are of no importance. We take very long, elaborate and careful notes of every word that falls from the mouth of the hon. Members and we shall try to reply to them individually, on matters that are not covered in this reply.

One charge that was repeated time and again was: how is it that while the other Budget had given some reliefs, the Railway Budget has put this little surcharge or charge on freights and fares? I run no competition with anybody because the poor railway budget never did that when the other taxes were raised. Surely we shall be excused on this occasion; if we are doing so, it is because of the reason that I shall presently explain.

Mr. Speaker: Budget may be poor but the Railway Minister is not poor.

Shri S. K. Patil: I am saying that the Railways which are always des-

cribed as the greatest adventure in the public sector, the most successful adventure, do remain so because of its solvency and credit worthiness being beyond challenge.

Shri Hari Vishnu Kamath (Hoshangabad): It does not mean that the Minister is an adventurer.

Shri S. K. Patil: For the last many years, whenever we have gone outside in order to secure loans for the Railways, it did not take even five minutes' argument, for the simple reason that we have enough resources, that our balances are comfortable. The hon. Members would have seen that during the last year, owing to the decisions of the Das Commission and several other things which we could not calculate at the time of the last budget, the expenditure has grown by Rs. 29 crores. We have no cushion in this budget by which this Rs. 29 crores could be easily absorbed, without damaging the credit worthiness of this huge institution that we are trying to run to perfection. Therefore, something had got to be done. Otherwise, if the revenues did not improve the balances would have shrunk to a small figure of anything from 2 to 5 crores against Rs. 30 or 40 crores that we usually get. That would have been a very sad state of affairs. Therefore, the solvency, the solidity and the credit worthiness of this large institution had to be maintained and I had to do some thing and that is why it has been done.

Many Members suggested: give the amenities first and then have your freight and fare increases. It cuts both ways. Where am I to get money to give the amenities, there is that traditional question: Hen first or egg first? I do not know which of them came first but I do know that the hen is necessary for an egg and an egg is also necessary for a hen and therefore we should see if both these things could be simultaneously tried. Therefore, if I had taken a little; it is not much as I have said, surely, it is for the success of this great adventure and not because we are fond of adding

to the troubles of the people. Some of them described it as the last straw on the camel's back. Our camel is a young one and many more straws have got to be added on to its back and so, for God's sake, do not regard everything as the last straw and speak as if the camel has become old and it is going to die. It is not going to die. There is another thing. The Finance Minister thanked the Railway Ministry, as the House is aware, for something that the Railway Ministry has done. I am not saying in order to take credit for that. We have substantially added on to the revenues and our position with the Finance Department is that relief to the tune of Rs. 30-40 crores has been made available in the coming year in comparison with the present. Therefore, if the Finance Minister has given away Rs. 29 crores in indirect taxation, surely the Railway had some very part important to play in it. They will ask us; how is it that you gave away this thirty to forty crores? We did not give it as a gift. It so happens that the Government are the bankers for the Railways—I am talking in a parlance in which it can be easily understood—as if they had a current account with the bank and are permitted to over-draw up to agreed amounts. The Government's ways and means position benefit to the extent that there is a net increase in our deposits with them on account of various railway funds like the depreciation fund, reserve fund, development fund, pension fund and several other funds. If on the other hand we draw from them more than our deposit with them, the pressure on their resources position increases. In addition, we look to the general revenues for providing all the capital requirements of Railways from year to year, excepting a certain portion that we can finance ourselves under the Rules of Allocation approved by the Parliament and that is within our resources. In more simplified and non-technical language it may be said that if our revenue position improves and our surplus increases, we are helping the general revenues, with whom our surplus will

[Shri S. K. Patil]

be deposited. If our surplus falls, there is a greater pressure on the general revenues who are our bankers.

In the capital programme of 1964-65 we are taking 15 crores less than we had originally planned, and in the next year's programme also we shall take less. This gives the cushion, as I said, of thirty to forty crores, which has been used by the Finance Minister to good purpose, namely, for removing some of the indirect taxes. This is the reason why the Finance Minister thanked the Railways for the relief that we have given him and which enabled him to cut down some of the indirect taxes.

The House need not be afraid that our cut in the capital expenditure would mean slowing down of the progress, because it might cut both ways. But it is not so. Then, how have we been able to do that? We have been able to do that because some of the Railway facilities that we planned for are not immediately taking place because they are dependent on some other items and therefore the expenditure is going to be less, and therefore this became available. This is exactly the reason why the position has been one of relief, and relief to the general revenues, and with no less to the Railways at all.

Then again, when my budget speech was made I did not know what was coming on, because the general budget had yet to be made. The regulatory duty on imports that was also levied, we exactly did not know at that time what its impost and impact on Railways would be. The House would be interested to know what these new items have cost us.

Due to the addition customs/excise duties, the Railways will have to pay approximately Rs. 6,60 lakhs—the Railways alone—because we are importers of components for locos, coaches and wagons, electric/diesel locos, cranes and steel and track material, plant and machinery, signalling and electrical equipment, copper, etc. On

that we have to pay 10 per cent more and ultimately the sum comes to be nearly as big as six to seven crores.

Indigenous steel and track materials such as plates, sheets, structural etc., rails and sleepers, wheels, tyres and axles and other things, all these will cost another Rs. 1.13 lakhs, because increased excise levies to that extent have come as part of the general budget.

Diesel oil, which also we shall be consuming, and consuming more and more when this dieselisation proceeds—and it is proceeding—diesel oil will cost us in the next year nearly Rs. 25 lakhs more, bringing the total impact to Rs. 798 lakhs or nearly Rs. 8 crores.

That means, to the Rs. 29 crores on account of the Das Commission's decisions, etc., this Rs. 8 crores has to be added. If this Rs. 8 crores also is added, naturally the balance which was expected to be nearly Rs. 12 crores as I said in my speech, would have shrunk to something less than Rs. 5 crores. This is the difficulty. And therefore this has got to be done.

The additional expenditure will be chargeable partly to capital and partly to revenue, according to the end-use of these stores.

As regards the general picture of the Railways as Members have given—I am merely saying it because I have got to reply to some of the criticism that has been made in that regard—we have now got a little less than 57,000 kilometres of BG, MG and NG lines. And people sometimes do not understand; they understand the difference that one gauge is wider than the other. But it is not just that. So far as the carrying capacity is concerned, the difference is very vast. Although the BG and the MG lines are nearly the same in length—MG may perhaps be 25,000 kilometres and BG will be 27,000 kilometres—yet the carrying capacity of the BG line is 83 per cent of the total capacity, and the carrying capacity of the MG line is only 16 per cent, and the carrying capacity of the five thousand and odd miles of

NG line is really nothing, something less than one half of a per cent. Therefore, you can see as to what difference it makes so far as the carrying capacity of these various lines is concerned.

As regards the capital-at-charge, some hon. Members raised that question that the capital has trebled. It has now gone to somewhere about Rs. 2,700 crores, and very soon it will be in the neighbourhood of Rs. 3,000 crores. What we pay to the Government really is not something in the nature of a gift. Members have said that we have paid so much. But we paid because it is the dividend. This House has passed, first, $4\frac{1}{2}$ per cent, then $4\frac{1}{2}$ per cent, and the new loans that we are taking today are sometimes at 5 per cent, $5\frac{1}{2}$ per cent, $5\frac{3}{4}$ per cent, maybe sometimes even 6 per cent. Therefore, if you take the total over this large sum of 2,700 crores I do not think we give anything more than 5 per cent. Therefore it is another way of saying that it is really not a contribution that we make to the general revenues, but it is really a necessary charge. Had it been in the private market the interest would have had to be paid, and we had to pay this interest. And that is exactly what we are doing.

But because we are doing so and because we are paying our debts in time, as I said, our credit-worthiness has been maintained. I had experience of it when I went to negotiate the loans; I was told that I need not waste my time in those negotiations, because they had already decided, all the agencies, international agencies, that this is the most solvent concern, and any loans that we require, those loans would be given. And that is precisely the point that I want to maintain throughout the period, so that at least the Railway administration and the Railway Department shall remain the bulwark of our public sector from which everybody could learn and which everybody could copy.

Shri Tridib Kumar Chaudhuri said that the capital-at-charge is three times more as compared to what it

was in 1950-51—which may be correct, very nearly—and the freight and traffic earnings have started showing a downward trend. A drop in traffic this year need not be taken as a trend, because I have explained in my speech that for some reasons which are known and which are easily understandable, if we received less on account of haulage of coal or because foodgrains did not move because of the ban that every State and even every district has imposed, naturally we have lost a few crores. But this is not a feature for all time to come. We have now got the capacity and expanding, gradually expanding, capacity, and we are expecting an increase of over 10 million tonnes in the next year, and I am sure the traffic earnings will considerably pick up.

The installed capacity for steel production is also growing up, and so also all our industrial complexes everywhere. And the railway is a necessity for all these, because without railways all these things cannot grow, and the railways cannot really grow and prosper without these things. But all these are happening. If there is a time-lag somewhere, surely that time-lag is not a feature that will last for a longer period.

One Member has suggested: instead of increasing fares and freights, should you not have reduced appropriation to the depreciation fund? The idea seems to be that we are simply dumping money in the depreciation fund and that any time we could take it out in order to balance the budget. That is not the purpose of the depreciation fund. Besides, it would have been unwise to do it. The drawings from the depreciation fund during the last fourteen years have exceeded the amounts credited to the Fund during the same period by nearly Rs. 75½ crores. We draw upon it very heavily, and in future we may have to draw upon it still more heavily. Therefore, any suggestion that we can adjust that in order to balance our budget is not either sound budgeting or sound finance, and that is why it could not be done.

[Shri S. K. Patil]

Then some persons have suggested, why not reduce the losses of Rs. 5 crores on account of claims for pilferage, loss of property and all that sort of things, and that another Rs. 5 crores could be had from the 9 million ticketless travellers. They take it for granted that I have got some kind of a magic wand by which I can accomplish both these things, pilferage will stop and I will get Rs. 5 crores, and similarly all ticketless travellers will take pity on me and feel "he is a good man, why should we travel without tickets, and make him increase the fares" and therefore they will start paying the fare. And if the 9 million people pay, even if you take it at Rs. 5 or 6, for long distance, short distance, all as equal, then surely it will make Rs. 10 crores, but that will be building on the foundation of sand and surely the railway, which is like the rock of Gibraltar, cannot really be building on a sand foundation. Therefore, I had no other alternative, as I said, to the taxation which I have raised. But I can promise this House that if any chance comes next year—when all our expectations are realised fully—surely, there is always a chance to go back. I should not always be subjected to some curse. I should come to this House to have some bouquets also!

There has been some comparison between the railways in other parts of the world, in America and Europe, and the railways here. Of course, there are many things that we can learn from the other railways. But if anybody is seriously suggesting that our railways are running at a heavier cost, surely I join issue with him. We compare very well indeed so far as percentage of expenditure to our revenue is concerned.

A lot of hon. Members spoke about passenger amenities. I can tell you that if there is any subject that has interested me right from the first day when I took charge of this portfolio, it is the subject of increasing the amenities for passengers, and anything

that they suggest to me in this regard will not fall on deaf ears. I shall be always vigilant to see that more and more amenities are added to the existing amenities; it will be so much the better and that I will mean adding to the amenities of the community as a whole. Nothing will be lacking on my part or on the part of the railway administration in the matter of seeing that they really give careful consideration and thought to the suggestions that have been made here.

Some hon. Members have suggested that we spend less than Rs. 3 crores which is the stipulated amount for these amenities. I was surprised when some hon. Members said that the allotted amount could not be spent and that less than Rs. 3 crores was spent. Possibly they doubt the ability of the railways to spend. They can doubt the Government about anything, but not of their ability to spend. Surely, the railways should not be charged that we do not know how to spend money. The money earmarked for the amenities has to be spent on the amenities and not for any other purpose. I am hoping that when I come to the figures the hon. Members will realise that the money has not been saved. Even if the amount is saved in one year, it is carried on to the next year, and so it does not lapse. It goes on accumulating and the money is at our disposal whenever we want to spend anything. If any balance remains, it is carried over to the next year.

In the second Plan period there was no shortfall worth mentioning. In five years, we had spent Rs. 14.71 crores. That means only Rs. 29 lakhs less, in all the five years. That comes to somewhere about two and a half per cent or less than that. That is not a saving because it is carried over to the next year. While the expenditure during the first three years of the current Plan has fallen below the allotment, a larger sum was specially allotted this year and will again be allotted next year to make up for the earlier shortfalls. No effort will be

spared to make up within the Plan period the shortfall in the first three years of the Plan. We may need a larger allocation as our services are extended. I am sure that in the years to come this Rs. 3 crores will not remain as Rs. 3 crores. We have to spend more. After all, at least a part of what we get from passengers must be ploughed into the increasing amenities that they need.

Then there is the question of overcrowding. Removal of overcrowding is also one of the amenities. By far the best amenity that we could give, along with the others, is to increase the number of coaches substantially. The hon. Members will realise from the figures as to how the percentage is growing from year to year; it grows faster than the number of passengers: I do not say that passengers are not increasing; but the coaches are also increasing even faster than the number of passengers. (*Interruption*). This is seen from the extent of increase in coaching kilometres—42 per cent in 1963-64 over 1951-52—which is greater than the extent of increase in passenger kilometres, namely, 32 per cent during the same period. In the current year the increase in the number of services has been substantial, being about double the average annual rate of increase during the last 10 years. So, during a period of about 15 years, the increase in coaching kilometres has been 42 per cent. So much has been added. It is a substantial increase. (*Interruption*)

Mr. Speaker: Order, order.

Shri Alvares (Panjim): That is a good way of reading statistics.

Shri S. K. Patil: The hon. Member would remember that when he quotes them! 54 new trains and 61 new suburban trains were introduced on the BG and the run of 40 trains and 33 suburban trains was extended. (*Interruption*)

Mr. Speaker: Order, order. Shall I allow his speech to continue or not?

Shri S. K. Patil: That will go on, Sir. I do not mind it; but you have to mind it! On the metre gauge, 69 new trains including two suburban trains were introduced and the run of 23 trains was extended. Four new trains were added on the narrow gauge. Further increases in passenger trains in the next time-table are expected to be substantial. A special note is kept of occupation over 80 per cent of seating capacity to allow for variations in occupation from day to day or section to section or from one part of the year to another. The subject is constantly under careful consideration. Reference has also to be made to the prospective use of diesel and electric locos for greater capacity of hauling. That would also add and will contribute largely to the problem of removing overcrowding. As has been said, most of our locomotives, especially for large passenger trains, are run on steam; why for passenger trains? It is almost 100 per cent steam locos. We have not yet used the diesel and the electric locos for the passenger services except in the suburban services. But from now on, from 15 to 30 per cent, they will be added, because there will be also more coaches coming in, and we are trying that experiment from now on—from next year onwards. Therefore, when we succeed in that and when more locomotives come in along with it, you will find that the picture might change when dieselisation and electrification come into being, come to the optimum standard, as we expect them to be.

Shri Hari Vishnu Kamath: When will that be?

Shri S. K. Patil: From the 1st April, 1966 we are starting. Many Members have been saying that because of the delay in increasing the train capacity, we have been cheated out of some of our revenue. (*Interruption*). I am not yielding because it would take time. Otherwise, I like those interruptions.

Mr. Speaker: Order, order. Hon. Members will have to listen also.

Shri Hari Vishnu Kamath: We are attentive and that is why we sometimes interrupt for getting some clarification.

Shri S. K. Patil: The virtue of patience is not in the Opposition! It has been mentioned that there is competition between rail and road. I do not know whether there was at any time any cut-throat competition between rail and road. I was the Minister of Transport also when I had to deal with the railways and now when I am in the railways, I have to deal sometimes with road transport also! There are absolutely good, family relations between road and rail, and there is no cutthroat competition between them. Whenever we come across any transport question, those things are looked into and more facilities are given to the people. But surely neither the railway nor the other form of transport will suffer on account of any cut-throat competition which of course is not there. There is friendly co-ordination to avoid duplication of services. A Committee was appointed with Mr. K. C. Neogy as the Chairman to go into the question of rail-road co-ordination which is vital to the country. I remember having made a statement in this House in my capacity as Minister of Transport, when the Committee was appointed so that some firm line and guiding principles could be evolved, which we could follow and thus avoid competition between road and rail in future.

Shri Hari Vishnu Kamath: It is now five years since it was appointed.

Shri Priya Gupta: Is that committee's report complete?

Shri S. K. Patil: Mr. K. C. Neogy resigned.

Shri Hari Vishnu Kamath: Why did he resign? (*Interruptions*).

An hon. Member: Where is that Committee's Report?

Mr. Speaker: Order, order.

Shri S. K. Patil: After he resigned, we have entrusted this work to a Member of the Planning Commission, Shri Tarlok Singh. He is making an exhaustive study of it and very soon the results will come. But nothing has depended on the results, because, as I said, there is no competition whatsoever. It is for the future that we are planning and for that, this report is awaited and not for any other purpose.

I shall now refer to some complaints made by hon. Members. I do not mention the names of individual Members because many Members have made points which are common, and I shall refer to those points and complaints in general. A complaint was made that blackmarketing in tickets goes on. I plead guilty to the charge. Not that I have been doing it, but I may say that some such things do happen. The amendment to the Indian Railways Act in May, 1964 was intended to check blackmarketing in tickets and various other malpractices. From May to December, 1964, 110 cases were detected of transfer of journey-tickets on which reservation had been made and they have been suitably dealt with. The Railways have a vast organisation, and in any little thing happening in hundreds of thousands of places, the quantum appears to be big. But surely, if you take the percentage, you will find that we are not such bad boys. After all, we share with the rest of the community in India—good and bad boys. But we appear big; just as our locomotives appear big, similarly our faults also appear big. I am not making any apology and I am not saying that it should not be set right. It shall be our constant endeavour to see that such things are set right.

Many members talking about amenities suggested that there should be more three-tier sleeper coaches. A member referred to the inconvenience caused to passengers because the berths of the MG third class three-tier sleeper coaches were not long enough and possibly not suitable for sleeping.

Shri Priya Gupta: They are of the Lal Bahadur type.

Shri S. K. Patil: The hon. Member's type also is not very different. I do not know the average height of Indians, but anyway, they were small and we have changed the length to 6' 3". If there is anybody taller than that, there would be trouble. But for one tall man in 10,000, I cannot increase the length of all coaches, because that will be incurring expenditure for nothing.

Separate accommodation for ladies in third class sleeper coaches: Some ladies suggested that there should be separate accommodation for ladies in third class sleeper coaches. It is a very justifiable demand and I grant it. Railways have instructions to earmark a separate portion in the third class sleeper coaches exclusively for ladies. To ensure complete privacy and security to lady passengers, arrangements are under way to have one bay enclosed in each full three-tier or two-tier sleeper coach, first in the new coaches and gradually in the existing coaches. If the inconvenience still persists, they should bring it to my notice at the time of the next budget and we shall do everything in our power to see that they get the comfort that they deserve.

Shri Ranga (Chittoor): I am sorry to disturb the speech of the hon. Minister. This morning we thought you were going to send for the leaders of the various groups before you decide upon the time to be given for the no-confidence motion. But I am told in our absence you had already made an announcement. At what stage are we to make our representation about this?

Mr. Speaker: At any stage, but not in the middle of the speech. Let that speech be finished.

Shri Ranga: We would like you to be in the House when we raise it.

Mr. Speaker: I will be here.

14.53 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Shri S. K. Patil: Shrimati Yashoda Reddy suggested that ladies compartments should be provided in the middle of the train. Instructions already exist that their compartments should be as far as possible in the middle of the trains for the purposes of safety. However, this is not feasible on certain trains like, the Grand Trunk Express to which she particularly referred, Frontier Mail and Delhi-Howrah Mail. A separate third class compartment for ladies is provided only as part of the third-cum-luggage and brakevan which has to be marshalled either in the rear or in the front of the train. So, we are helpless. But so far as other trains are concerned, attempts will be made to put these compartments somewhere in the middle of the trains.

An hon. Member referred to student concession tickets, and said that difficulty was experienced by the students in obtaining concession tickets, as they have to approach the divisional railway officers for getting concession orders. It is true that this is inconvenient. With a view to obviate such difficulties, a simplified procedure was introduced in 1962 by which students proceeding to and from homes and on educational tours can obtain concessional tickets direct from the station masters on the authority of the school certificate, so that the difficulty of approaching the divisional superintendent is obviated.

Opening of new halts and flag stations: Many members wanted more halts in their particular territories. In one breath we are saying that our trains should run faster and in another breath we say there should be more halts. This is not always possible. If there are pilgrimages or any other special reasons why it should be done, it is a different matter. Otherwise, the recurring losses become so great because of the stoppages that we cannot afford to have them. There ought not to be a demand like that because the distance between two stations is not very great.

[Shri S. K. Patil]

Detention of Grant Trunk Express:
One hon. Member.....

Shri Hari Vishnu Kamath: Preventive?

Shri S. K. Patil: I think Mr. Solanki referred to a news item in the *Statesman* that the Grand Trunk Express was held up for an hour at New Delhi on 24th December, because the Steel Minister who was travelling by that train had not arrived. I am happy the Railway Minister was not involved in it! This is quite incorrect. The Southern Express which leaves New Delhi earlier than the G. T. Express from the same platform had to be detained in the last minute to replace a damaged coach and the G. T. Express had to be pulled back correspondingly. This has been explained by the Public Relations Officer, Northern Railway, in the *Statesman* of 13th January, immediately afterwards. Disciplinary action has been taken against the train examiner who passed the defective coach, because it caused a delay of one hour. It was not intentional nor was it for the benefit of that Minister. The Minister did not know it and therefore, I have not consulted him while giving this reply.

Action taken on the recommendations of the Railway Accidents Enquiry Committee: Many hon. Members have referred to this. The present position is 77 out of the 82 recommendations in Part I of the report have been accepted in full and one in part, leaving only 4 which could not be accepted. 234 out of 298 recommendations in Part II of the report have been accepted in full and 23 partly or with slight modifications. 22 recommendations have not been accepted and 19 recommendations which have far-reaching implications are under consideration.

One of the most important recommendations of the committee related to safety camps. There are 23 of them and the railway staff like drivers, station masters, cabin men, guards etc. take advantage of them. Over 45,000

staff have already attended these camps. The scope of the camps is being gradually extended to staff like train examiners, firemen, fitters and shunting jamadars.

Independent Safety Organisations. Some hon. Members have referred to the safety staff. A suggestion has been made that these staff should be placed under the Commissioner of Railway Safety or some other Ministry outside the Ministry of Railways. There seems to be some misunderstanding about it. The Commissioner of Railway Safety is independent of the Railway Ministry and is at present located in the Ministry of Civil Aviation. He is not a servant of the Railway Ministry; he is an independent authority. The railways have the responsibility and obligation and they have always attached great importance to safety measures and precautions. The Accidents Committee emphasised the importance of this and suggested that in addition to the existing measures, new measures should be taken, which is also being done. We must have our internal safety organisation also: We cannot always depend on somebody outside to do it, just as there is internal audit also in addition to the regular outside audit. (*Interruptions*). I am not yielding, Sir.

Coming to Vigilance, the Home Ministry has a high-level organisation with a Vigilance Commissioner and with the Central Bureau of Investigation. (*Interruptions*).

Mr. Deputy-Speaker: Order, order.

Shri S. K. Patil: The hon. Member at one time was a servant of the railways. Therefore, his knowledge must have been better. So far as my speech is concerned, he should hear in patience. When he was speaking, I was sitting and listening. (*Interruptions*)

It has been considered that so far as vigilance is concerned, we should

tighten it and in fact, that has been done, in a big way. It has been considered and the Santhanam Committee also agreed with it that individual ministries should have their own vigilance organisations. We have appointed an Additional Member solely to look after the work of vigilance, with many officers to assist him, who are independent. They do not take their cue from the Railway Board. They can examine the cases and where the personnel are concerned, the Railway Board should be informed. More than that, the Railway Board cannot stop the operations of the Vigilance Commissioner. A beginning has been made and its effects will take a little longer time to be felt.

15 hrs.

Something has been discovered, as the hon. Member must have read in the Press, in Amritsar. It was a theft, a big theft. Ultimately,—I do not know—it may be of over a lakh of rupees or even more. That is only one. That does not mean it is the first and the last one that has been discovered. Many people who were actually pilfering copper wire and other things have been arrested. Very possibly this was going on for some time. This might be going on in many places. We are alive to it and we making every effort in our power to see that such instances are reduced.

Our capacity for transporting coal, foodgrains and other commodities necessarily presumes a more or less regular rate of off-take of coal throughout the year with the normal minor fluctuations to suit seasonal requirements. Off-takes of foodgrains also sometimes declines because of the ban imposed by various States. The Railways have built up a capacity—this is worth remembering—for a daily loading of 4,200 wagons between June to November and 4000 wagons between November and May. It comes to an average of 4,100 wagons for all the time. The actual movement from April to December 1964 averaged only 3,641, nearly 500 less. An analysis shows that consumers who were in-

creasing their stocks in 1963 placed small indents in 1964 and ran down their stocks. This continued right up to the normal busy season. This situation can never be considered to be a regular feature. It may happen that at that time when our capacity was not adequate many people were stocking coal even more than was necessary because they thought that they should not be in difficulty. That means that they drew upon that stock. That means an increasing faith in the ability of the Railways to supply wagons. It is indeed a kind of compliment to the Railways that they did not fall back upon it, that they did not think it necessary that the large stocks should be kept by them because of the capacity of the Railways to deliver them as and when coal was needed. That is the reason why it has fallen and there was a shortfall in one year. That does not indicate that the shortfall is a normal feature against which we should guard in the coming years.

Dieselisation and electrification is the main aspect of the modernisation of Indian Railways. We want to build up a modern India. Building up of modern India is to start with the building of modern railways, because railways are really the basic things in anything that we do. It has far reaching ramifications. There is no industry, whether it is a small industry or a big industry, which has no direct connection with the railways. Therefore, this scheme of dieselisation and electrification and several other things that I shall mention are progressing apace.

Many hon. Members have pleaded for faster dieselisation and electrification and for the manufacture of diesel and electric locomotives in the country. This is exactly the policy of the Government. We shall be importing essential locomotives only for a short time. This also has to be done only until we catch up by our own production. I shall give this hon. House some idea as to how we intend to catch up with this progress of dieselisation and

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electrification. As our capacity goes on increasing, there would be a decline of the imports. At Varanasi Locomotive Works, about 18 locomotives are expected to be turned out during the current year and the target production of 150 BG locomotives per annum is expected to be achieved in about three years. We begin with 18 and in three years we shall go up to 150. That is the target fixed just now.

Electric locomotives are manufactured at Chittaranjan Locomotive Works along with steam locomotives. The present output is about 2 to 3 locomotives per month and this is expected to increase to as many as 6 per month in 1966 bringing the total to somewhere about 72 every year.

We are also modernising in other ways. The automatic signalling, of which I have said much in this House and also in the Press, has now made plenty of difference in the railways everywhere in the world. It has changed the aspect of the Railways. It is not necessary now that every track must be doubled. All these things cost too much. Now that the signalling is improved and we bring the electronics, the micro-waves into the system, the same track can give you 50 per cent or even 100 per cent better efficiency because more trains will move and there would be a larger factor of security.

So far as this is concerned, we are trying it and we begin with the last thing that we did—the N.F. Railways. There it is necessary because we cannot double the track quickly. It is not really productive. Therefore, we shall start there so that with the same track we shall get more efficiency and run more trains on them. These are some of the features of modernisation along with many other things that we are doing. I would request the House to watch patiently for ten years, and if they are still there after ten years they will see what phenomenal progress the railways will be making during those ten years.

Shri Shinkre (Marmagao): We will be there.

Shri S. K. Patil: My hon. friend from Goa hopes to be there. I also hope that he will be there.

The hon. Member, Shri Bhagwat Jha Azad, complained that the letters written to General Managers were not promptly attended to and the replies were not issued over the General Manager's own signature. I am really very sorry. Here I would have asked his pardon because that was something which I did not expect the General Managers to do. Members of this august body, the Parliament, are really the representatives of the country. Due to their position, if they write, the General Managers themselves should reply and not ask that work to be done by any other officer. Possibly, it was just a mistake and it was not intended. Some other officer in the absence of the General Manager might have thought that instead of delaying a reply to the letter it was much better to send a reply under his signature. In any case, it is bad. Therefore, instructions will be issued that all this correspondence should be looked into personally. I can tell you one thing. I can share this secret with this House. I get hundreds and thousands of letters from all manner of people. But when a letter comes from a Member of Parliament, it at once attracts my attention. Something else is done about it. Some kind of a signal is given that alerts the man concerned that the letter is to be treated differently from other letters. So you can see how much we respect the goodwill of Members. We want to create that goodwill because without their co-operation neither the Government nor the Railways can expect to make any progress.

Shri Raghunath Singh (Varanasi): What about others?

Shri S. K. Patil: It will suffice if I can persuade my own officers. About

others I better leave it to the General Secretary of the Congress Party.

One of the hon. Members pointed out that the percentage of double and multiple track to total route length is much lower on the Indian Railways than in many European countries and suggested a faster pace of progress. I can tell from the experience of the United States of America that at one time, because there was so much steel and other capacity available, they could do it. But the present thinking in the last so many years is that it is no use duplicating these routes. That means additional money and additional land for nothing. If they can improve their system of signalling, crossings and all those things, they can run the service. Therefore, all that we are trying to do is that wherever it is necessary, in sections where the intensity of traffic is very great—it is not a general rule—we should go on expanding and duplicating the lines because they have got to be duplicated. Otherwise there is no sense in that. Only if the traffic becomes so intense and with no amount of modernisation we can cope with it, we have decided to do it. Our resources for expansion of railway capacity are limited and since doubling the track is very expensive it can only be considered on sections in which the number of trains is so large that they cannot be run on a single track even by providing more crossing stations, better signalling and more powerful traction units. The hon. Member will no doubt notice that the figure for the Indian Railways, given in the *Review of Performance*, compares even with lower percentage of double track and favourably with those for the European Railways.

The hon. Member, Shri U. M. Trivedi, in his speech, stated that when about 80 coolies were recruited recently for appointment as licensed porters at Delhi Main Station, Rs. 700 to Rs. 800 was charged from each of them for appointment as licensed porters—illegally and not by the Railways.

How he got the exact figure I do not know. I am quite sure he must be in the know of things, otherwise as a responsible Member he would not have mentioned it here. Whether it be Rs. 700 or Rs. 800, it must have happened and that is why he referred to it. We are aware of the illegal sale of number plates and other corrupt practices prevalent. But the number of such things that happen in this country is so large that human ingenuity does not catch all those people who do it. We are intensifying the vigilance and other activities so that all these people may be brought within the ambit of the law.

Shri Ramanand Shastri referred to the case regarding allotment of a quarter to Shri Richpaul, Shunter. When he was narrating that case so pathetically and in a well delivered speech, I was really trembling that something very wrong had happened. I went with the impression that if the order was given to him that he should occupy the quarters and because he did not pay any money the quarter was not given to him, something very wrong had happened. Therefore, I made prompt enquiries and I have now got the facts of the case. I want to assure him—I find that Shri Ramanand Shastri is not here.....

Shrimati Renu Chakravartty (Barackpore): It is Swami Rameshwara-nand.

Shri S. K. Patil: Swamis are different from Shastris. He is on our side. He also adorns saffron clothes but in different style.

The facts of the case are quite different from what he claims. He claimed that the orders were issued to him that he should occupy. When the Government Examiner of Documents was called in just to see whether that document that he had produced is genuine, he held that the document produced by Shri Richpaul was a bogus one and it had not been sent by any authority by which it was supposed to have been sent. The railway administra-

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tion is proceeding in the matter of his removal from service because he has not only brought this difficulty and bad name to the railways but he has also deceived a Member of this House when he appeared before him as quite an innocent man.

Shrimati Renu Chakravartty: Why should Members be deceived? You should go into that question before bringing it up here.

Shri S. K. Patil: I am glad the hon. lady Member has given the correct instruction to be followed by Members in such cases.

Now I come to the punctuality of passenger trains, which was also the gravamen of the charge of many Members. I can quite see that a man gets very irritated when the train is late by 12 hours, 14 hours and even 16 hours. It is quite true. Here may I tell you an incident which actually happened days back in my part of the land, Kolhapur, where the train used to be 14 to 16 hours late daily. One day when I came to the station a little early, somebody told me "you are a fool; why should you come so early? During the last six months it has never been less than 14 to 15 hours late." I thought I would take a chance. When I reached the station, I found the train just steaming out of the platform. I was late by one minute. I asked the station master: "what is this wonderful thing that has happened? The train has come in time." The station master said "do not get perturbed; it was yesterday's train which had just steamed out; today's train is yet to come".

Now we have come to another stage. Today the position is not as bad as that. Yesterday's trains are not running today. The only way of assessing the overall punctuality of the thousands of passenger trains running every day over the length and breadth of the country is by the statistics of the percentages which we maintain of the trains which arrive at their destinations at the scheduled time. It is

percentage has stood at 85.8 during 1964, which was a marginal improvement over the figure of the previous year. Efforts to obtain better punctuality have been hindered on account of the large number of engineering works that are going on for the lines undertaken in the main routes to increase the line capacity, like doubling. So, it becomes a little difficult to regain lost time, particularly when the works are somewhere near the stations. It is true that it is not a valid explanation and hon. Members have every right to say that punctuality should be improved. If punctuality is maintained for the important trains, the trunk route trains and if they start running to time, as I am quite sure that most of our hon. Members here generally use only those trains and not the other trains, punctuality will be up to the standard. We shall make every effort to do that and in fact we are trying to achieve it.

I shall now narrate what we are doing in order to see that this is achieved. Firstly of all, we have got to accelerate or increase the speed of trains. This has been very much in our minds. Our speed has got to be accelerated. We talk of the Tokaido train that has been introduced in Japan between Tokyo and Osaka which I saw last year. Their attempt is to bring the ultimate speed to 250 km per hour. Now it goes at a speed of about 200 km, almost the speed of an aeroplane. But that is not an ordinary line like the one which we have got here. It is about 14 ft. high, a special line and nothing comes in the way. Secondly, Japan has made tremendous progress in electronics and other sciences. Yet, they have begun with a little smaller speed of 100 miles. Then the tempo will be up and up, 120, 150, 200 and so on, ultimately coming to 250 km.

Shri Heda (Nizamabad): There the trains are punctual to the second.

Shri S. K. Patil: The present maximum speed on the Indian Railways does not go beyond 60 miles on the

BG except between Bombay and Poona where 65 miles per hour is the limit. Perhaps the Taj Express must also be travelling at that speed because it is supposed to be the fastest train. 45 miles per hour is at present the limit so far as metre-gauge is concerned. Even now attempts are being made at the half-yearly review of Time Tables to reduce the running time as much as possible. Since passenger services have still to be run almost wholly with steam locomotives—because, although we are introducing diesel and electric locomotives gradually, their percentage will be only one or two as we have got thousands and thousands of steam locomotives and they cannot be taken away—the running speeds are reduced to some extent below the maximum permissible speed. From 1st April next the running time of a number of trains including the Mails and Expresses will be reduced. These include the Frontier Mail between Bombay Central and Delhi, the Air-conditioned Express between New Delhi and Bombay and New Delhi and Howrah, the Sealdah-Pathankot Express, the Jodhpur Mail, the Madras-Trivandrum Express, the Bombay-Dehra Dun Express. The reduction varies from 20 minutes to nearly 2 hours.

Shri A. P. Sharma (Buxar): What about the Calcutta-Madras Mail?

Shri S. K. Patil: That is not here in my brief. Possibly, that is not taken up immediately. Because, we cannot take up everything everywhere at the same time. We have taken it up as an experiment and it has to be extended gradually. If a train has to be made faster then the track has got to be improved, the ballasts must be more, the sleepers must be closer, the rails should be heavier and so on. It is not as if simply we can increase the speed of trains. The track is the limiting factor and it has got to be improved.

Then I come to the conversion from narrow-gauge to metre-gauge and

from metre-gauge to broad-gauge. Many Members have stated that all the lines should be converted to broad-gauge. It is going to be our ultimate aim. But it took 40 to 50 years in the United States to come to the stage which they have reached now. It was not achieved in a day. When we started the railway hundred years ago, naturally it was then done according to the traffic that was obtainable at that time, either as narrow-gauge, metre-gauge or broad-gauge. Now we feel that narrow-gauge lines should not increase at all. So far as metre-gauge is concerned, we have now got nearly 25,000 km. They cannot be reduced immediately. As and when the intensity of traffic goes up, metre-gauge will be converted into broad-gauge. That is a continuous process which is going on even today.

It is not possible to take a general policy decision regarding conversion or closing down of the remaining narrow-gauge lines as each individual case has to be considered on its merit, taking into account the operational necessities and the availability of funds. This requires heavy capital investment which cannot be justified financially. The hill railways mostly will have to continue as narrow-gauge. Even now the narrow-gauge lines are nearly about 5,000 km. Because of the difficulty of the terrain, making them broader is out of the question. That cannot be done and it should not be done.

Shri Hem Raj (Kangra): What about their improvements?

Shri S. K. Patil: In the matter of improvements too, a thing which we want to destroy, we cannot go on improving. Therefore, by and large, I think they will have to go. Of course, I can understand the improvement of the hills section. That will have to be done.

Coming to new lines, I have noted the suggestions of Members about various new lines. I went through the

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speeches of Members and I found there was hardly a member who did not suggest a new line.

Shri Subodh Hansda (Jhargram): I have not suggested any new line.

Shri S. K. Patil: When I asked somebody how many new lines should be taken up, he gave the number as 500. Now, I can understand that new lines have got to be taken up, because the future of the railways in India is not the same as that of United States or Europe where the optimum has been reached as a faster mode of communication. In this country, at least for the next 50 years there would not be any saturation point. We shall have to expand and modernise. All these things have got to be done because the reaching of the optimum level in India will take a long time. What will happen when that level is reached, is not a matter which need worry either our generation or the generation afterwards. Until then we have got to do everything in our power, according to the priority that we allot, to have new lines. The new lines to be taken up in the Fourth Plan have to be considered in conjunction with the Planning Commission. From the present indications the allotment in the Fourth Plan for new lines is likely to be of the order of only Rs. 130 crores. After earmarking the amounts required for completing the projects which are already on hand, it appears that only about Rs. 40 crores to 50 crores may be available for expenditure on fresh projects, and that does not make for more than 500 miles. The selection of the particular new lines to be taken up in the Fourth Plan will obviously have to depend on the relative priority of the individual projects.

Many hon. Members have pressed here that these things have got to be done, for instance, in Assam. I can grant that. It is a place which deserves it. But talking merely from the financial point of view, it is risky to do

so. Even now the NF Railway does not pay. That is a part which is neglected. The defence part apart, the other lines do not pay. But whether they pay or not we have got to generate capacity because, after all, you cannot always say that unless sufficient traffic develops we are not going to have the railway. Traffic will not develop unless the railways are there. These communications have got to be done and we are taking every opportunity to see that we give a higher priority to the request in Assam. That will be done.

Then, the hon. Member, Shri Limaye, said that steam locomotives were using good coal and suggested that the Railways should think about introducing electric and diesel locomotives on a long-term plan. He thought that we were misusing metallurgical coal for our trains. He is very much wrong indeed. Such of the quantity of metallurgical coal that we use is because it is found to be surplus. It is given to us; we do not need it. We have to pay for it a little higher; but we take it because it is surplus. However, since hereafter we are switching over fast to dieselisation and electrification, this question will not arise.

Many hon. Members have made the point about the provision of over-bridges. I can make a general statement about it. The Railways have, for many years, been prepared to do this where the schemes are sponsored by the State Governments and they or the road authorities agree to pay the cost of road approaches, the cost of the bridge proper being borne by the Railways.

A suggestion was made for a bridge over the Godavari. More than one hon. Member, perhaps all the hon. Members from Andhra who spoke, wanted a rail-cum-road bridge there. It costs more, Rs. 1 crore more, than the Andhra Government is willing to pay and it has been held up here because we have got to pay something

more, they said. I can assure them that they have got my sympathies in this matter and that to the extent the Railways can help them, they shall do so. If there is any difficulty, we shall find ways and means to resolve those difficulties.

On the question of manned and unmanned crossings, I have answered so many questions. Many people believe that these 30,000 crossings will either be manned or we shall have bridges over them. Nowhere that is done. In some of the cities of the United States, not only in far-off places but even in cities, I have found that they are unmanned. They keep them like that and it is the business of the road traffic, motor cars and others, to see that they guard themselves. There are signs, indications and all that. But here, people expect that all these 30,000 crossings have got to be manned! Out of them, no doubt, a few have been manned, about 8,000 or so; some of them we are manning now as they become important. Then, we do something in co-operation with the States and I must say that the States are very co-operative indeed in this business. But if it is expected that even the last crossing has got to be manned, it is not done anywhere and surely it is not going to be done in this country also. Wherever the traffic density develops then alone it can be done.

Coming to the theft of electrical equipment to which a reference was made, a case involving heavy loss was unearthed. I referred to it, as to what happened in Amritsar. This is *sub judice*. We have given it to the Special Police Establishment and very soon the results will be known.

As regards the wage board, on behalf of the Railways, I must congratulate those who are in charge of the railways and with whom we are associated, both the Federations, that they are giving excellent co-operation to the Railways. Whatever our difficulties are, we meet and try across the table to solve them. So far as human

kindness is concerned, my hon. friend may be assured that the Minister would not be lacking in human kindness while dealing with labour. That does not necessarily mean that I must give them a wage board.

Shri Priya Gupta: That we understood earlier.

Shri S. K. Patil: They do not understand that there are certain facilities that are given in the Railways and that are not given where there are wage boards. We want to do something better for our railwaymen and not really stamp them with a wage board. This is really not necessary and they also may not require it. Why? It is because of this. It has been suggested that railwaymen should be entitled to bonus on the same basis as the private sector people. The railwaymen have benefited substantially by concessions like liberalised family pension, reimbursement of secondary school fees paid by employees for their children—crores and crores of rupees we spend on them for their children—and the more liberalised leave rules. These do not exist elsewhere. If we take all the concessions that we have given to our staff, we will find that they are overwhelmingly larger than the wage board can give them. Therefore we have got to see what is beneficial to the workers in the balance. If you go by my advice, I should say, the wage board is not a necessity at all so far as the Railways are concerned.

Moreover, the Railways are a public sector undertaking. The entire income from this should therefore go for the benefit of the nation as a whole. It is not a private thing where you require a wage board. If you make any profits, as you have seen, you are accusing me—many hon. Members are accusing; not you—that I have really given too much to the Government. Here it is a case that if anything more is produced by Railways, it becomes Government property. That position should continue as it is.

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Certain hon. Members made complaints about extension given to scientific personnel after the age of 58. We have now raised the age of retirement from 55 to 58; but according to the Cabinet or some other decision that the Government has taken, in rare cases if a scientific person is absolutely necessary, possibly an extension may be given to him, not after the age of 60 but within those two years. It is not meant to be liberally applied; otherwise, it would mean that these are not the exceptions. Then, it becomes the rule and the exception has to be found out. I am with hon. Members of this House that when we have raised this limits to 58, there is really not much reason for asking that we must do that in all cases. There may be one case in a hundred or a thousand that it has got to be done because the man cannot be replaced. Therefore it can be done, but not otherwise. I shall be very strict in these matters and shall stick to this limit of 58 except in very rare circumstances which have got to be justified to me and to this House also. When we make a rule, we must not have the young aspirants waiting for a year or two until their turn comes because some old man has not gone or retired from service and therefore their chance does not come.

Then, Dr. Singh made the point that assistant surgeons should be gazetted. Some hon. Members suggested that all the assistant surgeons should be given gazetted rank. There are 790 of them, who have been given gazetted rank. Their chances of promotion have also been improved by creating 300 more posts in the regular gazetted cadre of assistant medical officers. These posts are gazetted and they get more money. The assistant surgeons have also been granted restricted non-practising allowance at the rate of 20 per cent of pay against 25 per cent of pay granted to CHS doctors. This disparity of 5 per cent is due to the fact that Railway doctors are allowed restricted private practice, while the CHS doctors are not allowed any private prac-

tice at all. I dare say that there is hardly any other category of Railway staff whose position and prospects have been improved to such an extent in the recent past. They are not on all fours with doctors elsewhere because they get this facility of restricted private practice which the other doctors do not get. But I shall always examine if there is any case made out by them by which their prospects have got to be improved and surely those prospects will be improved.

Regarding the recruitment of Scheduled Castes, I heard from one or two hon. Members of the Scheduled Castes that the policy has changed. I began examining myself as to whether there was any case which I really dealt with in a manner as if I have changed, or should be held responsible on that charge that I have changed, the policy. The policy remains the same so far as their quotas are concerned. The Railway Board aims at filling those quotas. It is not that they do not do that. Why should they do so when it is statutory and when we have passed that? If the quotas are fixed, it has got to be done. I can make it an open invitation to everybody, not only to hon. Members of the Scheduled Castes, that if they find that any such thing has happened, it should promptly be brought to my notice. On the contrary, Shri Jaipal Singh made a plea that it is wrong because the efficiency of the railway administration is suffering because of these quotas.

Shri Basumatari (Goalpara): He is wrong.

Shri S. K. Patil: I do not know whether he is wrong or the hon. Member is wrong; but, surely, I am not wrong.

An hon. Member: You are never wrong.

Shri S. K. Patil: What I am suggesting is that so far as the railway administration is concerned, we have made no such distinction and we shall keep to these quotas. I have already promised that if anything more is to

be done, I am always open to see as to what could be done about it.....
(*Interruption*).

Dr. M. S. Aney (Nagpur): Shri Jaipal Singh said that as regards recruitment the quota should be observed but not as regards promotion.

Shri S. K. Patil: That is true. This is only. I think, about Class III and Class IV. But Dr. Aney is right that that should be borne in mind.

Then, on the Bidhan Chandra Station, to which somebody made a reference, the expenditure incurred on the construction was Rs. 7.94 lakhs. On dismantlement of the Station a credit of Rs. 3.30 lakhs was obtained for released materials leaving a net expenditure of Rs. 4.60 lakhs. The retention of the station was not necessary since the Durgapur Main Station is at a short distance. I merely made this small point because even if that station, within one mile of Durgapur, was kept as a flag station, surely, I would not name it after my friend, Bidhan Chandra Roy, who surely deserves more than a flag station. Therefore, it was for that purpose only that it was done during the Congress session, just as Nagars are named and they are dismantled after that. If I were to have anything, it should be the biggest station in India, and if it is to be named after Dr. Bidhan Chandra Roy I would be the happiest man to do so. But surely, the flag station that was named after him was for the purpose which I had given—it was immediately after his death—and, therefore, something was named after him. That was not any kind of a thing that it was a disparagement to his memory or anything of that description.

Shri Dinen Bhattacharya (Serampore): Why was it done at all?

Shri S. K. Patil: It was done because it was necessary to do it and because lakhs of people were coming there. If my hon. friend also wields a Party which brings lakhs of people, surely the Railways will always be at

his disposal and we shall build a station and probably name it after him.

About the medical colleges, I said elsewhere that if it is possible, we can have a couple of medical colleges opened. The idea was not that we want to enter into the educational competition. But we have got hundreds and hundreds of institutions, colleges and schools for our railwaymen. When I mentioned it, it was not because I do not get doctors—they can be secured in many ways by giving scholarships—but I thought the admissions to these colleges have become so difficult that some of the children, sons and daughters, of our railwaymen find it difficult to get entrance into them. It was just a suggestion. It has got to be worked out. We have not yet worked it out and, therefore, nobody need be afraid that we are encroaching upon another Ministry's work or anything of that description. We are proud of anything that we have done in the field of education. If hon. Members have seen our hospitals, I must say, not only do they compare well but, I think, they compare very favourably with others. They are kept in better condition and our ambition is that they should be the ideal institutions we shall produce. That is also a help or a service to the community that we are rendering.

Many hon. Members also referred to the fair price shops. There are several of them. I am most anxious to see if I can really give food material to railwaymen at a cheaper price. I do not mind having a small loss. But my hon. friends will understand the difficulty as to where do I get the food from. The question is—I cannot merely have a board that this is a shop that is opened—that I must get the grain and in a system of rationing, where rationing is for everybody, surely there cannot be different cards at cross-purposes here, something for the railwaymen and something else for somebody else. It is very difficult indeed to do that. I discussed this problem with my hon. colleague the Minister of Food and Agriculture. I know that, myself

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being the Minister of Food and Agriculture before, it is rather difficult in a system like that. But as soon as I get an opening and something could be done in order to relieve the hardship to staff, surely I shall be only too pleased to do so.

With regard to increasing the frequency of air-conditioned trains, that is also being done. But the air-conditioning means that the parts have got to be imported and there is the component of foreign exchange involved in it. That has also got to be done and we are preparing for it. More and more of trains which have become very popular indeed will be introduced between the big cities.

Then, I come to the Calcutta Circular Railway. I made a statement in this House some days back. I am most anxious that the problem of traffic in Calcutta must be solved—whether it can be solved by the Circular Railway or the underground railway. In my eyes, the last answer, the final answer, is the underground railway. Anything that is constructed above is so much a nuisance. We might see sometimes that it is an advantage—it can be an advantage for sometime—but all this traffic converging into Dalhousie Square, thousands and thousands of people, will possibly constitute a problem in the absence of any arrangements for parking etc., which will be tremendous indeed. Therefore, we have got to take a decision and that may take a little time. But it must be a correct and a final decision. That applies to any railway, link railway, or call it by whatever name you like, the circular railway for Delhi too because the population of Delhi is growing so fast. This demand also will be insistent and the demand will be made—and it is a national demand—and something has got to be done. The Railways have got to come to the rescue. I am merely undertaking this responsibility on myself although only one or two hon. Members have referred to it. I can see the problem as a traffic man because I have dealt with

the traffic in big cities in my life. Therefore, I know what it means, what problems it creates. This problem also has got to be taken in hand and some kind of a blueprint has got to be made as to how we can solve it.

One very interesting suggestion made by some hon. Members was: Do away with this Railway Board; the cause of all mischief which originates anything, the Gangotri, is the Railway Board. Then, somebody asked: Why not dispose of the Railway Ministry? And somebody might say: Why not dispose of this Parliament even? I have not taken it seriously. But I will say something about it, not because I belong to Railways—it is by accident that I became the Railway Minister—but surely where the credit is due, the credit has got to be given. Some hon. Members have in their criticism gone to the length of suggesting that the Railway Board should be abolished. Ever since I came to this Ministry, I have been comparing and contrasting, in my mind, the Railway Administration with several other administrations with which I had the good luck to associate myself. During the last 8 or 9 years, I have associated myself with many administrations and, therefore, if not with absolute authority, with some kind of authority I can compare and contrast and say wherein the advantage lies. I can say from the personal experience that the Railway Administration, with the Railway Board as its pivotal point, is by far the most competent administration I have come across. I have the least intention of detracting from the standards of administration in other Ministries. The Railway Board is a special creation, the object of which is to have a streamlined and concentrated central authority capable of discharging its manifold activities. The Board has fulfilled these expectations beyond doubt. Unlike in other Ministries, all the Members of the Board are Railwaymen themselves. They do not get the doubtful advantage of jumping from one Ministry to another. They have to live, grow and prosper

in the Ministry itself. This gives them the advantage of a more precise and comprehensive experience of a single administration which is the Railway. I can say—if there was anything wrong, I would not have used these words of praise—that I am satisfied that whoever had conceived this idea of having the Railway Board has done plenty of good to the administration. We shall have to follow that example in other administrations too and not the abolition of the Railway Board where there is the concentrated attention of people who dedicate and devote themselves only to Railways because they are the engineers and they do not go from one place to another. It has given us the advantage.

Now, I come to the National Railway Users' Consultative Council of which many hon. Members are the members. This body has been of great importance to the Railway Administration. It consists of very able and experienced representatives of Railway users all over India. Any suggestions made by them command utmost respect both of the Railway Board and surely of the Railway Minister. A number of changes have been made in the pattern of our administration as a result of the careful study they have done.

About catering, there are two opinions. Some of them say that the departmental catering is the best; others say that the private catering is the best because there is competition in it. I want competition in everything. I believe in competition in the economy. No economy can progress where there are no chances of competition at all. I may even suggest that I will do it in competition with the private people to show the superiority of the departmental catering. But that is a step in which, I think, I am very wisely advised by the consumers and other people and I surely intend to make some changes. I do not want to hear this complaint which is a genuine complaint that the standards of our food and catering are deteriorating.

Then, about the standards of our uniforms, at one time we had made it obligatory that these uniforms should be of a particular cloth. And they do not last. Of course, there is the lasting capacity, the texture of the cloth and all that. Our railwaymen must look smart, more smart than anybody else. Surely, everything would be done to see that they are given durable uniforms and better uniforms so that they can really appear and reflect in a small measure the efficiency which the Railway administration represents.

I shall now refer to the extra-curricular activities—I have borrowed that word from the Education Ministry. It is not merely hauling the goods and carrying the passengers. But there are other activities. The extra-curricular activities, such as, schools, colleges, hospitals, sports, sports stadium, give a special role to the Railway administration. Besides carrying passengers and goods, the Railways have responsibilities to the community. They are in a position to provide relief and entertainment in a thousand ways. I am very proud of these activities of the Railway administration. If you open the sports column of any paper, you will find the Railways everywhere and in most cases they have won. Even the gold medal that we won at the Olympic in Tokyo was largely due to the railwaymen, and the credit goes largely to the railwaymen for that. Even the goal that was scored was by a railwayman, and we are very proud indeed of it. Every member feels that he has hit the ball and scored the medal. Therefore, I am thinking of stepping up these activities further by providing sporting facilities for railwaymen and by giving them better conditions of service so that they could give a better account of themselves than they have given so far. This is an amenity to the people and surely it must be given.

Then, my hon. friend Shri Sonavane had referred to the question of the new zone. After all, just now

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there is nothing to fear because of these zones. But he thinks that Sholapur will sink into the sea if this division goes anywhere else. But my hon. friend should remember that these things are done not by me but they have come down from Minister after Minister, from four or five Ministers, and I was only instrumental in announcing it, because it had come to a point where it had got to be announced. But it was actually done before, and it was done with a view to improving operational efficiency, and not because this territory or that territory is there. If I go by the idea of territory, then tomorrow I shall be faced with this situation that every State will require a zone for itself which I am not prepared to give, because this cannot be done, and there is no question of operational efficiency involved in it. I saw a wonderful camaraderie between Shri Basappa on one side and Shri Sonavane on the other. One of them said 'You give', and the other said 'I shall take'. They were saying this as if the Railway Ministry did not exist. I would tell my hon. friend Shri Basappa that if it were so possible, I belonging to Maharashtra and having all the sympathy for my hon. friend Shri Sonavane would have done that very gladly indeed, but the whole Southern Railway will be disrupted if I accepted the suggestion that he made. After all, I have to go by what they have got today. For the last so many years, say, fifty to hundred years, all these people have come to Bombay from long distances. Surely, if for a change, people from Sholapur go to Hyderabad, I do not think that the heavens are going to fall because of that. But I can assure my hon. friend of one thing. Sometimes, these suggestions are made because those people are afraid of the possibility of their recruitment chances being affected and they feel that something might change. I can assure my hon. friend that the same Railway Public Service Commission that was hitherto there shall con-

tinue in Bombay, and therefore, the recruitment facilities will be just the same. Then, again, the whole Sholapur zone is not going. When I asked the General Manager if there was any possibility of taking away a particular part of it only for operational efficiency purposes and retaining a part of it in the old zone, I was told that the zone from Manmad to Dhond might be retained there, and I readily agreed to that. That portion is not going away to the other zone but that remains in the old zone. I am examining a few more suggestion also in this connection. Therefore, nothing is going to be lost by this. I can assure my hon. friend that so far as recruitment is concerned, and so far as the seniority and other things are concerned, they will be fully protected.

My hon. friend Shri Sonavane referred to the promise or assurance given in 1952 that no reorganisation would be done without consulting the labour unions. I have gone through the records and found out what was said. I have taken the trouble to find that out.

Shri Sonavane: It was at the time of the discussion of the railway budget that our present Prime Minister had said that.

Shri S. K. Patil: No such promise had ever been given. The assurance that was given was only this. The assurance that was given by the Prime Minister and everybody else and by my predecessor Shri Lal Bahadur Shastri who was also the Railway Minister was this that by reason of the formation of these zones, there would be no retrenchment anywhere and their service conditions would not be affected. Naturally, if there is any single case of any service conditions being affected, I shall stand by my hon. friend and I shall be with him and I shall see that such things do not happen. My hon. friend should bear with me on this point, because if we

accede to that principle there would be some other dangers. For, if a demand were made by one territory that because the railway runs through that part, there should be a zone there, then naturally the other parts also will say that because a part of the railway runs through their territories, they also want a zone in their areas. I would submit that we do not want such a thing to happen. Let it be understood once and for all that any zone that we shall create would be created only for the purpose of improving operational efficiency and not for any other purpose. We intend to create perhaps one more zone; ultimately, it will finish with ten zones. Now, we are thinking of the ninth zone, and then the tenth zone might come. But when the final picture emerges, it is not because we want to oblige one State or the other. It is not because we want to oblige somebody or the other, but it is precisely because of considerations of operational efficiency that we shall be doing such a thing and for no other purpose.

Shri Sonavane: Why should the railways be afraid of setting up an expert committee to study this matter?

Shri S. K. Patil: The railways are greater experts than all the committees that my hon. friend could suggest. The railways are again and again looking into these things. So, we do not want any experts from outside. The railways are experts in this business, and therefore, we do not need any experts from outside. My hon. friend is not an expert in this, and the Members of Parliament are also not experts in this, and I am not also an expert, and I am merely following what the experts in the railways say, and I shall be only glad if they could have it done. Therefore, I do not think that we should take up an attitude that because a railway passes through a particular State, a particular zone must not go away from there, because then the

other parts also would come and say that because the railway passes through their area they should also have a zone and we should give them those zones. At any rate, we have not got such a thing now. But I would like to tell my hon. friend Shri Basappa that if perchance a zone is to be created in Mysore, he would repent for having said what he has said now that he is prepared to bargain on that score.

Shri Basappa (Tiptur): Hubli will be the best headquarters for developing the Western Coast if only the hon. Minister would judge it correctly.

Shri S. K. Patil: That does not fit in well with the suggestion that my other hon. friend has been making.

Shri Shankaraiya (Mysore): The original proposal was for Guntakal and not Hubli.

Shri S. K. Patil: I shall conclude my reply by referring to the Pamban bridge. Tributes have been paid by everybody to the engineers for the manner in which that bridge has been restored. That bridge had been washed away as a result of the tragedy at Dhanushkodi. It was a natural loss, and it was not due to anybody's making. I am not going to repeat all those things here because I have done it so very often. It has been said that the driver was reluctant to proceed and so on. I do not know wherefrom my hon. friends have got this information. The bridge had nothing to do with the railway train; actually, the railway train that disappeared was not on that bridge and was not on the move.

Shri Priya Gupta: The hon. Minister is making a wrong statement. There should be a judicial inquiry into this matter.

Shri S. K. Patil: I am not yielding. The hon. Member has been listened to, and he should not form the habit of popping up like a jack in the box every now and then. Surely, he

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has got to listen to what I am going to say now.

Shri Priya Gupta: We must have a judicial inquiry.

Shri S. K. Patil: The bridge had nothing to do with the train. The bridge was for a different thing, and the train was on a different thing. And nobody would do these things with the intention that the watery grave should fall to the lot of anybody.

I shall convey to the General Manager and his staff the grateful thanks on behalf of this House and myself for the extraordinary work that they have done in such a phenomenally short time of 44 days as against the six months that was the originally scheduled time by which we expected the bridge to be restored. I am sure that the spirit of service and dedication that inspired the railway staff in restoring the Pamban bridge will be the guiding principle for the entire staff and officials of our railway administration, and that shall be the proud day for us when we shall see that some of these little difficulties are removed and we shall talk of our railways as the greatest and the most successful venture that this Government has launched.

Shri Shinkre: What about the grievances that I had referred to?

Shri S. K. Patil: As I have already said, letters will come to my hon. friend.

15.46 hrs.

*DEMANDS FOR GRANT (RAILWAYS), 1965-66

Mr. Deputy-Speaker: The House will now take up discussion and voting on the Demands for Grants in respect of the Bduget (Railways) for

1965-66 for which 9 hours have been allotted.

I would like to take the sense of the House as to how these 9 hours should be distributed amongst the different Demands. If the House agrees, 5 hours may be allotted to Demand No. 1 and 4 hours to the remaining Demands. Is the House agreeable to this?

Shrimati Renu Chakravartty (Barackpore): I would suggest that we may take up all the Demands together, because otherwise there will be a duplication of speeches.

Mr. Deputy-Speaker: Is this suggestion agreed to? I take it that it is agreed to. So, we shall take all the Demands together.

DEMAND NO. 1—RAILWAY BOARD

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,18,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Railway Board'."

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 3,63,63,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 34,13,000 be granted to the President to defray the charges

*Moved with the recommendation of the President.

which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Payment to Worked Lines and Others'."

**DEMAND No. 4—WORKING EXPENSES—
ADMINISTRATION**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 52,68,93,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Administration'."

**DEMAND No. 5—WORKING EXPENSES—
REPAIRS AND MAINTENANCE**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 167,73,90,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Repairs and Maintenance'."

**DEMAND No. 6—WORKING EXPENSES—
OPERATING STAFF**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 106,78,34,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Operating Staff'."

**DEMAND No. 7—WORKING EXPENSES—
OPERATION (FUEL)**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 107,76,66,000 be granted to the

President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Operation (Fuel)'."

**DEMAND No. 8—WORKING EXPENSES—
OPERATION OTHER THAN STAFF AND
FUEL**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 32,00,17,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Operation Other than Staff and Fuel'."

**DEMAND No. 9—WORKING EXPENSES—
MISCELLANEOUS EXPENSES**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 29,97,17,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Miscellaneous Expenses'."

**DEMAND No. 10—WORKING EXPENSES—
LABOUR WELFARE**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 20,17,16,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Labour Welfare'."

**DEMAND No. 11—WORKING EXPENSES—
APPROPRIATION TO DEPRECIATION
RESERVE FUND**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 85,00,00,000 be granted to the President to defray the charges

[MR. DEPUTY-SPEAKER]

which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

DEMAND No. 11-A—WORKING EXPENSES—APPROPRIATION TO PENSION FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 12,10,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Appropriation to Pension Fund'."

DEMAND No. 12—PAYMENTS TO GENERAL REVENUE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 115,90,17,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Payment to General Revenues'."

DEMAND No. 13—OPEN LINE WORKS (REVENUE)

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 11,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Open Line Works (Revenue)'."

DEMAND No. 14—CONSTRUCTION OF NEW LINES

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 65,82,32,000 be granted to the President to defray the charges which will come in course of payment during the year ending

31st of March, 1966 in respect of 'Construction of New Lines'."

DEMAND No. 15—OPEN LINE WORKS—CAPITAL, DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 519,01,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

DEMAND No. 16—PENSIONARY CHARGES—PENSION FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 3,12,40,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Pensionary Charges—Pension Fund'."

DEMAND No. 18—APPROPRIATION TO DEVELOPMENT FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 29,23,67,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Appropriation to Development Fund'."

Hon. Members desirous of moving their cut motions to these Demands may send slips to the Table within 15 minutes indicating which of the cut motions they would like to move.

Shri Narendra Singh Mahida (Anand): Mr. Deputy-Speaker, Sir, I would request the hon. Minister to

see that the air-conditioned express between Bombay and Delhi is run daily. If it is made a daily train, the passengers will be greatly benefited. The traffic has also increase much. More accommodation in the dining car in the air-conditioned express should be provided. We find that at present the dining car is much overcrowded, and we have to wait for hours before we are able to get a seat in it.

I would like to draw the attention of the Minister of State to a small matter which I have already brought to the notice of the hon. Minister to-day. That there is a difference in the air-conditioned third class fare between Baroda and New Delhi. When I travel from Baroda to New Delhi, I am charged Rs. 37.25, whereas if I take a ticket from New Delhi to Baroda, I have to pay Rs. 37.40. Thus, there is a difference of 15 paise, and I request for an enquiry into this matter.

About railway fencing, I have to say a few words. The railway fencing has completely disappeared from the old BB&CI and GIP Railway. The Railway Ministry may enquire into this matter, and they should provide proper railway fencing so as to avoid the entry of cattle etc. into the railway premises and remove chances of accidents.

About the names of railway stations, I have to bring to the notice of the Railway Ministry that various stations have various names in various languages. For instance, the Baroda station is called Baroda in English, but Vadodara in Gujarati and Badauda in Hindi. Similarly, there is a station called Broach; it is called Broach in English, Bharuch in Gujarati and Bhadonch in Hindi. Similarly, there is a station called Chandod, which is my home town station. In English it is called Chandod; but it is called as Chanod in Gujarati. All such names should be standardised. These disparities in names in the different languages

should be brought into line just as in the case of Kanpur, we have done away with the old spelling Cawnpore and have now standardised it as Kanpur. I would request the Ministry to attend to this.

As regards the possibility of employment of railway staff from East Africa I request the hon. Minister of State to attend to this particular aspect. We have a number of Indians coming from East Africa who were formerly railway employees. Now they have been discharged by the East African Governments and have come over here. They are young well-trained, and well experienced. They should be absorbed in our Railway and a chance should be given for their resettlement.

There is a suggestion for giving cash prizes for good ideas or good suggestions. So may foreign firms, and many concerns in India have also made this recommendation that employees should be encouraged to make useful suggestions to the railway administration for the better running of railways and cash prizes should be given to them.

There is a news item dated 2nd March, 1964 in a vernacular paper about a railway station in Saurashtra, Western Railway. A ticket was issued to a Municipal President of Rajkot, Saurashtra. The station is Shapur in Saurashtra. On it was printed the name 'Junagadh State Railway', which disappeared in 1948, and the fare mentioned was Rs. 5-12-0. It was issued from Shapur to Rajkot Town station. We have changed from rupees annas pies to the metric system. But this anomaly is still there. Rajkot Town station has also disappeared and Bhaktinagar is there now. So all these very old tickets must be dispensed with.

15.53 hrs.

[SHRI SONAVANE in the Chair]

Coming to the different gauges on the railways, we have 4320 kms. of narrow gauge. There is a suggestion

[Shri Narendra Singh Mahida]

in the *Indian Railways Journal* of February, 1965 by an ex-railwayman, a very wise suggestion, that if these lines are unremunerative, they should be done away with and replaced by good roads. In Bombay we had the tramways, but the Municipality has replaced them by bus service. So I request the Ministry that where they find the narrow gauge unremunerative, slow and inconvenient to passengers, they should be removed and there should be good road service instead so that we can have better facilities.

About suggestions for new railway lines, we have to consider about the various ports in Gujarat. There is the port of Dahej which serves the oil industry also. There is a suggestion for constructing a small track of 17 miles from Samni to Karjan which will connect Dahej Port with the hinterland of Gujarat.

As regards the problems of porters, I have on two previous occasions also drawn attention to them. The porters should be treated in a human way. They are rendering useful service to passengers. But there is no scheme for their future benefit as also to ameliorate their present condition. Although the Railway administration is charging them licence fee—their red shirt uniform; and contribution for having maccadams also. This they collect money from them—there is no provision for educational and medical facilities for them. The Government seems to be very capitalist when it treats its own staff. There is no sort of co-operative society to look after them. After a porter reaches the age of 60 or 65, he has no means of livelihood. There is no provision for a provident fund. I request the Ministry to consider this problem from the human point of view, organise them into co-operative societies and give them the benefit of provident fund. Let them subscribe a portion and let the Railway Ministry make

their own contribution so that when a porter retires, he will have something to live on.

I also request the Ministry to increase the number of Kisan specials. Formerly a concession of 10 per cent was given, but since 1st January, 1961 the concession is only three and one-third per cent.

As regards tourist traffic, foreign tourists come to India and we very rightly give them all facilities. But we must give facilities to Indian tourists as well. We have tourist offices in Allahabad, Hardwar and various other places where our Indian tourists are not getting proper facilities. In foreign tourist trains, we have 4 to 5 conductors, whereas in an Indian tourist train not one conductor is provided. This should be looked into. Conductors should also be there in Kisan specials. Better coaches should be attached to the Kisan specials. These specials do not have proper electricity or water facilities. All these defects should be gone into and removed.

About the good work of the Railways, about which the hon. Minister spoke just now, I have also a good word to add, particularly in connection with the service they are rendering to our deaf and dumb people. Sometime back, the Indian railways arranged a free trip to a party of 200 deaf and dumb boys to Agra by the Taj Express. I hope the Ministry will go on increasing these facilities to our poor deaf and dumb population.

As regards ticketless travel, Government must pay great attention to this malady. Very often, there are complaints that students behave in an unruly way. There is a report in one of the newspapers that the General Manager, Southern Railway, received a deputation of students at which they regretted their misbehaviour and paid up the fares which they had not paid earlier. The problem should be tac-

kled in a tactful way and loss of revenue to Government avoided.

The Estimates Committee of Parliament has made various recommendations, particularly by way of amenities to third class passengers. The hon. Minister has just stated that the intention of the railways is to give more and more facilities to passengers. Reference was also made to the overcrowding which is there. The hon. Minister made the point that the facilities offered to passengers are increasing, but he has not taken into account the fact that the number of passengers is also increasing. To tackle this problem, overcrowding has to be experienced, not only talked about. I would make a suggestion. If they cannot provide more coaches, let them provide closed wagons with benches rather than allow people to hang on to footboards or travel on the roofs of trains. I remember that in the old BB& CI Railway, when they could not supply enough coaches, they were giving facilities by way of provision of benches in wagons.

There is a suggestion in p. 75 of the Report of the Estimates Committee (Sixty-fifth Report, Third Lok Sabha) about introducing the Japanese system of mechanisation of seat reservation on our railways. This is what the Committee say:

"The Ministry of Railways have informed the Committee that from the literature published in Japan, it is gathered that the Japanese National Railways have been experimenting with a prototype model of an automatic seat reservation machine at Tokyo Central station".

I would request Government to look into this suggestion of the Committee.

I welcome the suggestion that there should be healthy competition between the private sector and the public sector in catering so that we have the advantage of having the best food.

16 hrs

There is also a suggestion at page 89 of the Estimates Committee's Report about the introduction of the Russian pattern of checking the railway compartments so that ticketless travel can be removed. It is a very useful suggestion. The Russian pattern checking is posting of one travelling ticket examiner per carriage instead of for the whole train. I think it will go a long way to reduce ticketless travelling.

The Estimates Committee has also made various other suggestions into which I shall not go in detail. They are contained in pages 70, 75, 77, 138, 89 and 136 of the 65th Report. I am quite sure the Minister will look into them.

Lastly, I join the hon. Minister in congratulating the railways on their early completion of the Pamban bridge. If things are done like this, I am sure railways have a bright future.

I request the hon. Minister to look at a letter published in the *Times of India* a hundred years ago to see what progress we have made after a hundred years. It says:

"Today's train travellers will doubtless sympathise with their forebears of 100 years ago, though the Railways then seemed to be a little more responsive to criticism than now. 'It is gratifying to find that the G.I.P. Railway Company are at last (January 3, 1865) exhibiting efforts to please and accommodate the public wants which they hitherto apparently ignored the necessity of attending to. From the very time this company commenced running their trains, complaints have been loud and unceasing regarding the unnecessary delay passengers arriving by rail were subjected to at the Byculla station.'"

[Shri Narendra Singh Mahida]

A hundred years ago there were difficulties, and I am quite sure that even after another hundred years there will be difficulties, but human endeavours have always to be made to give more facilities to passengers.

Shri M. L. Jadhav (Malegaon): I rise to support the Demands that are before the House and to offer some suggestions for the consideration of the Railway Ministry.

On the Central Railway I find that there is no janata train, which is very necessary for coping with the heavy traffic between Bombay and Delhi. A janata train should run daily to cope with the heavy traffic and to avoid the overcrowding that is there on this line.

A shuttle train between Bhusaval and Igatpuri is also a necessity to cope with the passenger traffic in that area.

There are now express goods trains which take goods from Bombay and deliver them at Calcutta, Delhi and other important cities. It is very necessary that these trains should also take goods from important market places. I find that a lot of vegetables are being carried by road to various important market places. If vegetables and perishable articles can be carried by trains with the same speed as road transport, this traffic will be diverted to the railways and they will be able to earn more income.

In my area, although Railway is not lacking in wagons, I find that wagons are still not available in time for the transport of onions. It is a sorry tale. Sometimes the wagons are not given in time. It has come to my notice that in some cases some extra money is demanded for the supply of wagons. In case of refusal, leaky or useless wagons, or wagons which are not in order, are supplied, or the wagons are not supplied in

time, and there is delay. These things happen between the Controller and the Station Master and the persons on duty. These things should be stopped.

When enough wagons are available, it is desirable that they should be supplied in time, so that the producer gets a better price for his articles, and at the same time the consumer gets them at a lower price. I feel that the position can be easily rectified and it is necessary to rectify it.

Then I come to drinking water facilities.

श्री श्रीकार सास बेरवा (कोटा) :
सभापति महोदय, हाउस में इस समय कोरम नहीं है।

Mr. Chairman: The bell is being rung.... Now there is quorum.

Shri M. L. Jadhav: Manmad is a big junction on the Central Railway. But there is no permanent drinking water facility there. There is shortage of water. It is a place where three routes meet. Some permanent arrangement for water supply should be made. Representations had been made a number of times but the needful had not been done. The same is the case with Lasalgaon. The Railway staff and the passengers do not get water in summer. It is necessary that such places in the railways where there is scarcity of water should be taken up for providing permanent supply of drinking water.

श्री हुकम चन्द कछवाय (देवास) :
सभापति महोदय, मेरा व्यवस्था का सवाल है। हाउस में इस समय कोरम नहीं है।

Mr. Chairman: The Quorum bell is rung—there is quorum now.

Shri M. L. Jadhav: I shall refer to the railway workers at Igatpuri. It is a hill station recognised by the Government but they are not paid

hill station allowance, while it is paid to the railway workers at Lonavala and Mathron and other places. They have represented a number of times. A number of people come to that place in summer. Hill station allowance should be paid to these railway workers. The State Government workers are getting water allowance due to the scarcity of water in this place. The Railway staff are denied the same facility. Railway staff should get these facilities to its Igatpuri employees. Nasik is a place of pilgrimage and a number of pilgrims come there. The Railway crossing bridge is at the southern end of that station. There should be one more bridge at the northern end or the present bridge could be shifted to the centre so that it will enable passengers and other people to cross the station easily. Besides, I find in this station there is no kitchen facility. People visit this place by special trains and boggies. They cook their food on the platform and eat it there, in the open. It is not a healthy phenomenon. Being a holy place, large numbers of people come there. The Railways must provide a common kitchen so that passengers may be able to cook their food and eat their food in the same kitchen. At Nasik also drinking water facilities should be improved a great deal. The water available is raw water it should be replaced by good drinkable water from some local well or by having some arrangements with the local municipality. I request that these suggestions may be considered. With these suggestions, I support the demands that are before the House.

श्री राधेलाल व्यास (उज्जैन) : सभापति महोदय, मैं रेल संबंधी मांगों का समर्थन करता हूँ। अभी कुछ समय पहले हम ने रेल मंत्री का बहुत महत्वपूर्ण और प्रभावशाली भाषण सुना और मैं समझता हूँ कि लोगों की तकलीफों की तरफ उनका ध्यान है। फिर भी मैं कुछ बहुत ही महत्वपूर्ण प्रश्न उन की निगाह में लाना चाहता हूँ।

अगर राज्यों के पुनर्गठन का सब से ज्यादा असर किसी राज्य पर पड़ा है, तो वह मध्य प्रदेश है।

श्री श्रीकार लाल बरबा : राजस्थान भी है।

श्री राधेलाल व्यास : राजस्थान में केवल अजमेर मिला। जहाँ तक मध्य प्रदेश का सम्बन्ध है, विदर्भ का विकसित क्षेत्र अलग कर के उस में अविकसित क्षेत्र, महाकोशल, विन्ध्यप्रदेश, मध्य भारत—जो सब छोटी छोटी रियासतें थी, जिन में एक दूसरे से सम्बन्ध नहीं था, कस्टम बैरियर्स थे, आवागमन के साधन नहीं थे—और भोपाल को मिलाया गया। इस तरह से यह राज्य बना।

स्टेट्स रीऑर्गनाइजेशन कमीशन ने कम्युनिकेशन के बारे में अपनी सारी रिपोर्ट में केवल मध्य प्रदेश के बारे में ही सिफारिशें की। उस ने अपनी रिपोर्ट के सफ़हा 130 पर बतलाया :

"It has been pointed out to us that there is no direct rail communication from Ujjain or Indore in the south of Madhya Bharat to Gwalior in the north; and that the northern part of Madhya Bharat in consequence is rather cut off from the rest of the State. We understand, however, that the Railway Board have already under consideration the question of constructing a new line from Gwalior to Ujjain via Shivapuri, Guna and Agar."

यह जरूर है कि इस लाइन का आधा हिस्सा अर्थात् गुना से उज्जैन बन रहा है। उस के बारे में मुझे शिकायत है कि वह काम बहुत धीमे धीमे चल रहा है। इस वर्ष के बजट में जो रुपया रखा गया है, वह भी खर्च नहीं किया जा रहा है और उस को किसी दूसरे रेलवे के कंस्ट्रक्शन में लगाया जा रहा है। लोग पूछते हैं कि यह काम बन्द क्यों हुआ है।

[श्री राघेलाल व्यास]

यही नहीं, स्टेट्स रीऑर्गनाइजेशन कमीशन ने अपनी रिपोर्ट के सफ़हा 133 पर विस्तृत रूप से लिखा है :

"We would, however, like to mention more particularly in this connection the demand that Jabalpur should be connected with Lalitpur or Jhansi. With two new rail links from Jabalpur to selected points in the south-west and the south-east on the Central and South-Eastern Railways respectively, and another line running east to west through Vindhya Pradesh, the proposed State of Madhya Pradesh will be much more satisfactorily served by the railway system that it is at the present time. The suggested links in our opinion seem to be essential; and the Government of India will no doubt take this into consideration."

यह जो सिफारिश राज्य पुनर्गठन आयोग की थी यह किसी भी राज्य के लिए कम्युनिकेशन के सवाल को लेकर के नहीं थी? केवल मध्य प्रदेश के बारे में थी। लेकिन इस सिफारिश को लागू नहीं किया गया है। इस और भी रेलवे बोर्ड का ध्यान जाना चाहिये। अभी तक उसका ध्यान इस और बिल्कुल नहीं गया है। नई लाइनें बनाना तो अलग रहा लेकिन जो लाइनें हैं हमारे राज्य में और कितनी मेल ट्रेज हैं, उसको ही आप देख लें। हमारे राज्य में मेल ट्रेज तक नहीं हैं। सेंट्रल रेलवे की बम्बई से मेल ट्रेन है, पंजाब मेल है, काटियर मेल है लेकिन हमारे राज्य के हिस्सों में बिलासपुर से आने के लिए, रायपुर से आने के लिए, गुजरात जाने के लिए या उज्जैन रतलाम, इंदौर आदि से आने के लिए कोई मेल ट्रेन नहीं है, कोई एक्सप्रेस ट्रेन नहीं है।

इसके अलावा जो पैसंजर ट्रेज हैं, उनकी स्पीड को आप देखें। वह बहुत ही कम है। बहुत धीमी गति से चलती हैं, घंटों लग जाते हैं। उनकी तरफ भी आपको ध्यान देना चाहिये।

अब मैं कुछ सुझाव रखना चाहता हूँ और आशा करता हूँ कि चौथी योजना में कम से कम इतने बड़े राज्य की जो इतनी बड़ी समस्याएँ हैं, बनिंग प्राबलम्ज हैं, उनकी तरफ हमारे रेल मंत्री महोदय विशेष ध्यान देंगे, देंगे, वहाँ के लोगों की जो तकलीफें हैं, उनको दूर करने की कोशिश करेंगे।

सब से पहला मेरा यह सुझाव है कि गुना मकसी लाइन का जो काम ठप्प हो गया है उस में कुछ तेजी लाई जाए। रेलवे बोर्ड को हिदायत होनी चाहिये कि जल्दी से वह इस काम को पूरा करे।

इसके बाद गुना के आगे ग्वालियर तक रेलवे लाइन बने। यह बहुत जरूरी है। यह स्टेट्स रीऑर्गनाइजेशन कमीशन की रिपोर्ट के अनुसार काम होगा। उसमें एक और काम होगा कि शिवपुरी से ग्वालियर तक अभी जो नेरोगेज है वह भी हट जाएगी। आप नेरोगेज को हटाना चाहते हैं। उसके लिए भी यह बहुत जरूरी है कि गुना के आगे ग्वालियर तक रेलवे लाइन आप बनायें।

हमारे दीक्षित जी ने जो इटावा के हैं सुझाव दिया था कि भिंड से इटावा तक एक रेलवे लाइन होनी चाहिये। यह भी बहुत जरूरी है। आप जानते हैं कि चम्बल नहर के बाद करीब दस बारह लाख एकड़ का इलाका मध्य प्रदेश में, भिंड मुरेना इत्यादि जिलों में आबाशी के काबिल हो जाएगा। ग्वालियर का इलाका भी आबाशी के काबिल तब हो जाएगा उस वक्त काफी पैदावार इस इलाके में होने लग जाएगी। उस माल को ले जाने के लिए अगर यह 31 मील का टुकड़ा भिंड से इटावा तक जोड़ दिया जाए रेल के जरिये तो बहुत सुविधा हो सकती है। सारा रेल का जितना भार है, इधर झांसी से जाने वाले हैं या बम्बई से आने वाला ट्रेफिक है, उत्तर

प्रदेश को जाने वाला ट्रेफिक है वह डायरेक्ट जा सकता है। भिड़ से ग्वालियर करीब बीस पच्चीस मील है। वह नैरोगेज है, उस को भी हटा कर के अग्रर ब्राड गेज कर दिया जाए तो काफी आपको आमदनी हो सकती है। इसका भी सर्वे किया जाना चाहिये, इसकी भी शुरूआत होनी चाहिये।

ग्वालियर से शिवपुरी एक नैरोगेज ट्रेन है। यह नैरोगेज भी नहीं है, नैरो से भी नैरोअर है। जो आपको स्टैंडर्ड नैरोगेज का है, उस से भी वह नीचे के स्टैंडर्ड की नैरोगेज है। यह गेज सिंदिया स्टेट रेलवे, ग्वालियर लाइट रेलवे के जमाने का है। ग्वालियर से शिवपुरी जो है उस को भी ब्राडगेज बनाया जाए और उसको आगे बढ़ा कर सवाई माधोपुर या कोटा में आपने मिला दिया तो यह एक बहुत अच्छा लिंक हो जाता है और काफी लोगों को सहूलियत हो सकती है। मैं आशा करता हूँ कि इस और भी आप ध्यान देंगे।

एक और नैरोगेज है और वह उज्जैन से आगरा तक है। कई दफा कहा गया है कि यह काफी नुकसान से चल रही है और इस पर रेलवे बोर्ड विचार करे। लेकिन कोई विचार अभी तक नहीं हुआ है। अगर वहां से, अगर उज्जैन से आगरा और आगरा से झालावार रोड, कटनी या श्यामगढ़ तक मिला दिया जाए तो वहां के लोगों को काफी लाभ हो सकता है।

यह तो मैंने मध्य भारत एरिया के बारे में कहा। हमारे विध्य प्रदेश के क्षेत्र को आप देखें। रेलवे का नक्शा अगर आप देखें तो आपको पता चलेगा कि बड़े बड़े क्षेत्र ऐसे हैं जहां पर रेलवे भी नहीं है, विन्ध्य में प्रदेश और मध्य प्रदेश में भी। विन्ध्य प्रदेश के क्षेत्र में पन्ना छतरपुर आदि तीन जिले ऐसे हैं जहां रेल कहीं छूती भी नहीं है। कटनी से इलाहाबाद संक्शन है जो बहुत कम

भाग में है। हरपालपुर, छतरपुर, खजुराहो, पन्ना और वहां से सतना, कटनी या दमोह में इसको मिला दिया जाए तो यह तीनों जिलों को कवर कर सकती है, ईस्ट से वेस्ट तक कवर कर सकती है, यह बीज एस० आर० सी० की सिफारिशों के अनुरूप होगी। विन्ध्य प्रदेश क्षेत्र में ईस्ट से वेस्ट तक एक रेलवे लाइन बनाना बहुत जरूरी है। आजादी आए हुए इतने अधिक साल हो गए हैं लेकिन फिर भी वहां जिले के जिले ऐसे हैं जो रेलों से वंचित आज तक भी हैं। यह ठीक नहीं है। इस विकास के जमाने में जब सब और तरक्की होनी चाहिये, वहां भी इसकी कुछ शुरूआत होनी चाहिये।

दिल्ली रजारा भिलाई लाइन बन रही है। आप देखें और विचार करें। उसको जगदलपुर तक बढ़ा दिया जाए तो क्या इससे और भी ज्यादा लाभ नहीं हो सकता है। जगदलपुर एक बहुत बड़ा क्षेत्र है, कई प्रान्तों से भी वह बड़ा है। बस्तर जिला इसमें है। यह आदिवासी क्षेत्र है। खनिज पदार्थ अपार यहां हैं। फारेस्ट बहुत हैं। पहाड़ों के पहाड़ खनिज पदार्थों से भरे पड़े हैं। वहां एक नया स्टील प्लांट भी बन सकता है। लेकिन रेलवे के अभाव में उस पर विचार नहीं हो सकता है। आदिवासियों की सुविधा के लिए अगर इसको जगदलपुर तक बढ़ा दें तो बस्तर क्षेत्र भी खुल जाएगा और लोगों को जो अभी असुविधा हो रही है, अड़चन पैदा हो रही है वह भी इस से दूर हो जाएगी।

हमारे मध्य भारत में आदिवासी क्षेत्र खंडवा से दोहद और इंदौर से दोहद तक है। रेलवे बोर्ड के सामने यह सवाल विचाराधीन है कि उसका सर्वे कराया जाए और देखा जाए कि वहां भी रेलवे लाइन जा सकती है या नहीं। खारगोन झावरा और अली रायपुर आदिवासी क्षेत्र हैं और यहां खूब माल पैदा होता है। खंडवा और बड़वाने के ककड़ी और फल वगैरह बम्बई तक जाते हैं। वहां

[श्री. राघोलाल व्यास]

कपास खूब होती है। जमीन बहुत अच्छी है। दो दो हजार रुपया फी एकड़ का इसका भाव है। आयल सीड्स होते हैं। लेकिन रेलवे लाइन नहीं है और इस कारण से ट्रकों से सब माल जाता है। बहुत जरूरी है कि खंडवा से दोहद तक या इंदोर से दोहद तक एक नई रेलवे लाइन बना दी जाए।

छिदवाड़ा-परासिया यह साठ मील का एरिया है। इसको भी देखा जाना चाहिये। यह कोयले का क्षेत्र है और काफी कोयला होता है। नागपुर तक का यह क्षेत्र अगर ब्रांड गेज बनाया गया तो नागपुर तक का क्षेत्र खुल जाता है। पेंचकोल वैली भारत में प्रसिद्ध है। बहुत बढ़िया कोयला वहां होता है। लेकिन नैरो गेज होने की वजह से उसका उपयोग नहीं हो पाता है। इसलिए इसको ब्रांड गेज बनाया जाए।

नागपुर से छिदवाड़ा और नयनपुर जो अस्सी मील का टुकड़ा है यह भी नैरो गेज है। इसको भी ब्रांड गेज बनाने की जरूरत है। यह राइस बैल्ट है। हमारे रेल मंत्री जब खाद्य मंत्री थे तब उनकी इस क्षेत्र पर निगाह हमेशा रही है। यह अनाज का भंडार है। अगर इसको ब्रांडगेज बना दिया जाए तो किसानों को लाभ हो सकता है और उनको दाम अच्छे मिल सकते हैं।

रायपुर छिदवाड़ा नैरो गेज है, इसको भी ब्रांडगेज किया जाना चाहिये। यह भी बहुत जरूरी है।

ओवर क्राउडिंग के बारे में अब मैं कुछ कहना चाहता हूं। हमारे यहां यह एक बहुत बड़ी समस्या है। अभी यादव साहब ने कहा कि इटारसी तक तो रेलवे बहुत मिल जाती है लेकिन इटारसी के बाद और इटारसी से आगरा के बीच में बहुत कंजेशन रहता है। एक रेल गाड़ी जनता एक्सप्रेस सैरल रेलवे पर बम्बई से आग जा रही कर दें तो ठीक है और अगर ऐसा सम्भव न हो तो कम से कम इटा-

रसी से आगरा तक एक एडीशनल ट्रेन आग जरूर जारी कर दें। यह लोगों की मांग है। बहुत लोगों को तकलीफ होती है। वे गाड़ियों में चढ़ नहीं सकते हैं।

वैस्टर्न रेलवे पर बड़ौदा तक काफी गाड़ियां हैं, बम्बई से अहमदाबाद जाने वाली बहुत गाड़ियां हैं, बम्बई से दिल्ली वाली भी है लेकिन बड़ौदा और मथुरा के बीच में बड़ी तकलीफ है। एक फ्रंटियर मेल है जिस में तीसरे दर्जे के यात्री ट्रेवल नहीं कर सकते हैं। एक देहरादून एक्सप्रेस है जिसमें सिर्फ दो डिब्बे रहते हैं आम जनता के लिए और बाकी सब लेडीज कम्पार्टमेंट्स होते हैं या अपर क्लास कम्पार्टमेंट्स होते हैं। तीन तीन तो स्लीपर कोचिज उस में होती हैं। सिर्फ दो डिब्बे रहते हैं एक आगे और एक पीछे। लोग मारे मारे फिरते हैं। इस वास्ते आप बड़ौदा और मथुरा के बीच में एक एडीशनल ट्रेन जारी करने पर विचार करें। यह बहुत जरूरी है।

अहमदाबाद से इलाहाबाद तक बाया नागदा, भोपाल, बीना, कटनी एक एक्सप्रेस ट्रेन जारी करने की जरूरत है। अहमदाबाद से भोपाल तक एक ट्रेन है जो पैसेंजर ट्रेन है। उसको एक्सप्रेस बना दिया जाए और उसको इलाहाबाद तक बढ़ा दिया जाए तो आगे कलकत्ता, गुजरात इत्यादि जाने के लिए मध्य प्रदेश के लोगों को बड़ी सहाय्य मिल जाएगी।

इसी तरह से दुर्ग, रायपुर, बिलासपुर से भोपाल तक भी एक्सप्रेस ट्रेन जारी करने की जरूरत है, एक नई ट्रेन जारी करने की जरूरत है। दुर्ग रायपुर, बिलासपुर, कटनी से इलाहाबाद, कानपुर, टंडला आगरा हो कर दिल्ली तक के लिए भी एक एक्सप्रेस ट्रेन जारी की जाए, ताकि दूर दूर के लोगों को एक सीधी गाड़ी दिल्ली आने के लिए मिल जाय।

देवास इंदौर एक शटल आपने हमारे यहां चालू की है। मुझे यह देख कर आश्चर्य हुआ कि एक तरफ से वह खाली आती है और बकिंग नहीं होता है। खाली वह छोड़ने के लिए जाती है और जब वापिस आती है तो खाली आती है। समझ में नहीं आता है कि इतना खर्च होता है, खाली ट्रेन आप ले जाते हैं, उस में बकिंग पैसेजर्स के लिए क्यों नहीं आप करते हैं। इस में पैसेजर्स को ले जाने की व्यवस्था होनी चाहिये।

इसी तरह से पठानकोट का सम्बन्ध उस गाड़ी में होना चाहिये जो सीधी रतलाम से भोपाल जाती है। इस के लिये मैंने इन्फार्मल कन्सल्टेटिव कमेटी में भी रक्खा है और मैं इस को बहुत महत्वपूर्ण समझता हूं। मैं समझता हूं कि रेलवे बोर्ड इस प्रकार की व्यवस्था करेगा। हमेशा से यह कनेक्शन रहा है और जब से यह कनेक्शन हटा है इस से लोगों को बड़ी तकलीफ हो गई है।

इन्दौर बिलासपुर एक्सप्रेस में स्लीपर कोच लगती है जो कि भोपाल ही तक जाती है। यह इंदौर तक नहीं जाती। इस को इन्दौर तक जाना चाहिये। और अगर किसी कारण से इन्दौर तक नहीं जा सकती तो कम से कम उज्जैन तक तो इस को जाना ही चाहिये जिस से लोग इस का फायदा उठा सकें और स्लीपर कोच ठीक से काम में आ सके।

रायपुर विशाखापटनम पैसेन्जर रायपुर से सुबह तीन बजे रवाना होती है। लेकिन तीन बजे वहां पर कोई यात्री नहीं जायेगा। इस को छः बजे चलना चाहिये। इस गाड़ी के चलने के बाद आती है नागपुर-भरमूरगा गाड़ी और हावड़ा-बम्बई एक्सप्रेस। इन दोनों गाड़ियों के आने के बाद ही यह गाड़ी वहां से रवाना हो तो लोग इस से फायदा उठा सकते हैं।

Shrimati Renu Chakravartty: Sir, we have been listening with spell-bound attention to the speech of the hon. Minister. I hope we shall have some replies. I hope they will be less skilful but more to the point, with regard to the cut motions we have tabled.

I have moved my cut motions Nos. 29 and 30 with regard to passenger fare increase and monthly season tickets in Calcutta and Bombay. When I analyse it, I find that the percentage of increase in the second and third class fares is equal to the increase in the first and air-conditioned class fares. In the case of second and third class passengers, the increase will be 10 per cent upto 80 KM. For the first and air-conditioned class also, the increase will be 10 per cent for distances upto 1000 KM. The only point which has been made is that after all for short distances we are charging a 10 per cent increase and for the richer sections upto 1000 KM there will be 10 per cent increase. But the fact remains that generally the poorer people travel from and to their places of work and they are not able to travel such long distances. It is a completely unjust burden. I will not put forward the simile of the straw on the camel's back. The Minister has pleaded that the camel is very small, but if the camel starts biting us, it is difficult for us not to protest. The second and third class passengers are economically the worst prepared to bear this amount of increase. For the big millionaires and capitalists who can debit their air-conditioned class fares to the companies and for the ministers, Generals and bureaucrats who can debit their T.As. to Government account, it is not a big increase, but for the third class passengers, it is a big burden because it comes from their pocket. So, I would request the Minister even at this late stage to consider this point.

Coming to the increase in the fares of monthly season tickets in Calcutta

[Shrimati Renu Chakravartty]

and Bombay, these are two cities which have a very big suburban area and a very large number of people come into these cities every day. In one family, there may be five people holding season tickets going to schools, colleges and places of work. In my own constituency which is a suburban area in Greater Calcutta, there are thousands of such season ticket-holders from Sealdah to Dum Dum where there are refugee colonies, factory workers, airport workers, persons going to schools and colleges, employees in business concerns, etc. For them, the cost of the monthly season ticket has been increased from Rs. 3.25 to Rs. 3.60, i.e. an increase of 35 paise. For season ticket holders from Sealdah to Barrackpore where we have Defence Cantonments, factory workers, refugee colonies, jute workers in thousands, etc. the increase is from Rs. 7.20 to Rs. 7.10, i.e. an increase of 50 paise. Similarly from Sealdah to Naihati and from Sealdah to Kalyani, there is a 50 paise increase.

If one holds four or five monthly season tickets, it comes to Rs. 2 to Rs. 3 per family. On the other hand, one finds that there is no change in the first-class monthly tickets. Sir, I want to plead on behalf of the third-class monthly season ticket holders that there should be no increase in the rates. The hon. Minister said that he was trying to bring it on a par with Madras. Let us bring Madras on a par with Calcutta and Bombay if it is less rather than raise the rates in the other two cities to bring them on a par with Madras.

Now, with regard to the question of the circular railway for Calcutta, it is almost becoming a hardy annual. We are going on talking and talking while the traffic situation in Calcutta is becoming worse. If one goes to the Sealdah area during the peak hours one can see for oneself the

traffic jam there. The traffic jam has become impossible. Sealdah is a nightmare during peak hours. Same is the case with other places, especially, Strand Road, Harrison Road, Chitpur, Shyambazar crossing, Belgachia and Cossipore. It is no use constantly quibbling as to whether an autonomous body will bear the cost or the State Government or the Central Government will do it. Of course, I am in favour of having an underground railway. I do believe that is the modern system and not a circular railway. But we do not want to have this quibbling and finally be left with neither an underground railway nor a circular railway. Therefore, the Government of India must promise us that they are going to take up the financial responsibility. How they are going to divide that responsibility between the State and the Centre is their job. Calcutta has a special position in the economy of India. It has a huge population the like of which no other city in India has. It has a growing population. It is one of the ten cities, as the Minister pointed out—the biggest cities—in the world. It is a city the like of which we have not got elsewhere. In U. P. you have the KABAL towns. In Maharashtra you have Nagpur. We have no similar city in Bengal. It is a problem for us. It is the biggest port. It is the biggest link with the entire North-East of India. It is the biggest link with Assam, Tripura—it has hardly any rail connection, but now we are going to have it—Manipur, NEFA, Nagaland etc., whose entire economy flows through this city. Therefore, this is something which is a national question and it should not be looked upon from any other angle.

We have two railway headquarters—South-Eastern Railway and the Eastern Railway in Calcutta. We have the biggest industrial manufacturing concerns. There are people from Uttar Pradesh, Bihar, Madhya Pradesh, Punjab and other States. They

work in the jute mills, industries and other business. Coalfields are there in its proximity. I do not want to say more about it. I only want to say that it is better that he does not make certain private conversations with some of his friends in the Working Committee who come from Bengal. It is better that he announces things in this House because this is a matter which should be kept above party politics. It is something that is needed for the entire people who inhabit that area and who are also interested in the welfare of India.

Shri Sheo Narain (Bansi): Sir, I rise to a point of order. The other day one hon. Member referred to the High Command and objection was raised here. Now the hon. lady Member is referring to conversations with a member of the Working Committee.

Mr. Chairman: She has not referred to anybody by name.

Shrimati Renu Chakravarty: I think everybody has understood who that member is because it came in the papers.

Then I want to raise this question of electrification. Huge electrification projects have been undertaken by the Railways. I support this idea of having a physical plan for the entire electrification of the Indian Railways—may be a twenty-year plan—and then dividing it into four five-year plans. It is no use thinking that railway electrification is just a temporary measure. The entire staff working on the railway electrification is being treated as casual temporary workers. This I think is a national wastage. I feel that those workers who are at present engaged in the electrification programme should be made permanent and employed in other areas when their work is over.

Now there is a large number of workers, who are semi-skilled or un-

skilled. They remain as casual labour. Even some of the skilled categories are treated as temporary workers. For the last one or two years they have been agitating for the introduction of the Central Pay Commission scales. I feel that all those workers who have completed six months of service should be provided with all the amenities like health benefits or medical relief, leave and other advantages which are given to the permanent workers. Then, there should be a panel for absorption of temporary workers in permanent posts on the basis of seniority of service. What is the difficulty in agreeing to that? There should also be a joint committee to look into new recruitments and promotions. Then, the interim reliefs which have been given to the Central Government employees recently have not been given to the railway electrification workers for no valid reasons.

Now for the casual labour, whether they are gangmen, railway electrification workers, workers of the contractor or canteen employees, the wage rates are to be decided by the district magistrate. He has to decide the minimum wage. Actually, the rate of wages for agricultural labour prevailing ten years ago has been notified as the minimum wage. Although we have been stressing this point over and over again, except shedding some crocodile tears for the adibasis, people belonging to the Scheduled Castes and Scheduled Tribes, nothing is done for the casual labour. Actually, the number of casual labour with the contractors is increasing.

Shri A. P. Sharma (Buxar): There are different rates in different States.

Shrimati Renu Chakravarty: Yes, there are different rates and the Minister knows it very well. In Kharagpur a male worker is getting Rs. 45 a month and a women worker Rs. 37.50. How can they manage with that meagre salary? These rates,

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which were notified by the district magistrate in 1962, are absolutely unrelated to the high prices prevailing in 1965.

So, I would submit that their seniority must be taken into account for promotion, they must be absorbed permanently as and when vacancies arise, there should be a panel for absorption of temporary employees, there should be a 25 per cent increase in the scales of pay of the electrification workers and the Central Pay Commission scales must be applied to them immediately.

Now I would like to mention a few points about the suburbs of Calcutta. Belghoria is one of the biggest stations through which a huge number of people are coming to Calcutta every day. After Dum Dum, Belghoria has the largest number of people to handle. The railway line bifurcates the town, which is one of the busiest suburbs of Calcutta. The proposal is to provide a road overbridge in replacement of existing level crossing. We have so much difficulty in crossing the line at that place. Only the other day I had myself to spend about 45 minutes because trains were passing one after the other. An assurance was given to us that it will be taken up soon. It is one of the busiest crossings. We are now told that because there is going to be a diversion from Vivekananda Bridge via Birati, joining National Highway No. 34 to BT Road, we do not need this over-bridge. This means the two halves of this municipal town along Mohesh Mukerjee Road and Madhusudan Banerjee road with markets bifurcated, schools, refugee and other heavily populated residential areas divided on either side and cars, lorries and people held up often for 45 minutes to an hour for the gates to open will continue to suffer untold inconvenience. This overbridge is absolutely essential and making a diversionary road across Birati does not serve the purpose at all.

As there is no convenient approach road for people of Belghoria municipality to reach Baranagar railway station from the centre of Belghoria town from its eastern side, it is proposed by the municipality to open up a short cut road link across Dantia Khae by the Irrigation Department of the Government of West Bengal. For this purpose some railway land to the northern and eastern side of the station is necessary. This will considerably increase the revenue income of the Baranagar railway station and their earnings will go up. Bus traffic will be reduced and people will have some relief.

Regarding Dum Dum Junction station we have been promised—actually, I have got a letter over here saying that a foot overbridge at Dum Dum Junction including a waiting hall-cum booking office on platform number four has already been approved. But there should be an overbridge to connect the eastern side. Up till now nothing has been done.

Regarding Dum Dum Cantonment also, the extension of the overbridge to connect platform number three with platform numbers one and two with an exit outside the station is also very necessary. So many people are dying under these trains because they are fast, electrified trains. We need this extension of the foot overbridge. The roads leading to the station twist roundabout and people are running to get the trains because they are all coming into the city and take all sorts of risks. I have myself seen little children and women caught in this. Therefore, I urge that this should be done.

There is also the need for a halt at Jagatdal. My hon. friend the Minister, will agree to it. There are very, very large numbers of people from Balia, Arrah districts of U.P. and Bihar in this area working in

the jute mills at Jagatdal. My hon. friend, Shri Sheo Narain, will also agree. During the time of the last war between Shyamnagar and Kankinarrah we had a halt at Abantipur near Gate number 24; but we are always told that this is not financially possible now. Everytime we go to the Railway Board, we are told that it is not financially possible. Then, they say that long distance passengers will object. But I may tell you that this area has opened up so much. Refugee colonies have developed. Huge concentration of jute mill workers coming from Titagarh, Shyamnagar etc. is there. So, this would help us a great deal. Therefore, I would urge that this should be done.

As regards the New Barrackpore Halt which is also a huge refugee colony, the markets are bifurcated on either side. We have a college on the other side. People are just crossing it and so many of them are also dying. We should think that there should at least be some sort of a level crossing or overbridge and that station should be upgraded from a halt to a full station.

Regarding Hasnabad-Barasat section which is broad gauge I would urge upon the Minister that we have spent so much on it and having done this we find that our Railways continue to be so unimaginative. They have put the most worthless trains, bogeys and engines both from Hasnabad to Barasat and from Barasat to Hasnabad. At peak hours, we find that they will not connect Barasat quickly with downtrains plying from Barasat to Sealdah the real link people want is from Sealdah (Calcutta) to Hasnabad. It takes three hours and four minutes and for the connection at Barasat at the peak hour when people have to go and attend courts they have to wait for 20 or 25 minutes. When they are returning also they have to wait. Just a few minutes before they come to Barasat the down and up train leaves and after that they have to wait there for a long time before they get a train. So, I would urge that a larger number of

trains must be put there, the trains must be speeded up and there must be some inter-connection between the train timing at the Barasat end to connect quickly with Sealdah. Above all, I would beg the hon. Minister to dieselise the Hasnabad-Sealdah route and join up Barasat with Sealdah, thereby you will take away a big part of the population pressure from Calcutta.

The hon. Minister has just dismissed the point about the wage board. I would urge him that there are so many anomalies in railway employees jobs. Job evaluations are not done. It is very necessary in a complex system like the Railways that there must be a wage board going into this entire question of the permanent as well as the temporary and casual labour categories..... (Interruption), because there are many tribunal findings in the coal award and the LAT award where they have said that contractor's labour or casual labour working on works of a permanent nature must be made permanent. What do your officers do? Just one day before six months they discontinue their services. There is break in service and so back again they continue as temporary or casual labour. So, this wage board has to go into the problems of casual labour as well as for the permanent staff. I would beg of the Minister not to brush it aside. This is a very justifiable demand of the labour which ought to be met.

Then, I come to the opening of cheap grain shops. This is a very important thing. He has spoken so well and so eloquently about the amenities to be provided. I presume it is both for the passengers and for labour. The Labour Consultative Committee has suggested that where there are 300 employees in any industry, there should be a cheap grain shop provided by the employers. Now, my friend Mr. Patil is a great supporter of the private sector and free enterprise. He must also undertake

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this responsibility to see that cheap grain shops are provided for the labour.

With these words, I would urge that a proper and a detailed reply be given to the points which I have raised.

Mr. Chairman: The hon. Members may now move their cut motions to the Demands for Grants in respect of Railways subject to their being otherwise admissible.

Shri Dasaratha Deb (Tripura East): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Proposed increase in Railway fares and freight rates (18)].

Shrimati Renu Chakravartty: I beg to move:

(i) "That the demand under the head Railway Board be reduced by Rs. 100."

[Increase in freight rates (19)].

(ii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Building of Bidhan Roy Station for Durgapur Congress Session and its demolition (20)].

(iii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Concessions granted for holding of Conferences and Congresses (21)].

(iv) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need to open cheap grain shops for railway employees (22)].

(v) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need to make the railway electrification workers permanent after completion of six months service (23)].

(v) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need for construction of an overhead roadway crossing at Gate I of Belgharia Station in Eastern Railway (24)].

(vii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need to open a halt between Shyamnagar and Kankinara Station at Jagatsal (25)].

(viii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need for construction of a circular or underground railway for Calcutta (26)].

(ix) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need for construction of an overbridge at Southern side of Dum Dum Junction Station on Eastern Railway (27)].

(x) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need for protection for passersby under railbridge at Dum Dum Junction Station from the cinders and sparks of passing trains (28)].

(xi) "That the demand under the head Railway Board be reduced by Rs. 100."

[Increase in passenger fares especially third class fares (29)].

(xii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Increase in monthly season tickets in Calcutta and Bombay (30)].

(xiii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need to run one Express train from Howrah to Farakka via B. B. loop to connect N. F. Railway trains on other side of Ganga. (31)].

Shri Yashpal Singh (Kairana): I beg to move:

(i) "That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide level-crossings at all National Highways. (32)].

(ii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide adequate safety to passengers travelling by trains. (33)].

(iii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to stick to the time schedule of passenger trains. (34)].

(iv) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need for improvement in service conditions of commercial clerks. (35)].

(v) "That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide adequate facilities to passengers travelling by third class. (36)].

(vi) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need for proper maintenance and cleanliness of third class coaches. (37)].

(vii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide an overbridge connecting the godown with main platform at Roorkee Railway Station. (38)].

(viii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide sheds at various stations. (39)].

(ix) "That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide drinking water facilities at stations. (40)].

(x) "That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to open grain shops for railway employees. (41)].

(xi) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need for implementation of the recommendations of the Committee on Anti-corruption. (42)].

(xii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide Tonga sheds at Roorkee Railway Station, Northern Railway. (43)].

(xiii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide retiring rooms at Dehra Dun and Roorkee Railway stations. (44)].

Shrimati Renu Chakravartty: I beg to move:

(i) "That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need for a Wage Board for Railway workers. (49)].

[Shrimati Renu Chakravartty]

(ii) "That the demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Need for electrification of Bandel-Katwa Suburban Section of Eastern Railway. (52)].

(iii) "That the Demand under the head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100."

[Need for introduction of more trains on Barasat—Basirhat Section and dieselisation of this line. (53)].

Shri Dasaratha Deb: Sir, I beg to move:

(i) "That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

[Heavy retrenchment of temporary and casual labour in the Kharagpur Division, South Eastern Railway. (54)].

(ii) "That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

[Non-payment of compensation to casual and temporary workers of Kharagpur Division, South Eastern Railway, who have been retrenched. (55)].

(iii) "That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

[Need for corresponding increase in rate of payment of the casual labour of Kharagpur Division, South Eastern Railway consequent on the increase in D.A. of permanent employees. (56)].

(iv) "That the Demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

[Need to abolish contract labour in jobs of permanent nature as in

Stores Department and Loco Shed of S.E. Railway. (57)].

(v) "That the Demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

[Implementation of Sankarsaram Award in Railways. (58)].

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head Construction of new Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need for building a railway line with Balurghat in West Bengal. (59)].

Shri Dinen Bhattacharya (Serampore): I beg to move:

(i) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct shades on the Up platforms at Haripal and Hind Motor Stations of Eastern Railway. (60)].

(ii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct a station near Bally on the junction of H.B. Chord Line and Main Line on Eastern Railway. (61)].

(iii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct a foot-overbridge on the northern side of Serampore Station, Eastern Railway. (62)].

(iv) "That the demand under the head Open Line Works—

Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to sink tube-wells at Rishra, Serampore, Uttarpara, Konnagore, Begampur, Haripal and Bhadreswar Stations in Eastern Railway. (63)].

(v) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct sanitary privies on both Up and Down Platforms of suburban Stations of Howrah-Burdwan Line. (64)].

(vi) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to extend the Up platform shade upto the Sub-way of Serampore Station, Eastern Railway. (65)].

(vii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct bigger Third Class Waiting Room at Tarakeswar Station, Eastern Railway. (66)].

(viii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct road overbridges on G.T. Road at Serampore and Baidyabati level-crossings. (67)].

(ix) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct a pucca pathway from the southern end of Up platform of Uttarpara Station upto Haranathpore road sub-way near

Hind Motor, Eastern Railway. (68)].

(x) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to make proper arrangements for the supply of drinking and bathing water throughout the day at Purulia Station, South-Eastern Railway. (69)].

(xi) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to make regular cleaning arrangements of urinals and latrines of Stations on Howrah-Bandel Section. (70)].

(xii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to open more counters for the suburban section at Howrah. (71)].

(xiii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to raise the platforms and construct shades on both Up and Down platforms of Begumpore, Balarambati, Baruipur Jn., Janai Road on H.B. Chord line of Eastern Railway. (72)].

(xiv) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to start Janata Express from Howrah to Bombay via Nagpur and one Express Train from Waltair to Delhi via Raipur, Katni and Bina. (73)].

[Shri Denen Bhattacharya]

(xv) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need for construction of Circular Railway in Calcutta. (74)].

(xvi) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to introduce more E.M.U. trains in the suburban section of Howrah-Bandel Section of Eastern Railway. (75)].

(xvii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100".

[Need to introduce at least one more passenger train from Howrah to Purulia via Bankura on South-Eastern Railway. (76)].

(xix) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund Development Fund be reduced by Rs. 100".

[Need for construction of Retiring Rooms in Tarakeswar Station of Eastern Railway. (77)].

(xix) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct platforms at Old Malda, Singabad Stations of North-Eastern Railway. (78)].

(xx) "That the demand under the head Open Line Works—Capital, Depreciation Reserve

Fund and Development Fund be reduced by Rs. 100."

[Need to construct platform and a foot-overbridge at Plassey Station of Eastern Railway. (79)].

(xxi) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to erect one foot-overbridge on the southern end of Dhakuria Station of Eastern Railway connecting two streets. (80)].

(xxii) "That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to erect road overbridge near Ballygunge Station of Eastern Railway connecting Kasba and Ballygunge areas of Calcutta. (81)].

(xxiii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund by reduced by Rs. 100."

[Proposed eviction of Kaukulia bus-ttee dwellers by the Eastern Railway and need to resettle them in nearby areas. (82)].

(xxiv) "That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Proposed eviction of squatters of Railway siding areas in Tollygunge and the need to resettle them in nearby areas. (83)].

Shri Narendra Singh Mahida: I beg to move:

(i) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need to introduce daily Deluxe train from Delhi to Bombay. (139)].

(ii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Enormous increase in administrative expenditure in Railways. (140)].

(iii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need for constructing more over-bridges at level crossings. (141)].

(iv) "That the demand under the head Railway Board be reduced by Rs. 100".

[Need to construct more retiring rooms at Baroda. (142)].

(v) "That the demand under the head Railway Board be reduced by Rs. 100".

[Need for reducing overcrowding in third class passenger trains and providing more facilities to passengers. (143)].

(vi) "That the demand under the head Railway Board be reduced by Rs. 100".

[Need to improve conditions of porters by providing them with medical facilities. (144)].

(vii) "That the demand under the head Railway Board be reduced by Rs. 100".

Need to provide more Kisan specials. (145)].

(viii) "That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100".

[Need to connect Bhavnagar with Tarapur in Gujarat. (159)].

(ix) "That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100".

[Failure to lay railway line from Nandyal to Tadanpalle via Khadappe and Rayachoty which was investigated 30 years back. (160)].

(x) "That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100".

[Need for connecting Samani to Miyagam Karjan by narrow gauge, Baroda Section of Western Railway. (161)].

(xi) "That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100".

[Need for providing better connections with Chhota Udaipur, Western Railway. (162)].

(xii) "That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100".

[Need to pay more attention to the development of narrow gauge. (163)].

Shri Priya Gupta (Katihar): I beg to move:

(i) "That the demand under the head Railway Board be reduced to Re 1".

[Functioning of Vigilance Organisation and Safety Organisation in the Railways. (164)].

(ii) "That the demand under the head Railway Board be reduced to Re. 1".

[Failure to provide residential accommodation to all Class III and Class IV employees with a two-room tenement. (165)].

Shri Dinen Bhattacharya: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100".

[Shri Dinen Bhattacharya].

[Need to allot vacant adjacent land for the extension of building and development of Kharagpur Traffic School run by the Railway employees. (166)].

Shri Priya Gupta: I beg to move:

(i) "That the demand under the head Railway Board be reduced by Rs. 100".

[Need to sanction three advance increments to class III and class IV staff at par with those in Gazetted posts in N. F. Railway. (167)].

(ii) "That the demand under the head Railway Board be reduced by Rs. 100".

[Need to sanction Frontier Allowance to employees of Northeast Frontier Railway. (168)].

(iii) "That the demand under the head Railway Board be reduced by Rs. 100".

[Need to introduce subsidised grain shops for Railwaymen for supplying foodgrains and other essential Commodities. (169)].

(iv) "That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to abolish casual labour system in the Railways and giving them pay-scales as regular Railwaymen in C. P. C. scales of pay irrespective of construction or project work. (170)].

(v) "That the demand under the head Railway Board be reduced by Rs. 100".

[Need to stop deduction of electricity bill and installation charges from class IV staff otherwise entitled to rent-free quarters. (171)].

(vi) "That the demand under the head Railway Board be reduced by Rs. 100".

[Discrimination against class III staff in respect of eligibility to appear in selection for class II Gazetted posts and declaring the post of Assistant Controller of Stores as non-technical. (172)].

(vii) "That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to take over Mariani and Bangaigaon Schools by the Railways and introduction of Multipurpose Course in Alipur Duar Jn. and Pandu Railway Schools. (173)].

(viii) "That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to increase portage charges in view of spiralling rise in cost of living in respect of Railway Licensed Coolies (Porters) at Howrah and Sealdah Divisions of Eastern Railway and in other Railways. (174)].

(ix) "That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to stop overcrowding in third class compartments and facilities of accommodation for Bihar Labourers proceeding to Assam in season times. (175)].

(x) "That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100".

[Failure to provide passenger amenities and improvements, and to provide quarters with standard amenities in Chaparmukh-Silghat Section and Katakhal-Lalabazar Section of Northeast Frontier Railway and taking over by Government of all Company-managed Railways. (176)].

(xi) "That the demand under the head Ordinary Working Ex-

penses—Administration—be reduced by Rs. 100".

[Failure to sanction Night Duty Allowance to the employees performing Night Duty. (177)].

(xii) "That the demand under the head Ordinary Working Expenses—Administration—be reduced by Rs. 100".

[Failure to re-introduce second Steamer Ferry Passenger Crossing between Manihari Ghat, Northeast Frontier Railway and Sakrigallighat, Eastern Railway with connecting trains by extending 22 Dn. Train from Tejnarayanpur to Manihari Ghat and by providing Shuttle upto Sahebganj, Eastern Railway. (178)].

(xiii) "That the demand under the head Ordinary Working Expenses—Repairs and Maintenance—be reduced by Rs. 100".

[Failure to connect Katihar B. G. Station with the main Katihar Station. (179)].

(xiv) "That the demand under the head Ordinary Working Expenses—Repairs and Maintenance—be reduced by Rs. 100".

[Need to reconstruct the station building at Katihar Jn. Station to cope with the increased traffic and construction of shed for Rickshaws at Katihar Station. (180)].

(xv) "That the demand under the head Ordinary Working Expenses—Operating Staff—be reduced by Rs. 100".

[Failure to increase the number of class III and class IV employees in proportion to the pro rata increase in traffic and increased work-load. (181)].

(xvi) "That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100".

[Failure to construct Broad Gauge Lines connecting Jogi Gopa, Assam to Upper Assam by a shorter route via Gauhati, Golaghat with a bridge on River Brahmaputra in Upper Assam. (182)].

(xvii) "That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100".

[Failure to construct M. G. Lines connecting Agartala with Dharmanagar for connecting State of Tripura with rest of India. (183)].

(xviii) "That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund—be reduced by Rs. 100".

[Failure to construct B. G. Lines connecting West Dinajpur District Headquarters to Ruiganj. (184)].

Shri Dinen Bhattacharya: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to convert metre gauge line from Sahagaunj to Banarasi into broad gauge. (189)].

Shri Priya Gupta: I beg to move:

(i) "That the demand under the head Railway Board be reduced by Rs. 100".

[Need for increasing amenities and scales of pay and number of commercial clerks to work in the present system of "Common Carrier" methods. (190)].

(ii) "That the demand under the head Railway Board be reduced by Rs. 100".

[Need for increasing more output in Wagon turn out by redressing the genuine grievances of Cabin and Yard staff in respect of pay scales, job analysis and improved service conditions including upgrading and avenue of promotion. (191)].

(iii) "That the demand under the head Railway Board be reduced by Rs. 100".

[Need to consider memoranda of pay clerks, shroffs, signallers, wireless

operators. I.O.Ws., P.W.Is., foremen cash peons, trains clerks, ASMs] SMs in respect of revision of pay scales, upgrading, avenues of promotion and job analysis and classification. (192)].

(iv) "That the demand under the head Railway Board be reduced by Rs. 100".

[Need to exclude Sholapur division from the proposed New South Central Railway Zone and inclusion of Guntkal Division in the new zone for keeping up efficiency and achieving economy. (193)].

(v) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need to create permanent cadre for posts of Railway Sectional Officers under Special Police Establishment for keeping up efficiency. (194)].

(vi) "That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to revise pay scales and introduce upgrading by allotting one third cadre in each of the three scales of pay for Running staff, viz. Guards, Drivers, Firemen for keeping up efficiency. (195)].

(vii) "That the demand under the head Railway Board be reduced by Rs. 100".

[Need to classify Travelling Ticket Examiners as Running staff. (196)].

Shri Indrajit Gupta (Calcutta-South West): I beg to move:

(i) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need to appoint a Wage Board for railwaymen. (205)]

(ii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need to revise the existing dearness allowance formula as suggested by Das Commission. (206)].

(iii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Large scale retrenchment of casual labour on the South Eastern and Eastern Railways. (207)].

(iv) "That the demand under the head Railway Board be reduced by Rs. 100."

[Retrenchment of temporary workers of workshop and open line under Kharagpur Division, S. E. Railway. (208)].

(v) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need for upward revision of casual Labour wage rates in West Bengal area (209)].

(vi) "That the demand under the head Railway Board be reduced by Rs. 100."

[Continued employment of contract labour in jobs of permanent nature on the Railways. (210)].

(vii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need to upgrade Foreman Grade 'C' posts under Chief Mechanical Engineer, S. E. Railway. (211)].

(viii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need to redress grievances of workers of Railway Electrification Projects. (212)].

(ix) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need for higher wages and security of employment of workers of Railway Electrification Project. (213)].

(x) "That the demand under the head Railway Board be reduced by Rs. 100."

[Unjustified dismissal and transfer orders on office bearers and committee members of South Eastern Railwaymen's Union. (214)].

(xi) "That the demand under the head Railway Board be reduced by Rs. 100."

[Temporary construction of Bidhanagar railway station on occasion of Durgapur Congress Session. (215)].

(xii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need to revive subsidised grain shops for the Railwaymen. (216)].

Shri Priya Gupta: I beg to move:

(i) "That the demand under the head ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100".

[Failure to foresee winding up of Marine Organisation after construction of Brahmaputra Bridge and arrange absorption of staff in other Departments of the N. F. Railway. (219)].

(ii) "That the demand under the head Railway Board be reduced by Rs. 100."

[Need to transfer the personnel of Marine Organisation of Railways in the proposed Ganga-Brahmaputra Internal Riverine Transport Organisation of Ministry of Transport. (220)].

Mr. Chairman: These Cut motions are now before the House.

Shri Heda (Nizamabad): Mr. Chairman, Sir, I congratulate the hon Minister for his great speech, rather a feat of oratory, that he made and I feel emboldened to make a suggestion, as it is based on reason, which he will examine it and when he finds that it is a sound suggestion, I hope, he will take the proper measures to implement it.

I know that the main job of the Railway is to connect the big cities and from this angle, when we look at the map and the Railway timings, we find that Delhi is best connected with all the three largest cities, that is, Bombay, Calcutta and Madras. Similarly, Bombay is also well-connected with Calcutta and Madras. I believe, the fifth largest city, that is, Hyderabad, which is having a population in the range of 1½ to 2 millions, deserves to be well-connected with big cities.

I would like to go into its past. I feel that justice demands more sympathetic treatment to Hyderabad. Hyderabad is a victim of the past. The first Nizam had the specific policy to keep Hyderabad aloof and in isolation. One of the tenets of the will of Asaf Jha, the first Nizam, was that Hyderabad, particularly the city of Hyderabad—not the whole State—should be outside the purview....

श्री श्रीकारलाल बेरवा : सभापति, महोदय, हाउस में इस समय क्वोरम नहीं है।

Mr. Chairman The bell is being rung.....Now there is quorum.

Shri Heda: I was saying that Hyderabad was a victim of the past, because it was the policy of the Nizams to keep Hyderabad isolated. That was why Hyderabad did not come on the Grand Trunk route when Madras was connected with Delhi. The line between Madras and Delhi should have passed through Hyderabad, but the Nizams then decided not to allow it, and therefore, the line went a hundred miles away from the city of Hyderabad.

16.56 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Similarly, when Bombay was connected with Calcutta, the line should

[Shri Heda]

have passed through Hyderabad. Then again, the old Nizam's Government did not allow it. In spite of the fact that Hyderabad is a big centre, it has not been connected with these important cities.

Shrimati Renu Chakravartty: It is a big centre in that route?

Shri Heda: My hon. friend is forgetting that Bombay has been connected with Calcutta via Allahabad. Hyderabad is a far bigger city than Nagpur or Allahabad, and Hyderabad was a bigger city than Madras and Delhi. It was the policy of the old rulers to keep Hyderabad isolated, and that was why Hyderabad was not connected when the lines were laid between Madras and Delhi and between Bombay and Calcutta. Similarly, the line between Bombay and Madras was also kept about 120 miles away from Hyderabad. Thus, Hyderabad has been kept very much aloof.

I hope that Hyderabad which has been a victim of the past will not be a victim of the present and it will not remain as a victim of the future also. So, from this angle, we have to think of a good communication line between Hyderabad and Delhi.

श्री हुकम चन्द कछवाय : उपाध्यक्ष महोदय, जब इतने बड़े नेता बोल रहे हों तब कोरम का न रहना अनुचित है।

Mr. Deputy-Speaker: The hon. Member Shri Heda may go on with his speech. The count is being taken.

Shri Heda: If you look at the distance between Bombay and Delhi and that between Delhi and Hyderabad, you will find that the distance between Delhi and Hyderabad is hardly 200 k.m. more than that between Bombay and Delhi. A train running between Bombay and Delhi hardly takes 25 hours; there is another train which takes only 24 hours. But, to go from Hyderabad to Delhi we need 36 hours.

श्री श्रीकार लाल बेरवा : हाउस में इस समय फिर कोरम नहीं है और कोरम के अभाव में कार्यवाही चलना वाजिब नहीं होगा।

Mr. Deputy-Speaker: There is no quorum.....

Some hon. Members: It is nearing 5 p.m. We may adjourn now.

Mr. Deputy-Speaker: All right, we shall now adjourn and meet again at 11 a.m. tomorrow. The hon. Member may continue his speech tomorrow.

16.59 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 10, 1965/Phalguna 19, 1886 (Saka).