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# LOK SABHA DEBATES

(Fourth Session)



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LOK SABHA SECRETARIAT  
NEW DELHI

ONE RUPEE (INLAND)

FOUR SHILLINGS (FOREIGN)

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LOK SABHA

Wednesday, March 6, 1963/Phalgun  
15, 1884 (Saka)

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

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Whitley Councils

+  
\*276. { Shri S. M. Banerjee:  
Shrimati Savitri Nigam:

Will the Minister of Home Affairs  
be pleased to state:

(a) whether a final decision has  
been taken to form Whitley Councils  
for the Central Government Employees;  
and

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

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

(a) and (b). No. The matter is still  
under Government's consideration.

**Shri S. M. Banerjee:** This decision  
was likely to be taken after the Central  
Government employees' strike in  
1960. I want to know whether any  
decision is likely to be taken since  
there is no channel for negotiation for  
Central Government employees.

**Shri Hajarnavis:** I agree that there  
has been some time taken in finalising  
a decision. But I hope it shall be  
taken very soon.

**Shri S. M. Banerjee:** Of course, we  
have heard this reply many times.  
On the 9th December, 1962, a conference  
was convened by the Home  
Minister in which the employees'

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representatives belonging to the  
various Central Government employees'  
organisations gave unconditional support  
and in return suggested that....

**Mr. Speaker:** He should come to the  
the question.

**Shri S. M. Banerjee:** Have Government  
considered the question of providing  
for voluntary arbitration and adjudication  
to Central Government employees as other  
employees? If so, have they taken any  
decision on that or would they take any  
decision?

**Shri Hajarnavis:** If the decision was  
finalised, I would certainly have  
answered in the affirmative. But we  
have still to make up our mind. We  
received very valuable suggestions in  
the conference to which the hon.  
Member referred. We hope that on  
this matter we shall soon be taking a  
final decision.

**Shrimati Savitri Nigam:** What are  
the difficulties in the way of the Home  
Ministry taking a decision for the  
formation of Whitley Councils when  
it has been considered so important?

**Shri Hajarnavis:** The difficulties  
are the complexity of the question  
and the large number of persons  
involved.

**Shri Ramanathan Chettiar:** What  
are the salient features of this scheme  
and when is it likely to be brought  
into force?

**Shri Hajarnavis:** That can only be  
stated after the decision is finalised.

**Shri K. N. Pande:** May I know  
whether representatives of labour  
organisations were also invited to the  
conference? If so, what suggestions  
did they make in this connection?

**Shri Hajarnavis:** I do not have the proceedings with me here. So I cannot say exactly what the suggestions made were.

**Shri D. C. Sharma:** What is the machinery functioning at present to solve any disputes between the Government employees and the Government?

**Shri Hajarnavis:** That is a question which I am afraid I cannot answer.

**Shri Daji:** In view of the fact that there has been a long delay in the constitution of the Councils and some more time will be taken in the process, will Government set up immediately some sort of negotiating machinery so that the grievances of the employees can be duly ventilated?

**Mr. Speaker:** It is a suggestion for action.

#### "National Science Talent Search"

\*278. **Shri Surendra Pal Singh:** Will the Minister of Education be pleased to state:

(a) whether it is a fact that a scheme of "National Science Talent Search" is being formulated by the Centre to promote scientific research in the Universities by giving encouragement to talented boys and girls by awarding scholarships etc.; and

(b) if so, the main features of this scheme?

**The Minister of Education (Dr. K. L. Shrimali):** (a) Yes, Sir. It is primarily aimed at identifying pupils with scientific talent.

(b) It is being tried out as a pilot scheme and the brochure indicating the main features of the scheme is laid on the Table of the House. {Placed in Library, see No. LT-912/63}.

**Shri Surendra Pal Singh:** In addition to this scheme sponsored by the Government of India, there already exists an organisation in Calcutta called the Jagdish Bose Science Talent

Search which promotes scientific research by awarding scholarships to talented boys and girls. May I know whether the scholarships given by this organisation are open to students from all over the country or are they limited only to pupils residing in Bengal? Secondly, is any financial help given by the Central Government to this organisation?

**Dr. K. L. Shrimali:** The question was with regard to the scheme which the Ministry of Education has formulated. The hon. Member is referring to another organisation in Calcutta which has a similar scheme there also. But that question is not related to this.

**Shri Surendra Pal Singh:** In view of the fact that industries derive the greatest amount of benefit from scientific and technical research, may I know what contribution is being made by the industries in India for the promotion of such talent search schemes?

**Dr. K. L. Shrimali:** As far as this scheme is concerned, it is completely financed by the Government of India.

**Shrimati Savitri Nigam:** May I know how many boys and girls have been given scholarships so far under this scheme?

**Dr. K. L. Shrimali:** The scheme has just been launched, and it is proposed to give ten scholarships.

**Mr. Speaker:** How many have been given?

**Dr. K. L. Shrimali:** The scheme has just started.

**Mr. Speaker:** Nothing has been given yet.

**Shri Vishram Prasad:** May I know how much money is being spent in the form of scholarship by the Central Government for scientific and technological studies every year, and what consideration is being given to increase the scholarships in view of the emergency?

**Dr. K. L. Shrimali:** The question does not arise out of this.

**Shri Sham Lal Saraf:** May I know whether the administration and selection of these boys and girls will be left to the Educational Institutions or the State Government or the Central Government will do it?

**Dr. K. L. Shrimali:** Tests will be held and after these tests have been administered, of course, by the Department of Education, the scholarships will be awarded.

**Shri D. C. Sharma:** May I know why this scheme is confined only to the students of the higher secondary and multi-purpose schools, and why it is not being extended to the universities? Is it not a fact that it should have started at the university end, and not at the higher secondary end?

**Dr. K. L. Shrimali:** The idea is that the talent should be discovered as early as possible, so that it may be properly developed when the students reach the university stage.

**Shri Bhagwat Jha Azad:** May I know whether Government propose to extend the functioning of this scheme, and whether it is planned for the other areas of the country also?

**Dr. K. L. Shrimali:** Very much will depend on the experience we gain from this pilot project. If it is found profitable, it is proposed to extend the scope of the scheme.

**Shri K. C. Pant:** There is a scheme under which Indian students pursuing advanced courses of science and technology abroad are given stipends before they are fixed up even while they do not have any jobs. Is there any proposal to have similar arrangements for Indian boys of talent, first class students in our universities, under this scheme?

**Dr. K. L. Shrimali:** This scheme has a very limited scope. The purpose of this scheme is to identify talent at the school stage and award scholarships to students so that the talented

students may be able to benefit and may be able to make their contribution when they go to the universities. The hon. Member is referring, I expect, to some other scheme which probably exists in some other countries.

**Shri K. C. Pant:** No, within this country.

**Dr. K. L. Shrimali:** This is not directly related to that scheme.

**श्री म० ला० द्विवेदी :** मन्त्री महोदय ने जो यह पाएलट योजना की पुस्तक दी है उसमें लिखा है कि दिल्ली में अप्रैल १९६३ में ऐसी परीक्षा ली जायेगी, मैं जानना चाहता हूँ कि यह पाएलट योजना केवल दिल्ली के लिए बनाई गई है या सभी केन्द्रशासित प्रदेशों के लिए यह होगी ?

**डा० का० ला० श्रीमाली :** यह पाएलट योजना अभी दिल्ली में शुरू की गई है। अगर इसमें कामयाबी हासिल हुई तो फिर प्रीट राज्यों ने भी इसका विस्तार किया जायगा।

**Shri Inder J. Malhotra:** May I know if the hon. Minister is satisfied as to the best utilisation of the talent already discovered in this country?

**Mr. Speaker:** That is a matter of opinion.

#### Central Government Officers in Assam

+

*280.	{	Shri Hari Vishnu Kamath:
		Shri Heda:
		Shri Prakash Vir Shastri:
		Shri Jagdev Singh
		Siddhanti:
		Shri Ram Sewak Yadav:
		Shri Bhakt Darsan:
		Shri Bhagwat Jha Azad:
		Shri Berwa Kotah:
		Shri Bade:

Will the Minister of Home Affairs be pleased to state:

(a) whether any inquiry has been made into the conduct of Central Government Civilian Officers in Tezpur and elsewhere in Assam during

the Chinese invasion of NEFA against whom allegations of dereliction of duty had been made;

(b) if so, the number of officers, together with the designation of each, in respect of whose conduct such inquiry has been made; and

(c) the result thereof in each case?

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

(a) to (c). Information is being collected and a statement will be laid on the Table of the House as soon as full information is received.

**Shri Hari Vishnu Kamath:** Is there any truth in certain press reports to the effect that one or more, of the officers concerned was removed and not dismissed from service—removal is no bar to re-employment, while dismissal would be—and if so, why was such undeserved leniency shown to an officer or officers who deserted his post of duty in the hour of trial?

**Shri Hajarnavis:** I wonder whether the hon. Member has the case of Dr. P. K. Das, formerly Deputy Commissioner of Darrang District, in mind. There was an allegation that he deserted his post. His explanation was called for. Considering all the circumstances of the case, including the explanation of Shri P. K. Das, it was decided by the President that, as he deserted his post in a crisis, he was not fit to be retained in service.

**Mr. Speaker:** His question was why removal was considered enough and dismissal was not resorted to in this case.

**Shri Hajarnavis:** The action taken conforms to proviso (c) to article 311 of the Constitution.

**Shri Hari Vishnu Kamath:** During the course of the enquiry proceedings was it brought to light that one or more of the officers concerned panicked on hearing from certain Army Officers after the fall of Bomdi La and Se La that the enemy might close in upon Tezpur in a matter of hours and, if

so, has this information been conveyed to the Defence Ministry for proper action?

**Shri Hajarnavis:** This observation hardly arises out of this question which relates to action taken against the officers. But I may assure the hon. Member that anything of significance which comes to our notice in the course of the enquiry will certainly be sent to the proper authorities for necessary action.

**श्री जगदेव सिंह सिद्धान्ती :** ऐसे जो आफिसर्स अपने कर्तव्य से भाग गए, क्या उन पर नैतिक अदालत में मुकदमा चलाने का सरकार का विचार है ?

**श्री हजरतबीस :** यह तो कानून का सवाल है ।

**Mr. Speaker:** Whether they would be court martialled?

**Shri Hajarnavis:** I cannot answer this question unless I have a specific question on this point.

**Shri Hem Barua:** Is it not a fact that the liaison officer with the Government of India stationed in Shillong issued a circular to the effect that arrangements were made for the evacuation of the families of the Central Government employees by road convoys, planes and special trains and, if so whether this is not a fact that this circular demoralised or had an adverse effect on the morale of the State Government employees, apart from the other people who were left alone to face the ordeal with their families?... (Interruptions) I have the circular with me.

**Shri Hajarnavis:** If the hon. Member could put down a specific question, I will make enquiries. So far as the inference is concerned, I certainly repudiate it.

**Shri Nath Pai:** Is it a fact that the said officer, the Deputy Commissioner Mr. Das to whom a reference was made by the hon. Minister gave in his explanation in his defence that he listened to the speech of the Prime Minister on the radio and reached the

conclusion that everything was lost and therefore he abdicated his post?

**Shri Hajarnavis:** No, Sir. His explanation, if I may read it out, is this . . .

**Shri D. C. Sharma:** This is an insinuation on the Prime Minister . . .

**Shri Nath Pai:** Rubbish. Do not pretend to be so loyal . . . (Interruptions).

**Mr. Speaker:** There is no insinuation.

**Shri Hajarnavis:** What he said amounts to this. On 20th November 1962 he went to the airport in order to arrange to send away his family. He was so upset and exhausted that when he was about to take leave from his family he completely broke down and in a sudden impulse decided to escort them to Calcutta and return by the next available plane. He had no time to talk to his Commissioner and inform him about his sudden departure but he had informed the Assistant Director CID who was also inside the aircraft to inform the Commissioner about his departure and the conditions under which he had left. So, that what the hon. Member has suggested is very far from truth.

**श्री भक्त दर्शन :** श्रीमन्, इस घटना को हुए साढ़े तीन महीने से अधिक हो चुके हैं और यह प्रश्न केन्द्रीय सरकार के कर्मचारियों से सम्बन्धित है। मैं यह जानना चाहता हूँ कि इस अवस्था में इस बारे में सूचना एकत्र करने में इतनी देर क्यों हो रही है और देर से से देर कब तक यह काम पूरा हो जायगा।

**श्री हजरतबीस :** जितनी जल्दी हो सकेगा उतनी जल्दी इस को किया जायगा।

**अध्यक्ष महोदय :** माननीय सदस्य यह जानना चाहते हैं कि क्या इस बारे में देर होने के कोई खास कारण हैं।

**श्री हजरतबीस :** कोई खास कारण तो नहीं है, लेकिन आने-जाने में समय लगता है।

**Shri Bhagwat Jha Azad:** During the pendency of this enquiry, have the officers on whom *prima facie*

charges of neglect of duty had been established, been put under suspension or are they still at large?

**Shri Hajarnavis:** Departmental proceedings have been instituted against various officials but I cannot say what action was taken in each case. Presumably it must have been done.

**Shri Heda:** May I know whether any part of any general circular sent by the Home Ministry from here gave the indication that the Government officers should avoid falling into the hands of the enemy and therefore they should escape themselves?

**Shri Hajarnavis:** As I stated earlier, I should like to have a specific question on this point, and then I shall give the answer.

**Shri Daji:** Could the Government give us the total number of employees against whom action is pending and also the number of persons who have been suspended pending enquiry?

**Shri Hajarnavis:** That is the information which we are collecting, and as soon as it is available, we shall give it.

**श्री रघुनाथ सिंह :** मैं यह जानना चाहता हूँ कि क्या तेजपुर बं: एम० पी० के खिलाफ कोई शिकायत है और यदि है, तो क्या उसका खिलाफ कोई जांच हो रही है।

**श्री हजरतबीस :** अभी तक मेरे पास इसकी कोई खबर नहीं है। अगर बाद में आ जायगी, तो उस की जांच की जायगी।

दिल्ली में व्यक्तिगत मकान बनाने वालों को सुविषाये

+

\* २८१. { श्री प्रकाशवीर शास्त्री :  
श्री जगदेव सिंह सिद्धास्त्री :  
श्री म० ल० द्विवेदी :  
श्रीमती सावित्री निगम :

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार दिल्ली में निवास की समस्याओं का समाधान करने के लिये

व्यक्तिगत मकान बनाने वालों को सुविधा देने के प्रश्न पर विचार कर रही है ;

(ख) क्या यह भी सच है कि मकानों का अभाव होने के कारण दिल्ली में किराये बहुत अधिक हैं ;

(ग) क्या यह सच है कि दिल्ली प्रशासन सहकार, समितियों को भूमि का आवंटन करने में बहुत देरी कर रहा है ; और

(घ) यदि हां, तो सरकार का इस सम्बन्ध में क्या कार्यवाही करने का विचार है ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री हजरतबीस) : (क) भारत सरकार के निर्माण, आवास तथा पुनर्वास मन्त्रालय ने नागरिक क्षेत्र में व्यक्तिगत मकान बनाने वालों को वस्तुतः अपने निवास के लिए मकान बनाने के हेतु आर्थिक सहायता देने के लिए "न्यून आय वर्ग आवास योजना" तथा "माध्यमिक आय वर्ग आवास योजना" नामक दो योजनाएँ बनाई हैं। "दिल्ली में भूमि के उच्च स्तर पर अधिग्रहण, विकास तथा निपटान" का योजना (जिसकी मुख्य-मुख्य बातें लोक सभा में २३ मार्च, १९६१ को श्री पं० जे० देव द्वारा दिए गए अविलम्बनाय लोक महत्व के विषय के नोटिस के सम्बन्ध में लोकसभा के सभा-पटल पर रखे गये विवरण में समाविष्ट हैं) के अधीन विकसित रिहायशों प्लान भी उपलब्ध किए जा रहे हैं।

(ख) जी नहीं। दिल्ली में किरायों का नियन्त्रण "दिल्ली किराया नियन्त्रण अधिनियम, १९५८" के अधीन किया जाता है।

(ग) जी नहीं।

(घ) प्रश्न हां नहीं उठता।

श्री लहरी सिंह : अध्यक्ष महोदय, यह तो संस्कृत बोली जा रही है।

Shri Hajarnavis: (a) The Government of India, Ministry of Works, Housing and Rehabilitation, have for-

mulated two housing schemes, namely, the Low-Income Group Housing Scheme and Middle Income Group Housing Scheme for grant of financial assistance to individual house-builders in urban areas for the construction of houses for their bona fide residential use. Developed residential plots are also being made available under the scheme for 'large scale acquisition, development and disposal of land in Delhi', the main features of which are given in the statement laid on the Table of the Lok Sabha on 23rd March, 1961, in connection with the Call Attention Motion tabled by Shri P. G. Deb.

(b) No. Rents in Delhi are controlled under the Delhi Rent Control Act, 1958.

(c) No.

(d) Does not arise.]

श्री प्रकाशबीर शास्त्री : क्या सरकार ने इस प्रकार का कोई सर्वेक्षण कराया है कि भारत की राजधानी दिल्ली में अभी तक कितने नागरिक इस प्रकार के हैं, जिनके निवास का व्यवस्था नहीं हो सकी है ? यदि हां, तो उनकी संख्या का क्या अनुमान लगाया गया है ?

श्री हजरतबीस : उनकी संख्या का अनुमान तो नहीं लगाया गया है, लेकिन उनकी संख्या बहुत बड़ी है।

श्री प्रकाशबीर शास्त्री : क्या सरकार ने कोई इस प्रकार का जानकारी लेने का भी यत्न किया है कि राजधानी में किराये अपने अनुपात से कई प्रतिशत अधिक बढ़ गए हैं ? यदि हां, तो क्या सरकार ने उसके समाधान के सम्बन्ध में कोई विशेष चेष्टायें की हैं और यदि कहीं, तो वे क्या हैं ?

श्री हजरतबीस : जैसा कहा गया है कि किराये का नियन्त्रण दिल्ली रेंट कंट्रोल एक्ट के मुताबिक होता है और उसकी जो क्लॉज ६ है, उसके मुताबिक स्टैण्डर्ड रेंट मकरंर

किया जाता है। उस स्टैंडर्ड रेंट से ज्यादा किराया नहीं लिया जा सकता है।

**अध्यक्ष महोदय :** वह कहते हैं कि किराये बढ़े हुए हैं। क्या सरकार ऐसे सामान कर रहे हैं कि और मकान बनाये जायें ताकि किरायों को बढ़ने में रोका जा सके ?

**श्री हजरतबीस :** इसके लिए तो जैसा मैंने कहा दो स्कीम्स बनाई गई हैं, एक तो कम आमदनी वालों के लिए घर बनाने की योजना है और दूसरे मध्यम आमदनी वालों के लिये घरों की योजना है।

**श्री रानेश्वरानन्द :** प्रश्न और है तथा उत्तर दूसरा है।

**अध्यक्ष महोदय :** मैं क्या कर सकता हूँ।

**श्री जगदेव त्रिद्वान्ती :** जो निज रूप से सहायता समितियाँ हैं, जो कि छोटे लोगों के लिए, कम आमदनी वाले लोगों के लिए मकान बनाने की योजना कर रही हैं और अपने पैसे भी लगाती हैं, सरकार उनको क्या सहायता देगी ?

**श्री हजरतबीस :** सरकार उनको भी सहायता दे रही है। जैसे अभी मैंने कहा अभी कि दस कोओपरेटिव सोसाइटीज के लिए जगह दी गई है जो ८५० एकड़ है। फिर ग्यारह सोसाइटीज ऐसी हैं जिनके लिए जगह मुकर्रर की गई है। अगर वे पैसा जमा कर देंगी तो उनको भी जगह दे देंगे। कुल ७१ ऐसी कोओपरेटिव सोसाइटीज हैं जिनके बारे में विचार किया जा रहा है।

**श्री म० ला० द्विवेदी :** क्या सरकार को मालूम है कि जो गुविशायें मकान बनाने की सरकारी कमचारियों और अधिकारियों को दी गई हैं, उनसे जो मकान बनाये गए हैं, वे उनको तो नागरिकों का किराये पर लगा देते हैं और सगे मकान जो सरकार उनको किराये पर देती है, उनमें वे खुद रहते हैं और

इससे किराया बढ़ रहा है ? इन बड़ोतरी को रोकने के लिए सरकार क्या उपाय कर रही है।

**श्री हजरतबीस :** जहाँ तक मेरा ख्याल है, एक ऐसा नियम है कि अगर किसी आदमी का घर दिल्ली में है, चाहे खुद के नाम से हो हो और चाहे रिश्तेदार के नाम से हो, वह सरकारी मकान अपने लिए नहीं ले सकता है।

**Shrimati Savitri Nigam:** May I know how far this is correct that while there are a number of other societies which have fulfilled all the conditions, only two societies, one of which has got high officials and the other . . .

**Mr. Speaker:** Order, order. She is arguing the case on behalf of some society.

**Shrimati Savitri Nigam:** No, Sir; I am not arguing. Kindly let me finish my question and then you will decide. May I know how far this is correct that only two societies have been allotted land while other societies which have fulfilled all the conditions have not been allotted the land?

**Shri Hajarnavis:** The hon. lady Member had not followed my earlier answer. I said that 10 housing societies have already been allotted land. 11 will be allotted land. Already land has been allocated to them and land will be made available to 11 (eleven) as soon as they pay the deposit premium. The total number of applications which the authority is considering is 71.

**श्री गु० सि० मुसफ़्फ़र :** दिल्ली एडमिनिस्ट्रेशन ने फैसला किया था कि जिन कोओपरेटिव सोसाइटीज ने १३-११-१९५६ के बाद जमीन खीदी थी, उनको जमीन एलाट की जाए। क्या इससे कोई हाईशिप हो रही है लोगों को ? उनका लाबों रुपया ब्लाक हो गया है। क्या सरकार इस पर गौर

करने के लिए तैयार है कि यह १३-११-१९५६ वाली जो शर्त है, इसको हटा दिया जाए ?

**Mr. Speaker:** That is only a suggestion.

**श्री भागवत सा आज़ाद :** क्या यह सच है कि देश के अन्य भागों की तरह दिल्ली में भी संकट काल की स्थिति में निम्न आय के लोगों को जो सहायता दी जा रही थी मकान बनाने के लिए वह बन्द कर दी गई है ?

**श्री हजरतबीस :** मेरी जानकारी में ऐसी कोई शिकायत नहीं आई है ।

**श्री भक्त वर्शन :** श्रीमान्, माननीय मन्त्री जी ने बताया है कि दिल्ली में किराया नियंत्रण कानून लागू किया गया है । क्या उन्होंने इस बात का पता लगाने की कोशिश की है कि उसकी शर्तों का किस कदर पालन किया जा रहा है और अभी भी कितने परसेंट अधिक पगड़ी देनी पड़ रही है मकान लेने के लिए ?

**श्री हजरतबीस :** ऐसा कोई केस मेरी जानकारी में नहीं है जिसमें पगड़ी देना पड़ी हो । अगर किसी चीज के बारे में शिकायत है तो अदालत में उस मामले को ले जाया जा सकता है ।

**Shri A. P. Jain:** Is it a fact that the Central Government have auctioned lands at the rate of Rs. 300 to Rs. 400 per square yard and the high price of land is responsible for high rents in Delhi?

**Shri Hajarnavis:** Such a suggestion could be made.

**Shri Sham Lal Saraf:** May I know if Government are taking steps like sending out some of the offices from Delhi to outside places, in order to remove the congestion in Delhi, so that more space is made available?

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

### Koyali Oil Refinery, Gujarat

\*282. **Shri Yashpal Singh:** Will the Minister of Mines and Fuel be pleased to refer to the reply given to Starred Question No. 447 on the 23rd January, 1963 and state:

(a) whether any decision with regard to a limited company to be formed to run the Public Sector refinery at Koyali in Gujarat has been taken; and

(b) if so, when the constitution of the proposed company will be finalised?

**The Minister of Mines and Fuel (Shri K. D. Malaviya):** (a) Not yet, Sir.

(b) Does not arise at present.

**श्री यशपाल सिंह :** क्या मैं जान सकता हूँ कि शैड्यूल्ड टाइम पर तैयार होने में कोई देरी हुई है और कब तक आशा की जा रही है कि यह योजना पूरी हो जाएगी ?

**श्री क० दे० मालवीय :** तमाम प्रबन्ध चालू हो गया है और अभी प्राजैक्ट रिपोर्ट पर आखिरी समझौता सोवियत एक्सपर्ट्स और आयल एण्ड नेचुरल गैस कमीशन के बीच नहीं हुआ है । चन्द दिनों में ऐसी आशा है कि आखिरी समझौता हो जाएगा और सरकार को पूरा निश्चय है कि नृतीय योजना के पहले ही यह कोयली रिफाइनरी पूरी पूरी तैयार हो जाएगी और चालू हो जाएगी ।

**श्री यशपालसिंह :** किस फाइन कोलेबोरेटर्स से यह काम हो रहा है ?

**श्री क० दे० मालवीय :** कोयली रिफाइनरी सोवियत कोलेबोरेशन से बन रही है ।

**Shri Narendra Singh Mahida:** May I know whether the Government have acquired all the lands required for the oil refinery and have they effected all the settlement?

**Shri K. D. Malaviya:** In respect of acquisition of land for the refinery, the cost has already been deposited



and taking over possession of land has commenced. As regards the land for the township, the Government of Gujarat have now agreed to the acquisition of the original land proposed for the refinery township on the south of the refinery between Bajuva railway station and the Koyali village. Tenders have been invited for some of the jobs to be undertaken.

**Shri P. R. Patel:** May I know whether the capacity of this refinery will be 3 million tons or more and when it will go into action?

**Shri K. D. Malaviya:** The original plan for this refinery was to refine 2 million tons. It has now been extended to 3 million tons, which we shall arrange to supply from the Gujarat oilfields. With regard to the timetable, originally it was intended that the 2 million ton refinery will be in operation by the end of 1964. But we might now take a few months more, perhaps March or April 1965, when the 3 million ton refinery will be in operation.

#### **New Gas Field near Ahmedabad**

\*283. **Shri D. C. Sharma:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether a new major gas field has been discovered near Ahmedabad in Gujarat during January-February, 1963; and

(b) if so, the details thereof?

**The Minister of Mines and Fuel (Shri K. D. Malaviya):** (a) and (b). Show of gas has been met with in the first well in the Sanand area and in another well in the Kalol area, which are near Ahmedabad. It is, however, too premature to assess the production potential of these areas.

**Shri D. C. Sharma:** May I know how many wells will be dug before the approximate productive capacity of this gas can be found?

**Shri K. D. Malaviya:** Some significant quantity of gas has been detected in the first well at Sanand area

and some oil too. But we will have to drill, I cannot say how many, but sufficient number of wells to assess whether the oil or gas which is spread in the Sanand area is spread evenly in order to give us a good quantity. We are now drilling two more wells which are likely to be completed in the next week. Another 4 wells will also have to be drilled.

**Shri D. C. Sharma:** May I know what is going to be the approximate potential of gas from all the States in India by the end of the third Plan? Has any assessment been made?

**Mr. Speaker:** That is a different question.

**Shri Inder J. Malhotra:** May I know if any scheme has been chalked out to make this gas available for domestic use?

**Mr. Speaker:** Let us find it out first.

**Shri Bhagwat Jha Azad:** May I know whether the preliminary data that are available as a result of the first striking would in any way tell us as to how far and what quantity it would be possible for us to get from them?

**Mr. Speaker:** Still it is a show.

**Shri K. D. Malaviya:** The situation is quite hopeful. That is all I can say.

**Shri P. R. Patel:** May I know whether in Gandhinagar area of Kalol there is gas or oil?

**Mr. Speaker:** That is something different.

**Shri K. D. Malaviya:** Yes, Sir.

**Shri Narendra Singh Mahida:** Near Ahmedabad means Kalol and Gandhinagar. What are the results of the oil drilling experiment in Kalol?

**Mr. Speaker:** That is also a different thing.

**Shri Narendrasingh Mahida:** Kalol is near Ahmedabad.

**Mr. Speaker:** Even nearness is no ground.

**Shri Narendrasingh Mahida:** What does he mean by saying: "near Ahmedabad"?

**Mr. Speaker:** The hon. Minister may answer if he has got the information.

**Shri K. D. Malaviya:** Undoubtedly, Sir, Kalol area is quite near Ahmedabad. But Kalol and Sanand are 20 miles apart if I am not wrong.

**Shri P. R. Patel:** What about Gandhinagar?

**Shri K. D. Malaviya:** Gandhinagar too is a few miles away from Kalol. But in order to satisfy hon. Members I might say that in Gandhinagar we have discovered some oil in well No. 2 and not in well No. 1; in Kalol we have found both oil and gas, and in the first well of Sanand we have found gas and, perhaps, a little oil also. But all these would require a sufficiently large number of drillings—say, half a dozen—at different places before we can actually give some preliminary indication of the quantity.

**Shri P. R. Patel:** What does the hon. Minister mean by saying "some oil" in regard to well No. 2 in Gandhinagar?

**Mr. Speaker:** Next question.

#### मद्यपान

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\*२८४. { श्री भक्त दर्शन :  
श्री भागवत सा प्राज्ञाद :  
श्रीमती सावित्री निगम :

क्या गृह-कार्य मन्त्री ८ अगस्त, १९६२ के तारंकित प्रश्न संख्या ६५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि सरकारी सेवाओं के प्रयोजन के लिये मद्यपान को अनर्हता घोषित करने का जो प्रश्न विचारधीन था, उसके बारे में इस बीच क्या प्रगति हुई है ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री हजरतबीस) : अखिल भारतीय सेवा आचार नियम, १९५४ तथा केन्द्रीय सिविल सेवा

(आचार) नियम, १९५५ में उपयुक्त संशोधन कर दिए गए हैं। इन संशोधनों की प्रतिलिपि सदन के मेज पर रख दी गई हैं।

[All India Services (Conduct) Rules, 1954, and Central Civil Service (Conduct) Rules, 1955, have been suitably amended. Copies of these amendments have been separately placed on the Table of the House]

श्री भक्त दर्शन : श्रीमन्, चूंकि मुझे इन संशोधनों को देखने का अवसर नहीं मिला, क्या मन्त्री महोदय संक्षेप में बतलाने की कृपा करेंगे कि क्या संशोधन किये गये हैं और उन्हें कब से लागू किया जा रहा है ?

**Mr. Speaker:** One or two important modifications or changes may be given.

**Shri Hajarnavis:** They are: "While on duty under the influence of such drinks; appearing in public places in the state of drunkenness; habitual use of such drinks in excess; etc." These are conducts liable for penalty.

अध्यक्ष महोदय : उन्हें कब से लागू किया जायेगा ?

**Shri Hajarnavis:** They have already come into force.

श्री भक्त दर्शन : श्रीमन्, मैं जानना चाहता हूं कि इस बात का निर्णय कौन करेगा कि सार्वजनिक से कोई सज्जन या कोई सरकारी कर्मचारी शराब पिये हुए है या नहीं, या उन्हें स्वयं घोषणा करनी पड़ेगी और उसका क्या ढंग होगा ?

श्री हजरतबीस : स्वयम् घोषणा करेंगे या नहीं यह तो उन की उस वक्त जो हालत होगी उस पर अवलम्बित होगा। लेकिन अगर उनके खिलाफ कोई तहकीकात करनी होगी तो इसके लिये जो अधिकारी मुकर्रर किये गये हैं वे करेंगे।

श्री भागवत सा प्राज्ञाद : इन संशोधित नियमों को लागू करने के बाद क्या सरकार यह बता सकती है कि उन नियमों का अधिक-

तर पालन हो रहा है या पालन के रूप में उसकी उम्मीद हो रही है ?

**श्री हजरतबीस :** मैं तो समझता हूँ कि पालन हो रहा है पूरी तौर से ।

**Shrimati Savitri Nigam:** May I know whether circulars have been sent to various States about this and whether any enquiry has been conducted to see whether these have been properly implemented?

**Shri Hajarnavis:** We have published them in the Gazette of India and they must be regarded as having come into force. But, certainly, I will follow up the suggestion of the hon. lady Member and have them circulated.

**Shri P. K. Deo:** May I know if any instruction has been issued to the State Governments to go slow with the prohibition policy, and . . .

**Mr. Speaker:** Why should he himself go so fast?

**Shri P. K. Deo:** And, is it not a fact that to reform half a per cent of the population the entire population is being taxed?

**Shri Hajarnavis:** That hardly arises out of the question.

**Mr. Speaker:** That does not arise.

**Shri Hari Vishnu Kamath:** What, according to the Government's decision, is sought to be discouraged or frowned upon, drinking *per se* or drunken and disorderly behaviour?

**Shri Hajarnavis:** Sir, it will not be proper for me to interpret the rules.

**Mr. Speaker:** Those have been laid on the Table; hon. Members may see and find out the interpretation themselves.

**Shri Hari Vishnu Kamath:** Is not the Minister, Sir, competent to interpret a document which he himself has laid on the Table?

**Mr. Speaker:** No. His interpretation would not be the final one; probably

that might go to courts and there might be decisions by the courts or the judicial authority. Therefore, the interpretation that he gives is not the one that we want here and, particularly, during the Question Hour.

**Shri Hari Vishnu Kamath:** The executive has got to enforce the rules which have come into force, and so they must know what they mean.

**Mr. Speaker:** I would request him not to enter into an argument just at present.

**श्री काशवीर शास्त्री :** क्या मैं जान सकता हूँ कि गृह मंत्रालय ने सरकारी कर्मचारियों को मद्यपान के सम्बन्ध में जो आदेश दिये हैं, कोई सरकारी विभाग इस प्रकार का है जिस ने इन नियमों के पालन में अपनी असमर्थता दिखाई है ? यदि हाँ, तो वह विभाग कौन सा है ?

**श्री हजरतबीस :** किसी ने भी असमर्थता प्रकट नहीं की है ।

**Shri Priya Gupta:** May I know after the changes have been made in the conduct rules of Government servants about disqualification for drinking, there has been an increase in the issue of medical certificates in respect of officers and, if so, to what extent?

**Shri Hajarnavis:** I have no information.

**Shri Priya Gupta:** That is the question.

**Mr. Speaker:** He says he has no information.

**Shri Vishram Prasad:** Since drinking, bribery and corruption are spreading like virus and contagious diseases in every Government departments; what action is Government taking to put a stop to that?

**Mr. Speaker:** Let not that contagion spread here.

**श्री म० ला० डिब्रेरी :** मैं जानना चाहता हूँ कि यदि सरकारी कार्यालय का कोई

गजेटेड अफसर शराब पिये हुए पाया जाय । इस के लिये कौन सा प्रमाण दिया जा सकता है कि वह पब्लिकली पिये हुए था ताकि उस पर कोई कार्रवाई की जा सके ?

**श्री हजरनबीस :** अगर किसी ने कोई गुनाह किया है तो सबूत देने के बहुत से तरीके हैं । उन में से कौन सा तरीका इस्तेमाल किया जायेगा यह परिस्थिति पर निर्भर करता है ।

**Mr. Speaker:** Next question.

**Shrimati Savitri Nigam:** Sir, may I know . . .

**Mr. Speaker:** I have already made an observation that ordinarily I will not allow more than one supplementary to be asked by those who are second or third in the list. The lady Member had already one opportunity.

#### Transport Facilities to Andaman Islands

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\*285. { **Shri Surendra Pal Singh:**  
**Shri P. C. Borooah:**

Will the Minister of Home Affairs be pleased to state:

(a) the present transport facilities existing between the Andaman and Nicobar Islands and the main land;

(b) whether there is a scheme to augment the same; and

(c) if so, the details thereof?

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

(a) Two ships m.v. 'Andamans' and m.v. 'Nicobar' ply between mainland and the islands. In addition IAC operate a weekly air service between Calcutta and Port Blair during fair season.

(b) and (c). A proposal to acquire one passenger-cum-cargo ship and one cargo ship for augmentation of means of communications between the mainland and the islands is under consideration.

**Shri Surendra Pal Singh:** When the two new ships have been acquired and put into service, what is likely to be the frequency of steamer Service between Port Blair and the mainland?

**Shri Hajarnavis:** The present frequency is 36 per year. Its augmentation will depend upon the time when we acquire the passenger ship, the details of which are still to be obtained.

**Shri Surendra Pal Singh:** How many islands are there in the Andaman group which are inhabited and what efforts are being made to improve the inter-island communications for an all-round and balanced development of the islands?

**Mr. Speaker:** Information about the number of islands is contained in books that are published.

**Shri Bhagwat Jha Azad:** Is it a fact that at present the frequency between the mainland and Andamans is once in two weeks or sometimes only once in three weeks?

**Shri Hajarnavis:** As I laid, the number is 36 per year. I cannot say about the interval between two sailings.

#### त्रिवर्षीय स्नातक पाठ्यक्रम

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\*२८ { **श्री सिद्धेश्वर प्रसाद :**  
**श्री रामशेखर प्रसाद सिंह :**

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि

(क) क्या त्रिवर्षीय स्नातक पाठ्यक्रम देश के सभी विश्वविद्यालयों में लागू हो गया है;

(ख) क्या इसके शिक्षा के स्तर, अध्यापकों तथा विद्यार्थियों पर प्रभाव का अध्ययन किया गया है; और

(ग) क्या समस्त देश में इस पाठ्यक्रम में अखिल भारतीय स्तर पर समानता रखने का ध्यान रखा गया है ?

शिक्षामंत्री (डा० का० ला० श्रीमाली)  
(क) से (ग). विवरण सभापटल पर  
रख दिया गया है ।

[ (a) to (c). A statement is laid on  
the Table of the House ].

### विवरण

(क) उत्तर प्रदेश के चार राज्य विश्व-  
विद्यालयों (अर्थात् आगरा, इलाहाबाद, गोरख-  
पुर और लखनऊ) तथा बम्बई विश्वविद्यालय  
ने अभी तक त्रिवर्षीय डिग्री पाठ्यक्रम लागू  
नहीं किया है ।

(ख) त्रिवर्षीय डिग्री पाठ्यक्रम योजना  
के कार्य का अभी तक कोई मूल्यांकन नहीं  
किया गया है । फिर भी विश्वविद्यालय  
अनुदान आयोग द्वारा हाल ही में नियुक्त की  
गई प्रमाणिक समिति सम्भवतः, इस बात का  
अध्ययन करेगी कि विश्वविद्यालय शिक्षा  
स्तर पर त्रिवर्षीय डिग्री पाठ्यक्रम योजना के  
क्रियान्वित किये जाने का क्या प्रभाव पड़ा है ।

(ग) विश्व विद्यालय स्वायत्तशासी  
निकाय हैं और अध्ययन के अपने-अपने  
पाठ्यक्रम तैयार करने में स्वतंत्र हैं । फिर भी  
विश्वविद्यालय शिक्षा के समन्वय और प्रोत्साहन  
तथा शिक्षण, परीक्षा और विश्वविद्यालयों  
में अनुसंधान के स्तरों की स्थिरता और  
निर्धारण से सम्बन्धित विश्वविद्यालय अनुदान  
आयोग इस पहलू को भी ध्यान में रखता है ।

श्री सिद्धेश्वर प्रसाद : स्टेटमेंट को देखने  
से मालूम होता है कि कई विश्वविद्यालयों में  
इस पाठ्यक्रम को लागू नहीं किया गया है ।  
तो इस के लिये क्या प्रबन्ध किया जा रहा है  
कि उन विश्वविद्यालयों में भी यह पाठ्यक्रम  
लागू हो ?

डा० का० ला० श्रीमाली : जो प्रबन्ध  
मिनिस्ट्री का है उस का तो स्टेटमेंट में वर्णन  
किया गया है ।

अध्यक्ष महोदय : जिन में यह लागू नहीं  
हुआ है उन में लागू करने के लिये क्या किया  
जा रहा है ?

डा० का० ला० श्रीमाली : मेरे खयाल  
से उन्होंने यह पूछा था कि बहुत से विश्व-  
विद्यालय ऐसे हैं जहाँ पर कि यह डाइवर्सि-  
फाइड कोर्स लागू नहीं किया गया है । इस का  
उत्तर देते हुए मैं ने कहा कि मिनिस्ट्री ने जो  
प्रबन्ध किये हैं वह स्टेटमेंट में दिये गये हैं ।

श्री सिद्धेश्वर प्रसाद : जिन विद्यालयों  
ने इस पाठ्यक्रम को लागू किया है, क्या यह  
सही है कि उन्होंने इसको पूरी तरह लागू  
नहीं किया है ? विद्यार्थियों और शिक्षकों  
का जो अनुपात दिया गया है उस अनुपात में  
यह कार्यक्रम किसी विद्यालय में नहीं चल  
रहा है, इसकी क्या वजह है ?

डा० का० ला० श्रीमाली : यह सही है  
कि जो नये कोर्सज खुले थे वे बहुत सफल  
नहीं हुए । इसी दृष्टि से मिनिस्ट्री ने निश्चय  
किया है कि चार रीजनल कालिजेज स्थापित  
किये जायें और वह अगली जुलाई से प्रारम्भ  
हो जायेंगे, और इन रीजनल कालिजेज में  
टीचर्स की ट्रेनिंग होगी जो जाकर विद्यालयों  
में प्रेक्टिकल सबजेक्ट्स पढ़ावेंगे ।

Shri Thirumala Rao: With regard  
to part (b) of the question, is it a fact  
that some of the universities have a  
feeling that the standard is falling  
on account of the three-years scheme?  
If so, what are the names of those  
universities?

Dr. K. L. Shrimali: As far as the  
question of standards is concerned,  
the University Grants Commission  
has appointed a committee to examine  
it. They have not yet submitted the  
report. I can say categorically only  
after the committee has submitted its  
report with regard to standards.

Dr. L. M. Singhvi: We find from  
the statement that five universities  
have not accepted the introduction of  
the three-year degree course. Have  
the Government been apprised of the

reasons and have the University Grants Commission taken any further steps to persuade these universities to introduce the three-year degree course?

**Dr. K. L. Shrimali:** Yes, Sir; the universities which have not implemented the three-year course are the University of Bombay and the four State universities, namely, Agra, Allahabad Gorakhpur and Lucknow. The Uttar Pradesh Government have appointed a committee and they are examining this question. We have not yet heard from them whether they have made any recommendation with regard to this matter. As far as Bombay is concerned it has decided not to introduce the three-year course.

**Dr. L. M. Singhvi:** The reasons have not been given. I want the reasons impelling the Bombay University and other Universities not to accept this.

**Dr. K. L. Shrimali:** As far as Uttar Pradesh is concerned, they are experiencing difficulty because the pattern of education in Uttar Pradesh has been a little different from the other States. As far as Bombay is concerned, Bombay has said that it would not like to change the pattern. They are fully satisfied that the present standard meets their needs and requirements.

**Shri S. N. Chaturvedi:** Is it a fact that some States have expressed their inability to implement this scheme because of the financial burden involved in it?

**Dr. K. L. Shrimali:** The only State which has not implemented the three-year degree course is the State of Uttar Pradesh and, as I said, they have appointed a committee to examine this question further.

**Shri A. N. Vidyalankar:** Is it a fact that some educationists have strongly urged for reversion to the old system? If that is so, what is the Government's policy about it?

**Dr. K. L. Shrimali:** The Government's policy is that we do not want to reverse the process. It is after very careful consideration and after a great deal of discussion among the various academic bodies that this three-year degree course was accepted. Government has no intention to change the course.

श्री यशपाल सिंह : क्या सरकार को पता है कि इस पाठ्यक्रम से हमारी एजुकेशन का स्टैंडर्ड गिर जाने की तो आशंका नहीं है ?

डा० का० दा० श्रीमान : जो नहीं, ऐसी कोई आशंका नहीं है ।

**Shri S. M. Banerjee:** May I know whether it is a fact that the three-year degree course has not been implemented by the Uttar Pradesh Government because of financial difficulties and, if so, whether the Centre is trying to help them financially to introduce the three-year course?

**Mr. Speaker:** He has given the reasons. Does he want him to contradict that? The Uttar Pradesh Government has not said that it is on account of financial reasons.

**Dr. K. L. Shrimali:** That is not the only reason. As far as the finances are concerned, the Government of India and the University Grants Commission are prepared to meet their wishes as far as possible. If they ask for cent per cent assistance, that will not be possible; but we are prepared to go a long way to meet their demands with regard to finances. But that is not the only reason.

**Shri Sham Lal Saraf:** This three-year degree course is tagged on to the opening of higher secondary schools in the country. May I know if the Government is aware that as far as the setting up of higher secondary school all over the country is concerned, the progress is slow and as a result of that the three-year degree course could not be properly introduced?

**Dr. K. L. Shrimali:** It is partly true that we have not been able to convert all the High schools into Higher Secondary schools with the result that the first year, that is the Pre-University course, is being arranged not in the High Schools, but in most of the Universities. But, we hope that, as more funds are available, High Schools will be converted into Higher Secondary schools. A number of them have already been converted. I hope that as more funds are available, this process of conversion will go further.

**Mr. Speaker:** Shrimati Maimoona Sultan. Next question.

**श्री म० ला० द्विवेदी :** यह एक जरूरी सवाल है ।

**Mr. Speaker:** I am sorry.

**रही कोयले का संभरण**

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\*२८८. { श्री सरजू पाण्डेय :  
श्री प्र० र० चक्रवर्ती :

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

(क) क्या केन्द्रीय सरकार ने रही कोयला भेजने वाले खान मालिकों के विरुद्ध कड़ी कार्यवाही करने का निश्चय किया है;

(ख) यदि हाँ, तो यह कार्यवाही किस प्रकार की होगी; और

(ग) रही कोयला भेजने वाले कितने खान मालिकों के विरुद्ध अब तक कार्यवाही की गई है ?

खान और ईबन म के सभा सचिव (श्री तिम्मश्या) : (क) से (ग) खदान नियंत्रण आदेश ( Colliery Control Order ) के संशोधन से सरकार को यह अधिकार है कि सरकार खदान के स्वामी, एजेंट या मैनेजर को कोयला दिखाने के लिये कह सकती है कि

उस ने लदान घोषित विशिष्टियों ( Specifications ) के अनुसार किया है । यदि कोयला वांछित विशिष्टियों के मुताबिक न हो तो सरकार बैगनों या ट्रकों से कोयले के उतारने का आदेश दे सकती है । कोयला नियंत्रक को निदेश दिया गया है कि वह अपने निरीक्षण करने वाले कर्मचारियों द्वारा लदान के निरीक्षणों में सख्ती करे । आखिरी तीन महीनों या लगभग इसी अवधि के दौरान में रही कोयले के लदान के १०० मामले मालूम हुए हैं । इन मामलों में कोयले नियंत्रक द्वारा उचित कार्यवाही की गई थी ।

[ (a) to (c). Recently Government have taken powers, by an amendment of the Colliery Control Order, to require the owner, agent or manager of a colliery to see to it that the loading of coal is according to the declared specifications, and, in cases of default, to order unloading of contents of wagons or trucks if the coal does not conform to the desired specifications. The Coal Controller has been directed to tighten up inspections of loading by his inspecting staff. During the last three months or so about 100 cases of loading of bad coal have come to notice. Suitable action in these cases was taken by the Coal Controller. ]

**Shri P. R. Chakravarti:** May I know whether it is a fact that the loading of wagons within a prescribed time of 5 hours of day-light creates difficulty and in a hurry bad coal is being loaded and if so, what steps the Government have taken?

**The Minister of Mines and Fuel (Shri K. D. Malaviya):** It is a fact that five hours are not found to be adequate in many cases. The Railways were approached and after consultation between the Ministry of Mines and Fuel and the Railways, it has been decided to extend some more time up to ten hours. We hope that the colliery owners will raise their efficiency and will not detain wagons any longer.

**Shri P. R. Chakraverti:** May I know whether the Government appreciates the fact that the new system of block rake loading has also created another difficulty compelling the colliery owners to load wagons in a hurry which creates difficulty, and what steps have been taken to remedy that difficulty?

**Shri K. D. Malaviya:** Under the circumstances, there seems to be no better method than to move coal by the block rate system. I hope, in due course of time, the consumers and producers will adapt themselves to these conditions.

**Shri Vishram Prasad:** May I know—I suppose there must have been some technical man to check the quality and grades of coal at the loading stations—what action the Government proposes to take against that official for the supply of bad type of coal?

**Shri K. D. Malaviya:** It is not a question of an individual officer being caught for this. The quality deteriorated because of certain reasons: shortage of time, mistakes of colliery owners and all that. We amended the rules and we warned the colliery owners as well as everybody to be more vigilant. We have punished some of them. We think the quality has improved recently. We hope there will be further improvement.

श्री बेरवा कोटा: श्रीमान् मैं मंत्री महोदय से जानना चाहूंगा कि जो अच्छे कोयले की जगह खराब कोयला भेजा गया इस से रेलवे का कितना नुकसान हुआ।

**Mr. Speaker:** That is a different question.

**Shri Bhagwat Jha Azad:** Apart from the recent block loading difficulty and the time which has been now increased by the Railways, is it not a fact that most of the difficulties are due to the profit motive due to which they raise say, only 10,000 tons of coal and mix stones, etc. to make 12,000 tons? How do Government propose to prevent this?

**Shri K. D. Malaviya:** I cannot specifically accept the suggestion about the reasons produced by my hon. friend. Here and there there ought to be greater vigilance and more efficiency and better methods of producing coal and compliance by the producers with the Government rules and regulations?

### Overcrowding in Universities

\*289. { **Shri Daji:**  
**Shri S. M. Banerjee:**  
**Shri Indrajit Gupta:**  
**Shri P. C. Borooah:**

Will the Minister of Education be pleased to state:

(a) whether it is a fact that Government propose to take steps to diversify education with a view to alleviating rush to the universities; and

(b) if so, what measures are contemplated?

**The Minister of Education (Dr. K. L. Shrimali):** (a) Yes, Sir. It is Government's policy to introduce diversified courses in secondary schools.

(b) In the third Plan the following measures will be taken to strengthen multipurpose schools:—

- (i) Four Regional Training Colleges will be established to train teachers of practical subjects.
- (ii) Selected multipurpose schools in States and Union Territories will be developed to a higher level of efficiency.

**Shri Daji:** May I know whether it is a fact that some Universities are considering some restrictions on admission?

**Dr. K. L. Shrimali:** There is already some restriction in admission in many Universities.

**Shri Daji:** Particularly in regard to Third class students, is it a fact that some Universities are proposing that



third class High school students will not be admitted to Universities, and what is the Government's policy?

**Dr. K. L. Shrimali:** I have answered that question.

**Shrimati Renu Chakravartty:** In view of the fact that we have very few polytechnics where students who have not attained a very high proficiency in the school leaving examination could seek admission, may I know whether till such time as we have an adequate number of polytechnics the students will be permitted to go to the universities and not cut short their education and their future professional possibilities?

**Dr. K. L. Shrimali:** This is a matter of opinion.

**Shrimati Renu Chakravartty:** What are they to do? If they pass in the third division, without being able to go to polytechnics or any other post-school course what are they to do?

**Dr. K. L. Shrimali:** I would have answered this question, but the hon. Member may have a different opinion in this matter. That was why I refrained from answering this question.

**Shri S. M. Banerjee:** May I know whether in view of the over-crowding in the universities, we are going to have more universities? May I also know what has happened to the three universities to be established in UP—in Kanpur, Meerut and Bareilly?

**Dr. K. L. Shrimali:** The question is one of providing opportunities to students who pass out of the high schools. But the main difficulty in our country is that we have not got adequate opportunities to students who pass out of the high schools, and, therefore, they have a tendency to go to the universities. This is to some extent related to economic development, and it is a very broad question and it will have to be examined in detail. The hon. Member who has asked the question is a member of the committee which we have appointed

to go into this matter, and I am sure that she would make suitable recommendations.

**Shri S. M. Banerjee:** My question has not been answered at all. May I know whether new universities are going to be established during the Third Five Year Plan period in the country, and whether three universities are going to be established newly in UP? It is a simple question but he has not answered it.

**Dr. K. L. Shrimali:** It is for the State Governments to establish new universities. The Central Government does not establish new universities. Therefore, I cannot answer this question.

श्री रामसेवक दादव : श्री मंत्री महोदय ने बतलाया कि कुछ विश्वविद्यालयों ने अपने यहां थर्ड डिविजनर्स के दाखिले पर एक प्रतिबन्ध लगा दिया है, मैं जानना चाहता हूं कि क्या इस प्रतिबन्ध के बाद से गांवों में ख़ास कर पिछड़ी जातियों के श्रीर हरिजन लोग जो कि ज्यादातर थर्ड डिविजन में ही पास होते हैं, उन को आगे पढ़ने से रोकने में मदद करेगा, श्रीर अगर ऐसा हो तो इस को रोकने के लिए क्या कार्यवाही की जा रही है ?

डा० का० ला० श्री मार्ज : माननीय सदस्य को मालूम है कि जहां तक विद्यार्थियों के दाखिले का प्रश्न है, इस को भारत सरकार निर्धारित नहीं करती है। यूनिवर्सिटीज बोर्डों के प्राटोनोंस बाडीज हे व हे इस मामले में फैसला करती है।

#### Oil Exploration

Shri P. K. Deo:  
Shri Bishanchander Seth:  
Shri Yashpal Singh:  
Shri Maniyangadan:  
Shri Karni Singhji:  
Shri D. C. Sharma:  
Shrimati Vimla Devi:  
Shri P. R. Chakravarti:  
Shri Dharmalingam:  
Shri Subodh Hanada:

- \*291. } Shri S. C. Samanta:  
 } Shri P. C. Borooah:  
 } Shri Daljit Singh:  
 } Shri P. G. Sen:  
 } Shri A. K. Gopalan:  
 } Shri P. Kunhan:  
 } Shri A. N. Vidyalkar:  
 } Dr. L. M. Singhvi:  
 } Shri E. Madhusudan Rao:  
 } Shri Ram Harkh Yadav:  
 } Shri Maheswar Naik:  
 } Shri Sidheshwar Prasad:  
 } Shri Vidya Charan Shukla:  
 } Shri Berwa Kotah:  
 } Shri Bishwanath Roy:  
 } Shri E. S. Pandey:

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

(a) the areas selected by the Oil and Natural Gas Commission for extensive oil probe during 1962-63;

(b) whether any investigation was taken up in these areas previously;

(c) if so, by whom and with what results; and

(d) whether the investigations proposed to be taken up will be in public sector or private sector or with any foreign collaboration?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) to (d). A statement is placed on the Table of the House.

#### STATEMENT

(a) Geophysical surveys are being carried out in the foot-hill area of Punjab, Ganga Plains of U.P., Bihar and northern part of West Bengal, Golaghat-Rudrasagar area of Assam, Godavari-Krishna basin of Andhra, Cauvery basin of Madras, various parts (Olpad, Kosamba, Cambay, Gandhinagar and Mehsana areas of Gujarat), north and south of Bhuj in Cutch, Barmer area of Rajasthan.

Structural drilling operations were carried out or are in progress in the Gogha and Padra areas of Gujarat and Kasganj area of Uttar Pradesh, and are expected to start soon in the Pattukattaiah area of Madras.

Deep drilling operations were undertaken or are in progress in the Olpad, Kalol and Gandhinagar areas of Gujarat, Ujhani area of U.P. and Rudrasagar area of Assam. Beside, deep test holes are proposed to be drilled in several places in Punjab, U.P. and Bihar. Some of the places selected so far are Raxaul and Purnea in Bihar and Shahjehanpur in U.P.

Geological investigations were carried out in parts of the sedimentary rock-outcrops in the above mentioned regions and also in parts of Jammu & Kashmir State, Maharashtra, Madhya Pradesh, and Andaman and Nicobar Islands.

(b) and (c). Preliminary geophysical work was carried out by the Burmah Oil Company in the Brahmaputra Valley in Assam, including the Golaghat-Rudrasagar area, which gave some idea of the regional structural conditions.

A few shallow holes were drilled in the Gogha area in Gujarat by another private party, with no concrete results.

(d) All investigations mentioned under (a) above are in public sector being carried out by the Oil and Natural Gas Commission departmentally.

Shri P. K. Deo: Is it not a fact that some time back the Stanvac people had tried to explore oil in West Bengal and after sinking a good deal of money they had failed, and if so, may I know the reason for including West Bengal in the programme of oil exploration for the next year?

Shri K. D. Malaviya: It is a general practice amongst oil explorers that where one company or one interest has failed to search for oil, the others do not give up their interest and they continue searching for oil.

Shri P. K. Deo: Is it not a fact that some time back the Minister gave us the impression that due to very hard

living conditions, the schedule of exploration in regard to the seismographic, and geophysical surveys and the structural drilling process in Jaisalmer had to be abandoned, and if so, may I know whether there is any programme next year to carry on the exploration process in that area?

**Shri K. D. Malaviya:** No, I do not remember to have said that our oil exploration programme was abandoned in Jaisalmer area . . .

**Shri P. K. Deo:** That was what he said.

**Shri K. D. Malaviya:** . . . But it may have been suspended for the time being for some special reason at that time, but we have now undertaken in all seriousness oil exploration work in the Jaisalmer area, and we have obtained some technical assistance from the French teams, and they are now there carrying out the programme of the Oil and Natural Gas Commission.

**Shri Ranga:** How is it that till now no effort has been made to explore and try to discover oil or gas either in Orissa or in Andhra or in Madhya Pradesh?

**Shri K. D. Malaviya:** According to the theoretical concept prevailing at present, it is not likely that we will get any oil in Madhya Pradesh or in Andhra, there are only coastal strips where some oil may be searched for. It is not on very high priority because the basin is not large but only a narrow strip.

**Shri Karni Singhji:** May I know whether the Canadian team which explored oil in Rajasthan have had any luck and are hopeful of striking oil?

**Shri K. D. Malaviya:** No, there was no Canadian team which explored for oil in Rajasthan. There was a Canadian team which carried out three or four years ago an extensive aeromagnetic survey right from Bengal to the Jaisalmer area in order to find out the exact contours of the mountains lying

below. They have given their interpretation and we are working on that interpretation. On the basis of that, we have started oil exploration work in Bihar, in UP, in Jaisalmer and also in some parts of West Bengal.

**श्री यशपाल सिंह :** क्या मैं जान सकता हूँ कि पिछले साल फतेहपुर गांव में यह काम शुरू किया गया था, यदि हाँ, तो उस का क्या परिणाम रहा ?

**प्रध्यक्ष महोदय :** अब माननीय सदस्य ठीक एक, एक गांव के बारे में जानना चाहते हैं ।

**श्री यशपाल सिंह :** मैं यह जानना चाहता हूँ कि उत्तर प्रदेश के जिला सहारनपुर में क्या यह काम शुरू किया गया ?

**श्री के० दे० मालवीय :** जी नहीं ।

**Shri Thirumala Rao:** Was it on the basis of any previous theoretical knowledge that West Bengal was explored by STANVAC?

**Shri K. D. Malaviya:** Yes, very much so. Even now there are technical views of geologists that this search should not be abandoned.

**Shri S. C. Samanta:** Is it a fact that before 1962-63 exploratory work was done in South Bengal only and this time it is done in North Bengal? May I know whether in the future programme any place has been taken up?

**Shri K. D. Malaviya:** Oil exploration efforts being made in the northern portion of Bengal are as a result of the programme prepared by the Oil and Natural Gas Commission some time back, as I said just now, after studying the aeromagnetic survey results. So far as South Bengal is concerned, this work was taken up by the Standard Vacuum people in collaboration with the Government of India. We now propose to start there also from the point where the Standard Vacuum people gave it up.

**Shri P. R. Chakraverti:** Have Government studied the reasons that made BOC and other private firms give up

their earlier ventures in the line and thereby safeguard against other short-falls?

**Shri K. D. Malaviya:** We have taken all those aspects into consideration. When an oil company abandons or suspends its effort in a particular area, there are various considerations taken into account—economic, financial capability of the company to invest and its own technical assessment of the area. We now think, just as many others think, that later on—when one company gives it up—we can take it up from the point given up, if there are reasons for it.

**Shri D. C. Sharma:** What is the firm position in regard to oil exploration in the Punjab? What has been happening is that sometimes an area has been taken up and dropped, again it is taken up and again dropped. May I know what are the prospects of oil exploration in the Punjab, and whether Government has a firm policy and a firm idea of what it is going to do in that area?

**Shri K. D. Malaviya:** We have spent plenty of money in Punjab. We are still groping in the dark. Perhaps we shall continue to grope in the dark so far as the deep basins in the Punjab are concerned. But the technical assessment is that Punjab is an area where we should not give up the search for oil for some more time. So long as possibilities are there, we shall continue to explore.

**Shri A. N. Vidyalkar:** May I know whether the gas found available at Jwalamukhi is being put to use, or will be put to use?

**Shri K. D. Malaviya:** That gas proved to be elusive.

**Shri K. C. Pant:** I find from the statement that structural drilling operations were carried out in certain areas in Gujarat and the Kashganj area in U.P. May I know whether the result obtained are promising. I also find deep test holes are being drilled.

**Mr. Speaker:** One would be enough.

**Shri K. D. Malaviya:** In the Kashganj area a structural hole was drilled for gathering of information. It was not with a view to tapping oil or gas in the area. We have obtained some information.

**Shri K. C. Pant:** I asked if the results were promising.

**Shri K. D. Malaviya:** I said it was an information hole, and we obtained some information. It has not much connection with finding oil and gas. We have obtained some theoretical information about strata.

श्री शिरपूत : क्या मंत्री महोदय यह बताने की कृपा करेंगे कि नार्य बिहार में कटिहार में आयल एक्सप्लोरेशन की जो कोशिश की गई थी, क्या उसको दोहराया जायगा या नहीं ?

श्री के० दे० मालवीय : नार्य बिहार में कटिहार में आयल-एक्सप्लोरेशन का कुछ काम किया गया था। उसको छोड़ दिया गया है। इस वक्त हम नार्य बिहार में पूनिया में काम कर रहे हैं।

**Shri Narendra Singh Mahida:** I got up ten times. I did not get a chance.

**Mr. Speaker:** Sometimes I may not be able to see.

## WRITTEN ANSWERS TO QUESTIONS

### Delhi Education Code

\*275. **Shri Bishanchander Seth:** Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 393 on the 14th November, 1962 and state:

(a) whether the new education code for the Union Territory of Delhi has been finalised;

(b) If so, the details thereof; and

(c) if not, the reasons for delay?

**The Minister of Education (Dr. K. L. Shrimati):** (a) to (c). The Code has since been prepared and is now re-

ceiving final scrutiny. It is expected to be ready very soon.

### Sanskrit Examinations

\*277. Shri Shree Narayan Das: Will the Minister of Education be pleased to state:

(a) whether any, and if so, what steps have been taken to adopt a uniform nomenclature and standard of Sanskrit examinations in the country;

(b) whether the University Grants Commission has been consulted in the matter; and

(c) if so, the reaction of the University Grants Commission and the Government in this regard?

The Minister of Education (Dr. K. L. Shrimali): (a), (b) and (c). The Central Sanskrit Board which advises the Government on matters relating to propagation and development of Sanskrit has drawn up a Scheme of reorganised Sanskrit Education in Pathshalas (a copy of which has been placed in Library Vide No. T-913/63) and has recommended that it should be adopted by all the examining Bodies conducting Sanskrit examinations on traditional lines all over the country. Government accepted the recommendation of the Board and requested all concerned to adopt uniform nomenclatures and standards for different Sanskrit examinations as recommended by the Board. The matter has also been taken up with the University Grants Commission and Inter-University Board of India. While the Inter-University Board of India is in general agreement with the scheme the University Grants Commission is still considering it.

A uniform nomenclature and standard of Sanskrit examinations already exist in the pattern of general education in the country.

### Calcutta University Examination System

\*287. Shrimati Malmoona Sultan: Will the Minister of Education be pleased to state:

(a) whether the three-man-Ford Foundation Team entrusted with the

work of scrutinising the Calcutta University examination system and administration, has submitted its report;

(b) if so, their main observations and recommendations; and

(c) the steps, if any, being taken to implement these recommendations in respect of Calcutta University and to apply the recommendations of a general nature to other universities?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir. The Ministry of Education has, however, not received a copy yet.

(b) and (c). The details of the Report are being studied by the Vice-Chancellor of the Calcutta University and have not so far been examined by the various authorities of the University. So far as the other Universities are concerned, it will be for them to consider the application of such recommendations as are of a general nature.

### Bailadila Iron Ore Project

\*290. Shri Vidya Charan Shukla: Will the Minister of Mines and Fuel be pleased to state:

(a) the stage of progress so far achieved in the Bailadila Iron Ore Mining Project;

(b) whether other connected project like Railways and port are developing in close synchronisation; and

(c) whether these developments are taking place strictly according to the schedule laid down?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) The target date for export of iron ore from the area is the middle of 1966 and the quantity contracted for is 4 million tons per annum.

The ore reserves are in 14 distinct deposits and 2 or 3 of these deposits are expected to be sufficient to sustain necessary exports. Exploration of deposit No. 10 has been completed and a project report for exploitation of the deposit is under preparation. Explo-

ration of deposit No. 5 is about to be completed. Exploration of deposit No. 14 has commenced and is scheduled to be completed by June, 1963. Steps are also being taken to explore deposit No. 11.

Work has also been taken in hand for, (i) supply of electricity during the construction period, (ii) establishment of a base camp, (iii) laying approach roads to the various deposits, and (iv) locating suitable sources for supply of water.

(b) Yes, Sir.

(c) Yes, Sir.

### Model Youth Hostel in New Delhi

\*292. { Shri R. S. Pandey:  
Shri Surendra Pal Singh:

Will the Minister of Education be pleased to state:

(a) whether it is a fact that Government have a plan to build a model youth hostel in New Delhi; and

(b) if so, the details thereof?

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

(b) The hostel building will provide 128 beds and is proposed to be constructed on a 0.81 acre plot of land in Chanakyapuri. Detailed site plans and estimates are under preparation. Construction will start during 1963-64 and is expected to be completed by 1964-65.

### Science Education in India

\*293. { Shri Surendra Pal Singh:  
Shri Subodh Hansda:  
Shri S. C. Samanta:  
Shrimati Maimoona Sultan:

Will the Minister of Education be pleased to state:

(a) whether it is a fact that an Advisory Mission of the UNESCO organisation visited India a few months back with a view to advising Government regarding the scheme of deve-

loping science education at the secondary level and about the establishment of research centres at selected universities; and

(b) if so, what were the main recommendations of this mission?

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

(b) A statement is laid on the Table of the House. [Placed in Library, See No. LT-914/63].

मध्य देश को माताटीला परियोजना से पानी तथा बिजली

\*२९४. { श्री हरि विष्णु कामत :  
श्री विद्याचरण शुक्ल :  
श्रीमती मंमूना सुत्तान :

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) क्या माता टीला बांध है मध्य प्रदेश को सिंचाई के लिये पानी तथा बिजली दिये जाने के सम्बन्ध में कोई निर्णय किया गया है;

(ख) यदि हाँ, तो उसका व्योरा क्या है ?

(ग) यदि नहीं, तो निर्णय कब तक होने की आशा है; और

(घ) क्या मध्य क्षेत्रीय परिषद की भोपाल में कोई बैठक हुई थी तथा इस विषय पर विचार हुआ था ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री हजरतबीस) (क) जी नहीं ।

(ख) प्रश्न ही नहीं उठता ।

(ग) तथा (घ). भोपाल में मध्यक्षेत्रीय परिषद की २६ तथा ३० जनवरी, १९६३ को

बैठकें हुई। माताटीला परियोजना से बिजली देने के प्रश्न पर परिषद की १६ तथा २० फरवरी १९६३ को नई दिल्ली में हुई स्थगित बैठक में प्रागे विचार किया गया था। इस विषय की जांच करने हेतु श्री एम० प्रार० सचदेव सचिव, सिचाई तथा बिजली मंत्रालय की अध्यक्षता में एक समिति निमित्त की गई थी। (इस समिति की) सिफारिशों को अंतिम रूप देने के हेतु १८ मार्च, को समिति की एक और बैठक होगी।

#### Barauni and Koyali Refineries

\*295 { Shri P. C. Boroah:  
Shri Raghunath Singh:

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

(a) whether Soviet experts have recently visited Barauni and Koyali refineries to study the plans for expansion of these refineries;

(b) if so, what additions/alterations are proposed to be made in the refineries under the final plan; and

(c) what assistance will be rendered by the Soviet Union in this behalf?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) No, Sir.

(b) and (c). These are under consideration.

#### Lubricating Oil Plant

\*296 { Shri D. C. Sharma:  
Shri Subodh Hansda:  
Shri S. C. Samanta:  
Shri Raghunath Singh:  
Shri Surendra Pal Singh:

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

(a) whether a proposal to set up a lubricating oil plant as a joint venture of the Union Government and the ESSO has been approved in principle; and

(b) if so, the details thereof?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). The matter is still under consideration.

#### Oil Refinery in Private Sector in South India

\*298 { Shri Surendra Pal Singh:  
Shri Bibhuti Mishra:  
Shri Ram Ratan Gupta:  
Shri Raghunath Singh:  
Shri P. C. Boroah:  
Shri Indrajit Gupta:  
Shri J. B. S. Bist:  
Shri A. K. Gopalan:  
Shri P. Kunhan:  
Shri Balkrishna Warnik:

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

(a) whether it is a fact that some industrialists of Madras have offered to set up an oil refinery in South India in the private sector and that their proposal is under the consideration of Government; and

(b) if so, the advantageous features of this proposal and what are the Government's reactions to the same?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) and (b). Two offers were received but on examination were not found to be in accordance with the Industrial Policy Resolution adopted in April, 1956.

#### Promotions to S.Cs. and S.Ts. Employees

498. Shri Subodh Hansda: Will the Minister of Home Affairs be pleased to state:

(a) how many persons were promoted from among the employees belonging to Scheduled Castes and Scheduled Tribes from (i) L.D.Cs. to U.D.Cs., (ii) from Section Officers to Under Secretaries and (iii) Class II to Class I during the last four years in the Central Secretariat; and

(b) whether they are promoted to reserved quotas or in general quotas?

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

(a) and (b). No reservations are made for Scheduled Castes and Scheduled Tribes candidates for promotions on the basis of seniority or merit. Hence information is not available readily regarding the exact number of such employees promoted during the last four years.

### Post-Matric Scholarships in Santhal Parganas

The Minister of Education (Dr. K. L. Shrimali): (a) 1961-62--174.

(c) If no scholarships have been given the reasons therefor?

(b) the amount thus spent on it and

1962 for post-matric education; Parganas of Bihar since 1st January, 1962 for post-matric education; the poor and the backward class students by the Central Government to the number of scholarships given by the Central Government to the number of scholarships

Minister of Education be pleased to state: 499 Shri Marandi: Will the Minister of Education be pleased to state:

In addition applications of 96 students are under consideration of the Bihar Government which administer the Scheme.

(b) 1961-62 Rs. 95,899

1962-63 Rs. 57,158 (upto February, 1963)

(c) Does not arise.

जिला कांगड़ा (पंजाब) में कोयले की खानें

५००. श्री सिद्धेश्वर प्रसाद : क्या खान और ईंधन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कांगड़ा जिले में कोयले की एक खान का पता चला है;

(ख) यदि हां, तो क्या पाये गये कोयले की किस्म और परिमाण की जांच की गई है; और

(ग) क्या उक्त खान की खुदाई की व्यवस्था की जा चुकी है; यदि हां, तो उसका ब्योरा क्या है ?

खान और ईंधन मंत्री (श्री कें० दे० मालवीय) : (क) सरकार के पास ऐसी कोई सूचना नहीं है ।

(ख) और (ग). प्रश्न ही नहीं उठता ।

### Mineral Oil

501. Shri Krishna Deo Tripathi: Will the Minister of Mines and Fuel be pleased to state:

(a) the various kinds of mineral oils together with their quantity produced and consumed in India at present,

(b) the quantity of such oils imported and exported during 1962-63 so far;

(c) the foreign exchange earned or spent on import and export of these oils (separately for each variety of oil)?

The Minister of Mines and Fuel (Shri K. D. Malaviya): (a) to (c). It is not in the public interest, at this stage, to disclose this information.

### Regional Engineering College, Warangal

502. Shri E. Madhusudan Rao: Will the Minister of Scientific Research and Cultural Affairs be pleased to state the time by which the building of the Regional Engineering College at Warangal, will be completed and the present progress thereof?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): The College has reported that four hostels, two units of workshops, engineering and science laboratories, class rooms and drawing halls have been commenced and occupied. Two more hostels remaining laboratories and ten shed for temporary accommodation and expected to be ready by June, 1963. The rest is expected to be completed by July 1964.



### National Discipline Scheme in Andhra Pradesh

503. Shri E. Madhusudan Rao: Will the Minister of Education be pleased to state:

(a) the total number of Institutes where National Discipline Scheme has been organised in Andhra Pradesh; and

(b) the total number of students who are taking training under this Scheme there?

The Minister of Education (Dr K. A. Shrimali): (a) and (b). The information is 'nil'.

### Industrial Design Training Centres

504. Shri Surendra Pal Singh: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that sometime back the Central Government invited an Industrial Design Expert from the United Kingdom to advise on the establishment of industrial design training centres in this country; and

(b) if so, whether that Expert has already been to this country and what are his main recommendations?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b). The Hon. Member's attention is drawn to reply to Unstarred Question No. 656 on 21st November, 1962.

### Directions to States by Centre

505. Dr. L. M. Singhvi: Will the Minister of Home Affairs be pleased to state:

(a) whether the Central Government have exercised their powers under the Emergency to give directions to the State Governments in respect of subjects on the Concurrent and the State Lists in the Seventh Schedule of the Constitution; and

(b) if so, the details thereof?

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

(a) The subjects covered by the rules issued under the Defence of India Act, 1962, include matters specified in the Concurrent and the State Lists. There has, however, been no occasion to exercise emergency powers under article 353(a) of the Constitution to give any directions to State Governments regarding the manner in which the executive power of the State is to be exercised.

(b) Does not arise.

### Arrest of Criminals

506. Shrimati Savitri Nigam:  
(Shri M. L. Dwivedi:

Will the Minister of Home Affairs be pleased to state the number of criminals arrested in the Union Territories under the Suppression of Immoral Traffic Act in 1961-62?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): Requisite information is given below,—

Union territory	Number of persons arrested under the Act in 1961-62
1. Delhi.	238
2. Tripura.	15
3. Himchal Pradesh.	Nil
4. Manipur.	Nil
5. Laccadive, Minicoy and Amindivi Islands.	Nil

2. Similar information is being collected from Andamans and Nicobar Islands and will be laid on the Table of the House.

दिल्ली में रखा गृह

५०७. { श्रीमती सावित्री निगम :  
श्री य० लाल द्विवेदी :

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या स्त्री और बच्चों के प्रशैतिक व्यापार प्रविनियम के अन्तर्गत कोई रखा गृह दिल्ली में स्थापित किया गया है; और

(ख) कितने व्यक्ति इस प्रविनियम के अन्तर्गत गिरफ्तार किये गये हैं ?

गृह-कार्य मंत्रालय में उपमंत्री (श्रीमती ब. अ. शर्मा) (क) जी नहीं ।

(ख) १५ फरवरी, १९६३ तक २८२ ।

#### Aid to Cultural Organisations

508. { Shri Subodh Hanga:  
Shri B. K. Das:  
Shri S. C. Samanta:

Will the Minister of Scientific Research & Cultural Affairs be pleased to state:

(a) whether the provision to give financial assistance to various cultural organisations for construction of new buildings has been discontinued;

(b) how many applications were received for assistance in the last financial year 1962-63; and

(c) whether all these were refused after consideration or some payment was made?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) No, Sir.

(b) 87, so far.

(c) After scrutiny of the applications, a sum of Rs. 2,38,807 has so far been sanctioned to 14 institutions.

#### New Universities in U.P.

509. Shri S. M. Bamerjee: Will the Minister of Education be pleased to state:

(a) whether a final decision has been taken to have three more Universities in U.P.; and

(b) if so, the amount to be sanctioned by the Centre?

The Minister of Education (Dr. K. A. Shrimall): (a) Not yet.

(b) The University Grants Commission do not give any grant for the establishment of new Universities. They extend help for the development of the existing ones.

#### Manufacture of Artificial Cryolite

510. Dr. L. M. Slaght: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether any effort has been made successfully in our country for making artificial cryolite from raw materials available in India;

(b) if so, the progress already made; and

(c) the quantum of foreign exchange it is likely to save?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir, at the Central Electro-Chemical Research Institute, Karaikudi; some work is also under way at the National Metallurgical Laboratory, Jamshedpur.

(b) Central Electro-Chemical Research Institute, Karaikudi, is operating a batch plant of 20 lbs. per day capacity at the Institute and is installing a 30 kg./day plant at Guindy.

(c) It is estimated that about Rs. 10 lakhs per annum will be saved if our needs are fully met by Indian production.

**Contribution to National Defence Fund from Former Rulers of Princely States**

511. { Shri Hari Vishnu Kamath:  
Shri P. R. Chakraverti:  
Shrimati Renu Chakravartty:  
Shri Bhagwat Jha Azad:  
Shri Bhakt Darshan:  
Shri Krishna Deo Tripathi:  
Shrimati Laxmi Bai:

Will the Minister of Home Affairs be pleased to state:

(a) whether Government have made an appeal to former rulers of princely States for voluntary cuts in their privy purses and to contribute that amount to the National Defence Fund;

(b) if so, the number of those who have responded to the appeal; and

(c) the number of those who have reacted negatively to the appeal together with the reasons, if any, in each case?

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

(b) 190.

Replies are still coming in.

(c) Nil.

**Memorial for Netaji**

512. Shri Hari Vishnu Kamath: Will the Minister of Home Affairs be pleased to state:

(a) whether Government propose to erect a suitable memorial to Netaji Subhas Chandra Bose's INA—whose resonant slogan was 'Chalo Delhi'—in the capital, preferably in front of the Red Fort;

(b) if so, when;

(c) the details of the project; and

(d) if not, the reasons therefor?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) No such proposal is under consideration.

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

(d) The site near the Red Fort has been earmarked for the erection of the Martyrs Memorial.

**Industrial Use of Aluminium**

513. Shri Bibhuti Mishra: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that the Metals Committee of the Council of Scientific and Industrial Research has recommended the substitution of Copper, Tin, Zinc and Brass with Aluminium and its alloys for industrial uses;

(b) if so, what steps Government propose to implement this recommendation; and

(c) what economy this recommendation will bring about?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir, and accordingly a Committee of metallurgists is being constituted to make a detailed technical study and make recommendations.

(b) Government will give due consideration to the recommendations when they are received.

(c) It will be possible to estimate the economy only when the detailed study is completed.

**विद्यार्थियों के चरित्र का मूल्यांकन**

५१४. श्री रामेश्वरानन्द : क्या शिक्षा बंधी यह बताने की कृपा करेंगे कि

(क) क्या सरकार विद्यार्थियों की परीक्षा में उनके चरित्र, स्वास्थ्य एवं अनुशासन के आधार पर कोई नम्बर देने की योजना पर विचार कर रही है; और

(ख) यदि हाँ, तो उस का म्योरा क्या है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली)

(क) और (ख). भारत सरकार ऐसी किसी योजना पर विचार नहीं कर रही है जिस के अन्तर्गत विद्यार्थियों के चरित्र, स्वास्थ्य और अनुशासन पर अंक देने की व्यवस्था हो। फिर भी शारीरिक शिक्षा और मनोरंजन के केन्द्रीय सलाहकार बोर्ड ने सिफारिश की है कि ए० ए० एल० सी० परीक्षा से एक स्तर नीचे तक शारीरिक शिक्षा को अनिवार्य परीक्षा विषय और बी० ए० तथा बी० एस० सी० में इसे वैकल्पिक विषय बना दिया जाए।

२. संकटकालीन स्थिति को देखते हुए देश के सभी माध्यमिक स्कूलों में कार्यान्वित करने के लिये राष्ट्रीय अनुसन्धान और शारीरिक शिक्षा का एक कार्यक्रम तैयार किया गया है। इस कार्यक्रम के अन्तर्गत सभी राज्य सरकारों से यह अनुरोध करने का प्रस्ताव है कि संकटकालीन समाकलित योजना के कार्यक्रम में नियतकालिक तथा प्रत्येक वर्ष के अन्त में परीक्षाएँ ली जाएँ और वार्षिक तख्की या उच्च परीक्षा में बैठने की अनुमति देते समय इन परीक्षाओं के परिणामों का भी ध्यान में रखा जाये।

#### Salary of Government Employees served in World War II

515. { Shri D. C. Sharma:  
Shri P. R. Chakraverti:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that fixation of salary of several Government employees who served in World War II still remains to be settled;

(b) whether it is also a fact that a large number of such employees have already retired and are receiving ad hoc payments pending determination of their pensions; and

(c) if so, the reasons therefor and the steps proposed to be taken in the matter?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) to (c). Orders regarding fixation of pay of persons who rendered war service in the World War II and have been appointed to civil posts, were issued by the Ministry of Home Affairs in 1947. It is presumed that the pay of such persons would have been fixed under these orders long ago by the administrative authorities concerned. No information about cases of the type referred to is, however, available with the Ministry of Home Affairs.

#### Cultural Agreement with Soviet Union

516. Shri D. C. Sharma: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether a bilateral cultural agreement for 1963 between the Soviet Union and India has been finalised; and

(b) if so, the details thereof?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b). A Cultural Agreement between India and U.S.S.R. was signed on 12-2-1960 and ratified on 10-9-1960. There is no bilateral cultural agreement for 1963 as such.

#### Plan Allocations for the Andamans and Nicobar Islands

517. Shri A. K. Gopalan: Will the Minister of Home Affairs be pleased to state:

(a) the plan allocations for the Andamans and Nicobar Islands for 1961-62 and 1962-63; and

(b) the actual expenditure incurred so far in each year?

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

(a) 1961-62 ₹ . Rs. 152.521 lakhs

1962-63] . Rs. 258.908 lakhs

(b) 1961-62 . Rs. 112.817 lakhs

1962-63 . Rs. 63.524 Lakhs\*

\*Upto December, 1962.

### Land for Coal Production

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

(a) whether Government have received representations from colliery owners regarding the difficulties experienced by them in acquiring lands for coal production;

(b) if so, whether Government have advised the State Governments concerned to examine the bonafides of such representations and make lands available to them under terms prescribed by the State Governments so as to facilitate production; and

(c) the response so far received from the State Governments and suggestions, if any, tendered by them for satisfying the required conditions for acquisition of property concerned?

**The Minister of Mines and Fuel (Shri K. D. Malaviya):** (a) to (c). On receipt of representations from colliery owners regarding the difficulties experienced by them in acquiring lands needed for coal production, particularly in Bihar, the State Government were advised to take steps to remove the difficulties standing in the way of acquisition of land. The matter is still under consideration of that Government.

### Trainees at Khetri Copper Mines

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

(a) the number of Geological double graduates who were admitted for a course of practical training at Government expenses at Khetri Copper Mines and what was their term of training;

(b) the number of such students who have qualified and have been absorbed in service;

(c) the number of such trainees who are unemployed; and

(d) the reason for their unemployment in view of the expansion of the work in these mines?

**The Minister of Mines and Fuel (Shri K. D. Malaviya):** (a) to (d). No Geological personnel possessing post graduate qualifications were admitted specifically for practical training at Khetri Copper Mines. The Indian Bureau of Mines had, however, given practical training to two persons possessing post graduate qualifications and two geological graduates in field operations for the exploration of metalliferous and coal deposits under the Senior Stipendiary Scheme of the Ministry of Scientific Research and Cultural Affairs. During the course of their training, two trainees, who were graduates in geology, were trained at Khetri for a period of three months. Out of the above four graduate trainees, only one completed his training successfully and has since been absorbed in the Indian Bureau of Mines as a Junior Technical Assistant. The other three trainees discontinued their training on their obtaining employment in the Geological Survey of India/Oil and Natural Gas Commission. Under this training scheme there is no obligation to provide employment upon successful completion of the period of training.

In addition, the Geological Survey of India also trained six post-graduates in geology in field mapping in the Khetri area during 1959-60, 1960-61 and 1961-62 for a period of 6 months approximately, under its own scheme for imparting practical training to post-graduate students in geology. Under the scheme there is no obligation for subsequent employment in the Geological Survey of India. One of the trainees was, however, selected as an Assistant Geologists in the Geological Survey of India; no information is available regarding the employment of the other five trainees.

### Exploration of Mines in Kerala

520. **Shri Koya:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether the Indian Bureau of Mines is carrying on explorations in Kerala State; and

(b) if so, the details thereof?

**The Minister of Mines and Fuel (Shri K. D. Malaviya):** (a) No. Sir. Not at present.

(b) Does not arise.

### Special Police Establishment

**521. Shri Priya Gupta:** Will the Minister of Home Affairs be pleased to state:

(a) whether most of the posts in the Special Police Establishments have been created on a Permanent and/or Regular Cadre;

(b) if so, whether Police officials on deputation from various States have been allowed option for absorption in the Special Police Establishment Organisation; and

(c) whether the Cadre of RSO Railway Sectional Officers is also under consideration in a similar way?

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

(a) 80% of the temporary posts which were in existence for more than 3 years as on 12th August, 1960, and which were likely to continue indefinitely have been made permanent with effect from that date.

(b) Such of the Police officials who are found suitable on the basis of their performance in the Special Police Establishment and who are at present on deputation from the different States are being absorbed permanently in the Special Police Establishment in consultation with the State Governments. The wishes of the Police officials concerned have been ascertained.

(c) The posts of Railway Sectional Officers are created in the Ministry of Railways and are borne on the strength of that Ministry, although the officials work under the supervision of the Special Police Establishment. The question of their permanent absorption in the Special Police

Establishment does not, therefore, arise.

### Grant for Developing Hindi

**522. Shri Yashpal Singh:** Will the Minister of Education be pleased to state:

(a) the names of voluntary organisations and individuals who received grant from Government on account of working for the development of Hindi during 1962-63 so far; and

(b) the amount of grants received by each of them?

**The Minister of Education (Dr. K. L. Shrimall):** (a) and (b). A statement is laid on the Table of the Sabha. [Placed in Library, See No. LT-715] 63].

### शिक्षा स्तर

५२३. श्री विमलति मिश्र : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि

(क) काया यह भी सच है कि भारतीय विश्वविद्यालयों में शिक्षा का स्तर गिर रहा है;

(ख) क्या यह भी सच है कि घमरीका के एक शिक्षा विशेषज्ञ डा० जूलियस ए० स्ट्रेटन ने भी दिल्ली विश्वविद्यालय में भाषण देते समय इस की पुष्टि की है; और

(ग) यदि हाँ, तो भारतीय विश्वविद्यालयों के छात्रों की शिक्षा का स्तर ऊँचा करने के लिये सरकार कौन सी कार्यवाही करने का विचार कर रही है ?

**शिक्षा मंत्री (डा० का० ला० श्रीमाली) :**

(क) उच्च शिक्षा के स्तर से सम्बन्धित समस्याओं की प्रणालीबद्ध और उद्देश्यपूर्ण जाँच के लिए विश्वविद्यालय अनुदान आयोग ने जो समिति नियुक्त की है वह इस बात का भी पता लगाएगी कि क्या विश्वविद्यालय शिक्षा के स्तर में कोई गिरावट आई है ।

(ख) जी नहीं ।

(ग) उपर्युक्त भाग (क) के उत्तर में जिस समिति का उल्लेख किया गया है उस ने अभी अपनी रिपोर्ट प्रस्तुत नहीं की है। इसी बीच विश्वविद्यालय अनुदान आयोग ने विश्वविद्यालयों के शिक्षा स्तर को सुधारने के लिए बहुत सी कार्यवाहियों की हैं जैसे उच्च अध्ययन केन्द्रों की स्थापना, सामान्य शिक्षा सुधारने के लिए कार्यवाहियाँ, पुनर्विलोकन समितियों की नियुक्ति, परीक्षा प्रणाली में सुधार, ग्राम स्कूल, और पुनरुच्च पाठ्यक्रम आयोजित करना, शिक्षण और अनुसन्धान को सुदृढ़ बनाने के लिये विकास योजनाओं की क्रियान्विति, वेतन मानों में बढ़ोतरी आदि।

### Coal Transport

525. **Shrimati Savitri Nigam:** Will the Minister of Mines and Fuel be pleased to state the total tonnage of coal handled by coastal shipping and water-ways in 1961-62?

**The Minister of Mines and Fuel (Shri K. D. Malaviya):** The movement of coal during 1961-62 by rail-cum-sea route (Coastal shipping) and by water-ways was as under:—

**Rail-cum-sea route:** 1.55 Million tonnes

**Water-ways :** 7,360 tonnes by the Ganga Brahmaputra Water Transport Board.

हिन्दी में कार प्लेटें

श्री तिब्बतवर प्रताप :  
१२६. श्री राम शंकर प्रताप सिंह :

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जिन मोटरों में हिन्दी में लिखी नम्बर प्लेटें लगी होती हैं, दिल्ली पुलिस ने हाल ही में उन के चालान कर दिये हैं; और

(ख) यदि हां, तो इस के क्या कारण हैं?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री हजरतबीर) : (क) ऐसे कुछ मामले ध्यान में आये हैं।

(ख) दिल्ली मोटर यान नियमों के नियम ३.७ (२) तथा मोटर यान अधिनियम १९३६ की छोटी अनुसूची के अनुसार मोटर यान पर रजिस्ट्रेशन मार्क-प्रक्षर तथा संख्या दोनों अंग्रेजी में लगानी चाहिये। मोटर यानों की नम्बर-प्लेटों में अंग्रेजी प्रक्षर तथा संख्या होना प्रपरायों के नियंत्रण तथा निरोध और सड़क पर सुरक्षा की दृष्टि से आवश्यक है, क्योंकि किसी भी राज्य में रजिस्ट्री हुए मोटर यान सारे भारत में घूमने के लिये प्रचलित होते हैं।

### Advance Increments for Manipur Employees

527. **Shri Bishang Keishang:** Will the Minister of Home Affairs be pleased to state:

(a) the number of officers belonging to different categories of posts under Manipur Administration who have been paid advance increment during the period from 1958 to January 1963;

(b) the principle under which advance increment is paid; and

(c) how many of the officers referred to in part (a) above are receiving maximum pay as a result of payment of advance increment?

**The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis):** The information is being collected from Manipur Administration and will be placed on the Table of the House when received.

### Soognu Police Outpost

528. **Shri Bishang Keishang:** Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that Soognu Police Outpost in Manipur was attacked by some people belonging to Baite Tribe;

(b) if so, the grounds leading to this attack;

(c) casualties suffered by both the parties; and

(d) steps taken by the Administration to prevent recurrence of such incidents?

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

(a) and (c). On the 26th January, 1963, at about 11 P.M. a gang of about 30 armed persons of the Baite tribe raided the Soognu Police Outpost and opened fire, which was returned. In the exchange of fire which continued till midnight one raider was killed, and the Officer-in-Charge of the Outpost and his wife were injured.

(b) The raid appears to have been organised in pursuance of the demand of some irresponsible persons in the Baite Community for an independent State by carving out some portions of Manipur and Burma.

(d) A number of members of the gang who took part in the raid have already been rounded up and efforts are continuing to round up the others. A collective fine has been imposed on the two villages of Bolyang and Dongyang to which most of the members of the gang belonged. Adequate protective measures have also been taken.

#### **Cultural Delegations sent Abroad**

**529. Dr. L. M. Singhvi:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) how many cultural delegations were sent by India to foreign countries during the year ending the 15th February, 1963;

(b) how many persons went abroad as members of such delegations; and

(c) how much foreign exchange was released for the purpose?

**The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir):** (a) Fifteen.

(b) One hundred and nineteen.

(c) Rs. 15,372 61 nP.

#### **Geological Survey of Naharkatiya Moren Sector**

**530. Shri P. C. Borooah:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether Government have agreed to help Oil India Company during 1963 with the geological survey of new areas in Naharkatiya Moren Sector; and

(b) if so, whether the survey has since commenced and results, if any, so far?

**The Minister of Mines and Fuel (Shri K. D. Malaviya):** (a) Yes, Sir. The Oil and Natural Gas Commission have placed a Seismic Survey party at the disposal of Oil India Limited.

(b) The survey is expected to commence in the near future.

#### **Patriotic Plays**

**531. Shrimati Maimoona Sultan:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it has been decided to give production grants to stage only those plays which have a patriotic theme;

(b) if so, to how many troupes such grants have been sanctioned since this decision; and

(c) the names of the plays to be produced and the amount of grants in each case?

**The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir):** (a) No, Sir. But it has been suggested to the theatre groups that they may produce plays which have a patriotic theme.

(b) and (c). A grant of Rs. 4,000 each has been sanctioned subject to approval of theme and script by the



State Government concerned to 18 such theatre groups for the production of plays entitled "Desam Kosam", "Chirag", "Man Na Kshitji", "Alexander", "Rashtra Veera", "Sepoy", "Ek Tamanna", "Nutan", "Adhaya", "Pathar Dak", "Sankhya", "Mahaprem", "Mayer Dak", "Pathar Dabi", "Agni Kone", "Abhijan", "Rani of Jhansi", "Pratirodh" and "Guru Sishya Sanbad".

### Noonmati Oil Refinery

532. **Shri D. C. Sharma:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether the Noonmati Oil Refinery in Assam established with Rumanian collaboration is now completely run by Indian personnel;

(b) if not, the number of Rumanians still working in the refinery and the step that have been taken to train Indian personnel to replace them completely?

**The Minister of Mines and Fuel (Shri K. D. Malaviya):** (a) Not yet, Sir.

(b) 7 Rumanians are still working, most of whom are likely to be replaced by Indian technicians, by June, 1963.

### Geological Survey of Hoshiarpur Distt. (Punjab)

533. **Shri Daljit Singh:** Will the Minister of Mines and Fuel be pleased to state:

(a) whether any investigation of mineral wealth of Hoshiarpur District of Punjab State has been recently undertaken by the Geological Survey of India; and

(b) if so, the details thereof?

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

(b) The details are as below:—

**Lignite:** Thin lenses of lignite were recorded at Ramtawali and at Dholbha. Such isolated patches and 2875 (Ai) LSD—3

lenses of lignite are common in the rock formations of Siwalik age and are not of economic importance.

**Glass sand:** The areas around Jaijon and Garhi Mansawal were examined to assess the possibilities of utilising the quartzite for glass industry. This material which is already being used for the manufacture of sodium silicate is also suitable for the manufacture of ordinary glass. The reserves of quartzite are estimated at 20 million tonnes in Jaijon area and about 26 million tonnes in Garhi Mansawal area.

**Calc tufa:** Detailed investigation of calc tufa occurrences in Birampur and Mahindpur revealed that the extent of these occurrences is limited and not of economic importance.

### राजस्थान में अनुसूचित जातियों के विद्यार्थियों के लिये छात्रावास

५३५. श्रीबेरवा कोटा : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान में गत पांच वर्ष में अनुसूचित जातियों के छात्रों के लिये सरकार ने कितने छात्रावास स्थापित किये हैं और इस समय ऐसे छात्रावासों की संख्या क्या है; और

(ख) क्या अनुसूचित जातियों के असिस्टेंट कमिशनर छात्रावासों के संचालन के सम्बन्ध में सरकार को समय समय पर प्रतिवेदन देते रहे हैं ?

गृह-कार्य मंत्रालय में उपमंत्री (श्रीमती चन्द्रशेखर) : (क) सूचना राज्य सरकारों से मांगी गई, तथा प्राप्त होने पर एक विवरण सदन के सभा पटल पर रख दिया जायेगा।

(ख) जी, हाँ।

### Supply of Petroleum Products by Russia

536. **Shri P. K. Ghosh:** Will the Minister of Mines and Fuel be pleased to state:

(a) when the three-year contract between the Indian Oil Company

and the Soviet authorities for the supply of petroleum products expires;

(b) whether this contract is likely to be renewed; and

(c) if so, whether it will be for increased quantity and the details thereof?

**The Minister of Mines and Fuel (Shri K. D. Malaviya):** (a) to (c). The present four-year contract between Indian Oil Company Limited and Soviet Export Organisation for supplying petroleum products will expire on 31-12-64. This contract is likely to be renewed but it is too early to give any indication of quantities or the details.

#### **Polytechnics in Maharashtra**

**537. Shri D. S. Patil:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that Maharashtra Government have decided to start the polytechnics at Nanded and Yeotmal during 1963-64; and

(b) whether the Central Government have agreed to the proposal?

**The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir):** (a) and (b). In consultation with the Central Government, the Government of Maharashtra have decided to admit students to the two polytechnics in 1964-65.

#### **Jute Mill at Kanpur**

**538. { Shri Daji:  
Shri S. M. Banerjee:**

Will the Minister of Home Affairs be pleased to state:

(a) whether the investigations following the search of a jute mill at Kanpur have been completed; and

(b) if so, the result thereof?

**The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis):** (a) and (b). The Special Police

Establishment has not conducted a search of any jute mill at Kanpur. They did, however, search the premises of Messrs, New Central Jute Mills Co., Ltd., Calcutta, some time ago on receipt of a complaint against that company. The investigation in this case has been completed and the question whether the firm should be prosecuted or not in being examined in consultation with the legal advisers.

#### **Filling up Reserved Quota for Scheduled Castes and Scheduled Tribes**

**539. Shri Daljit Singh:** Will the Minister of Home Affairs be pleased to state the number of vacancies of officers of all grades reserved for Scheduled Castes and Scheduled Tribes during 1960 to 1963 but filled by non-Scheduled Castes and Tribes candidates as suitable candidates from Scheduled Castes and Scheduled Tribes were not forthcoming?

**The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar):** The information required is being collected. A statement will be laid on the Table of the House as soon as possible.

#### **Foreign Students in India**

**540. { Shri Daljit Singh:  
Shri Krishna Deo Tripathi:**

Will the Minister of Education be pleased to state:

(a) the number of foreign students who arrived in India for study during 1962-63;

(b) the nature of education they are receiving; and

(c) the number of them who are getting scholarships from the Government of India?

**The Minister of Education (Dr. K. L. Shrimali):** (a) 1581.

(b) Undergraduate and Post-graduate studies in Arts, Science, Medicine, Engineering, Technology and other professional courses.

(c) 212 under schemes administered by the Ministry of Education.

### Hindi Writers

**541. Shri E. Madhusudan Rao:** Will the Minister of Education be pleased to state:

(a) the steps taken by the Central Government to inspire the Hindi writers of non-Hindi areas and vice-versa to write books of common interest;

(b) the prizes, if any, given to such writers; and

(c) the details thereof?

**The Minister of Education (Dr. K. L. Shrimali)** (a) to (c). The Government of India have drawn up a number of schemes for encouraging the production of literature in Hindi such as production of cheap editions of popular books, financial assistance to voluntary Hindi organisations for preparation and publication of Hindi manuscripts, prizes on Hindi books in various subjects, purchase of selected books in Hindi for free supply to non-Hindi speaking States for free distribution to school, college and public libraries, prizes on books in different languages for neo-literates and other schemes of a like nature. These schemes are meant for authors and organisations both from Hindi and non-Hindi speaking areas.

### English as an Associate Language

**542.** { **Shri Dharmalingam:**  
**Shri Maheswar Naik:**

Will the Minister of Home Affairs be pleased to state:

(a) whether there is any proposal to amend the Constitution to make the English as an associate language even after 1965; and

(b) if so, when such a measure will be taken up?

**The Minister of State in the Minister of Home Affairs (Shri Hajarnavis):** (a) and (b). It is proposed to introduce, during the current ses-

sion, a Bill in accordance with clause (3) of Article 343 of the Constitution to provide for the use of English after 1965 in addition to Hindi.

### Koyali Oilfield

**543. Shri Yajnik:** Will the Minister of Mines and Fuel be pleased to state:

(a) the number of wells that have been bored so far and that have given Oil or Gas in the Koyali area near Ahmedabad;

(b) whether Government have given any directive to the Government of Gujarat regarding the location of the proposed capital of Gandhinagar in that area; and

(c) whether Government propose to bore more wells in this area to reach a final decision about the possibility of commercial exploitation of this oil field?

**The Minister of Mines and Fuel (Shri K. D. Malaviya):** (a) to (c). No wells have been drilled in Koyali area. However, six wells have already been drilled and one is under drilling in Kalol area near Ahmedabad. Of these, three wells have indicated oil and one gas; the remaining two wells are yet to be tested. The new capital of Gujarat (Gandhinagar) is proposed to be located in the Wavel area where two wells have already been drilled, one of which has given a show of oil. The Commission propose to drill some more wells in this area to reach a final decision about the potentialities of its commercial exploitation. In the meanwhile, Government of Gujarat were requested to await final decision of the Commission. That Government, however, propose to go ahead with their plans for construction of the capital and in the event of discovery of an oil and gas field, will allow for such minor adjustments in the plan as may become necessary.

### Koyali Oil Refinery

**544. Shri Yajnik:** Will the Minister of Mines and Fuel be pleased to state:

(a) the measures that Government have actually taken, including the actual acquisition of land, at Koyali and surrounding area for establishing the first oil refinery in Gujarat;

(b) whether any delay is expected in preparing the project report of the refinery in view of the contemplated increase in the size of the refinery;

(c) whether any machinery has already been received and transported to the site of the refinery; and

(d) the time by which the refinery will begin to actually function?

**The Minister of Mines and Fuel (Shri K. D. Malaviya):** (a) A statement is laid on the Table of the House.

### STATEMENT

- (1) Approximately 1250 acres out of 1340 acres required for the Refinery have been acquired.
- (2) Construction of 21 temporary godowns, offices, etc. has been commenced at the refinery site.
- (3) The Western Railways have submitted their proposal for the railway siding for the refinery, and the refinery authorities have also proposed an alternative alignment. The Plan will be finalised shortly.
- (4) The tenders for the roads, fencing and precision layout have been received and are under scrutiny.
- (5) Procurement action has been taken in respect of vehicles, cranes, trailers and tractors.
- (6) 160 tons of 6 mm rods and approximately 300 tons of 5

mm thick plates are expected to arrive at site shortly.

(7) The construction office has been opened.

(b) and (c). No, Sir.

(d) The first million ton units are likely to be commissioned by end of 1964.

### Technical Personnel in Nagaland

**545. Shri P. C. Borooah:** Will the Minister of Home Affairs be pleased to state:

(a) whether the question of shortage of technical personnel in Nagaland was discussed at the recent meeting of the Eastern Zonal Council; and

(b) if so, what ways and means were discussed and decided upon to meet the situation?

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

(a) Yes.

(b) Copies of the proceedings embodying the decisions of the council will be placed in the Parliament Library after they have been finalised.

### Inter-State Problems

**546. Shri P. C. Borooah:** Will the Minister of Home Affairs be pleased to state:

(a) the inter-State problems that were discussed at the recent meeting of Eastern Zonal Council; and

(b) what decisions were taken in regard to such problems?

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

(a) and (b). A number of inter-State problems were discussed at the last meeting of the Eastern Zonal Council held on 9th and 10th February, 1963, at Shillong. The proceedings of the meeting embodying the decisions of the Council will be placed in the Parliament Library as soon as they are finalised.

### Storage Capacity of India Oil Company

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

(a) the storage capacity constructed by the India Oil Company so far in the country; and

(b) to what extent this falls short of the targeted capacity?

**The Minister of Mines and Fuel (Shri K. D. Malaviya):** (a) Upto 28-2-63 a storage capacity of 242262 tonnes was installed by the Company at its port and inland installations and upcountry depots; another 39492 tonnes capacity is expected to be constructed by 31-3-63.

(b) The target would be achieved to the extent of 84% by 31-3-63.

### Visits of Commissioner for Scheduled Castes and Scheduled Tribes to Punjab

**548. Shri Daljit Singh:** Will the Minister of Home Affairs be pleased to state:

(a) how many times the Commissioner for Scheduled Castes and Scheduled Tribes visited Punjab during 1962-63; and

(b) the places visited by him in the State?

**The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar):** (a) Twice.

(b) Dalhousie, Village Dunnera (Tehsil Pathankot, District Gurdaspur), Village Gaggal (Tehsil Kangra, District Kangra), Dharamsala, Nagrota Bhagvan (Tehsil and District Kangra), Village Bhaksunath (Tehsil and District Kangra), Village Muhal (Tehsil and District Kangra), Village Gummar (Tehsil Dehra Gopipur), (District Kangra), Village Lohna (Tehsil Palampur, District Kangra), Kulu (District Kangra), Village Bainchi (Tehsil Kulu, District Kangra), Village Manali Dongri (Tehsil Kulu, District Kangra),

Rohtang Pass, Village Allou (Tehsil Kulu, District Kangra), Village Naggar (District Kangra), Village Sarna (Tehsil Pathankot, District Gurdaspur), Chandigarh.

### Dacoit Gangs on Indo-Pak. Border

**549. Shri Surendra Pal Singh:** Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that some time back a conference was held between high police officials of India and Pakistan at some point on the Rajasthan-Pakistan border with a view to devising ways and means of liquidating dacoit gangs in border areas by mutual co-operation of the two police forces; and

(b) if so, the outcome of that conference, and whether any satisfactory arrangement was arrived at as a result of those talks?

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

(a) Yes. A special meeting of Officers of Rajasthan Police and Pak. Rangers was held on 19th February, 1963 at Naggi-Karanpur.

(b) The Pak. Rangers assured Rajasthan Police of their cooperation to trace the gangs and take effective measures to liquidate them or drive them out which ever is practicable.

### Oil Wells in Gandhi Nagar Area

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

(a) the number of oil wells drilled in Gandhi Nagar area, the site of the future capital of Gujarat; and

(b) whether oil or gas which could be commercially exploited is found?

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

(b) A show of oil has been obtained in one of the wells. However, it is too premature to assess the potentialities of this area.

### Quarters for Married Policemen in Delhi

Dr. L. M. Singhvi:  
551. Shri D. C. Sharma:  
Shri Berwa Kotah:  
Shri Surendra Pal Singh:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that many married policemen in Delhi have not been provided with staff quarters; and

(b) if so, what Government propose to do to provide them with accommodation?

**The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis):** (a) Yes;

(b) 1597 policemen have already been provided with family accommodation.

Family quarters for 835 policemen have also been sanctioned and work is in progress.

Plans and estimates for the construction of another 795 families are under preparation by the C.P.W.D. Besides this, 30 acres of land has also been earmarked for construction of residential accommodation for policemen.

### Pending Cases in Delhi Courts

552. Sardar Iqbal Singh: Will the Minister of Home Affairs be pleased to state:

(a) the number of cases which are pending for the last five years or more in the Delhi Courts; and

(b) the reasons for the delay in disposal thereof?

**The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis):** (a) and (b). Information is being collected and shall be laid on the table of the House as soon as it is available.

### Illiteracy

553. { Shri Jasvant Mehta:  
Shrimati Satyabhama Devi:

Will the Minister of Education be pleased to state:

(a) whether it is a fact that the actual number of illiterate persons has increased instead of decreasing in last ten years as per census report; and

(b) the steps Government have taken in view of the above situation?

**The Minister of Education (Dr. K. L. Shrimali):** (a) Yes, Sir. In spite of some increase in the percentage of literacy in the last decade, the actual number of illiterates has increased by about three crores, owing to an increase of about 8 crores in the total population during the same period.

(b) The main programme adopted by Government to liquidate mass illiteracy is the expansion of primary education and the introduction of compulsory education.

### Fees Charged from Students for General Knowledge and other Tests

554. Shri Buta Singh: Will the Minister of Education be pleased to state:

(a) whether it is a fact that the fees are charged from the students for conducting General Knowledge and other tests/competitions by private agencies/associations under the Directorate of Education, Delhi;

(b) If so, whether Government have permitted such fees to be charged;

(c) whether any case has been reported to Government to this effect; and

(d) the steps taken or proposed to be taken by Government in the matter?

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

(b) and (d). The levy of such fees has been banned.

(c) No, Sir.

**I.A.S., I.P.S., and I.F.S. Officers from Andhra Pradesh**

555. **Shri E. Madhusudan Rao:** Will the Minister of Home Affairs be pleased to state the number of I.A.S., I.P.S., and I.F.S. Officers who have been recruited by direct appointment and also by promotion from Andhra Pradesh ever since its formation?

**The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis):** The requisite information with regard to the I.A.S. and the I.P.S. is as indicated below:

Service	No. of officers appointed	
	By Direct Recruitment through annual competitive examination.	By Promotion
I.A.S.	26	32
I.P.S.	23	24

The Home Ministry does not have the relevant information about the Indian Foreign Service, to which appointments are made by, and which is under the administrative control of, the Ministry of External Affairs.

12.01 hrs.

**RE: DISCUSSION ON KEROSENE**

**श्री बागड़ी (हिसार):** अध्यक्ष महोदय, मिट्टी के तेल के बारे में मैं अर्ज करना चाहता हूँ कि आज देश भर में मिट्टी का तेल नहीं मिल रहा है। जब हम लोगों को तार्थ ऐन्वू और साउथ ऐवेन्वू में मिट्टी का तेल नहीं मिल रहा है, तो इस से अन्दाज़ा लगाया जा सकता है

कि इस सम्बन्ध में देश का क्या हाल हो रहा होगा।

**अध्यक्ष महोदय:** अगर मिट्टी का तेल नहीं मिल रहा है, तो मैं इस वक़्त उस की सलाह कैसे खोल सकता हूँ? माननीय सदस्य ने कहा है कि उन को तार्थ ऐन्वू और साउथ ऐवेन्वू में मिट्टी का तेल नहीं मिल रहा है। हाउस में वजट का डिस्कशन आने वाला है और उस में हर एक विषय पर विचार प्रकट किये जा सकते हैं। जब वजट के लिए इतना समय मिलेगा, तो उस के दौरान में हर एक बात डिस्कस की जा सकती है।

**श्री रामसेवक यादव (बाराबंकी):** अध्यक्ष महोदय, मेरा निवेदन यह है कि यह तो एक तात्कालिक महत्व का सवाल है। वजट में तो बहुत सी बातों पर बहस चल सकेगी, लेकिन आज-कल क्या हो रहा है और आज-कल लोगों को क्या तकलीफ़ हो रही है, इस पर भी विचार किया जाना चाहिए। मिट्टी के तेल के सम्बन्ध में दिल्ली में हमारे यहां जो स्थिति है, उस से हम सारे देश का अन्दाज़ा लगा सकते हैं।

**अध्यक्ष महोदय:** जिस बात के लिए जल्दी अवसर आने वाला है, उस के लिए हम अब अवसर नहीं दे सकते हैं।

**श्री बागड़ी:** अध्यक्ष महोदय, मिट्टी का तेल न मिलने की वजह से रोटी नहीं बनती है।

12.03 hrs.

**PAPER LAID ON THE TABLE**

**DELHI TERMINAL TAX (SECOND AMENDMENT) RULES**

**The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis):** I beg to lay on the Table a copy of Notification No. 16/38/60-Delhi II, published in Delhi Gazette dated the 6th December, 1962 containing the Delhi Termini-

[Shri Hajarnavis]  
nal Tax (Second Amendment) Rules, 1962, under sub-section (2) of section 479 of the Delhi Municipal Corporation Act, 1957. [Placed in Library. See LT-911(63).]

## BUSINESS ADVISORY COMMITTEE

### FOURTEENTH REPORT

**The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha):** I beg to move:

"That this House agrees with the Fourteenth Report of the Business Advisory Committee presented to the House on the 5th March, 1963."

**Shri Hari Vishnu Kamath (Hoshangabad):** I am sorry to see that the full-fledged Cabinet Ministry of Parliamentary Affairs, over which my hon. and amicable friend so effortlessly presides, has been down-graded to a mere department, and placed just below what is truly a department, the Department of Atomic Energy. I request you to ensure that this mistake is got rectified and the Ministry is not made a department.

**Shri Daji (Indore):** The schedule placed before us runs into many hours and it will run into many days. We are very anxious to know when the Government is allotting time for discussion of the Vivian Bose Report, because we would like to have a discussion on it very early, preferably even before the Budget Discussion starts, so that early, preferably even before in the light of this discussion we can focus attention on the Budget. So, we would like to know what the Government has decided about the discussion of the Vivian Bose Report on Dalmia-Jain concerns.

**Shri Nath Pai (Rajapur):** I have a very brief submission for the consideration of the House. It is in regard to the very inadequate time that has been suggested for discussion of defence. Nothing is of greater importance at this hour than that the House

gives the fullest consideration to the defence preparedness of the nation, and ten hours is totally inadequate to give any serious consideration. May I therefore beg that the Minister concerned may consult you and find a way out to enhance the time for defence. All of us want to speak on that subject, because everything else is subordinate.

**श्री बागड़ी (हिसार) :** अध्यक्ष महोदय, पार्लियामेंटरी एफेयर्स का महकमा बड़ा अहम है।

**श्री रामसेवक यादव :** अध्यक्ष महोदय, कल विजिनेम एडवाइजरी कमेटी की बैठक में यह निश्चय हुआ था कि मिनिस्ट्री आफ पार्लियामेंटरी एफेयर्स पर भी बहस होगी। क्या वह बात पक्की है ?

**अध्यक्ष महोदय :** यह लिखा हुआ है। माननीय सदस्य उस को देखते तो है नहीं।

**श्री योगेन्द्र झा (मधुबनी) :** अध्यक्ष महोदय, बिहार विधान सभा में अध्यक्ष महोदय ने एक बार यह व्यवस्था दी थी कि सदन के नेता की सीट रिक्त रहने पर कोई दूसरा माननीय मंत्री या सदस्य उस पर नहीं बैठ सकता। हम देखते हैं कि इस सदन में सदन के नेता का स्थान रिक्त होने पर मिनिस्टर आफ पार्लियामेंटरी एफेयर्स उस पर बैठे हुए हैं। मैं यह जानना चाहता हूँ कि क्या वह व्यवस्था यहाँ पर भी लागू है।

**अध्यक्ष महोदय :** हम पर यह कोई पाबन्दी नहीं है कि बिहार विधान सभा में जो कुछ हुआ था, हम भी वही करें। इस बारे में पहले ही सवाल उठाया गया था और उस का फैसला हो चुका है।

**Shrimati Renu Chakravartty (Barrackpore):** May I just ask one question about the business of this week? Can we presume that the discussion on General Budget will start as scheduled on the 8th as given to us in the bulletin?

**Mr. Speaker:** On the 12th.



**Shri Satya Narayan Sinha:** Sir, this point was raised in the other House by the leader of the party to which the hon. Member belongs. I have told him—and he was satisfied—that the sub-Committee appointed by the Cabinet will go into the question and when the report is submitted some useful discussion might take place and so we are awaiting that. The Prime Minister also said that we would discuss it here as soon as that report is available.

**Shri Hari Vishnu Kamath** (Hoshangabad): Why is it described as a department and not a Ministry . . . (Interruptions).

**Shri Satya Narayan Sinha:** I cannot say of hand when that report will be received or discussed. Some legal experts such as the Attorney-General have been appointed and they may take sometime. They have not told us about the time they would take but we are requesting them to do it as soon as possible.

**Shri S. M. Banerjee** (Kanpur): Two experts, the Attorney General and Shri Viswanatha Shastri, have been entrusted with this work. If their legal opinion is expected, it will take a long time in which case the report cannot be discussed.

**Shri D. C. Sharma** (Gurdaspur): I wish to submit respectfully that the time allotted for the Ministry of Atomic Energy should be raised to at least four hours.

**Mr. Speaker:** We find from previous experience that there are not many who take part in that and therefore the Business Advisory Committee thought this time to be enough. So far as the time allotted to the Defence Ministry is concerned, I may say that his representative also was present in the Committee and then it was agreed to allot this time. If some necessity arises, we will see.

**Shri Hari Vishnu Kamath:** I too pleaded for more time in the Committee.

**Mr. Speaker:** But he agreed.

**Shri Hari Vishnu Kamath:** He reluctantly agreed . . . (Interruptions.)

**Shri D. C. Sharma:** The Bose Commission report should be taken up.

**Mr. Speaker:** That had been brought to the notice of the Government.

**Shri Daji:** Sir, legal opinion and legal committees have nothing to do with the discussion in this House; we are not going to discuss legal matters but we will discuss it in the political level. How long are we going to be kept waiting. The motion had been tabled and circulated. Am I to understand that it is going to be kept hanging fire till the budget discussion is over? . . . (Interruptions.)

**Mr. Speaker:** He should resume his seat now.

**Shri Satya Narayan Sinha:** The administrative side of that report has also been referred to that committee. It would be useful if their opinion is also before us . . . (Interruptions.)

**Mr. Speaker:** They want to know whether after it is obtained from the legal experts, Government would be able to find time for it during the budget discussions or would they put it off till the budget debates are over.

**Shri Satya Narayan Sinha:** As soon as that report is available, we shall try to find some time. The report is not in my hands just now . . . (Interruptions.)

**Mr. Speaker:** The question is:

"That this House agrees with the Fourteenth Report of the Business Advisory Committee presented to the House on the 5th March, 1963."

The motion was adopted.

**Mr. Speaker:** We will now take up the next item on the agenda.

**Shri Hari Vishnu Kamath:** Before you proceed to the next item of business, may I request the Home Minister to make a statement tomorrow, if

[Shri Hari Vishnu Kamath]

not today, on the talks he had had with the King of Nepal. The communique has already been issued. It is a press communique.

**Mr. Speaker:** It is very unfortunate: the hon. Member had asked my permission whether he could raise that question, and I had definitely asked him not to do it, because I was trying to find it out, and in spite of that request of mine, he ignored that request altogether and stands up. That is very bad.

**Shri Hari Vishnu Kamath:** May I explain, Sir? I wrote to you. I saw the Secretary going to the Minister and I presume the Minister said that a communique had been issued. I did not want him to make a statement today. I requested if he could make a statement tomorrow. I did not say, "today." It is an urgent, important matter.

**Mr. Speaker:** It may be a very important matter. But when he definitely wrote to me to seek permission and I refused that, is it proper for a senior Member like him, of his stature and experience, to stand up at that moment and then intervene?

**Shri Hari Vishnu Kamath:** It is only for asking whether he could make a statement tomorrow, if not today, that I stood up. Tomorrow—I did not say, "today."

**Mr. Speaker:** He stands up and intervenes.

**Shri Hari Vishnu Kamath:** I requested you. I did not ask if the Minister could make a statement today, but tomorrow.

**Mr. Speaker:** Order, order. He has interrupted the proceedings. That was what was objected to. The proceedings have been interrupted.

**Shri Hari Vishnu Kamath:** It is an important point, and if you do not

allow this to be raised, then, what is Parliament coming to? I am sorry.

**Mr. Speaker:** I do not know what it is coming to; I do not know what it would go to. But, definitely if he had not asked my permission, then, propably I could have understood some thing. But when he definitely asks for my permission and that is refused, then he stands up.

**Shri Hari Vishnu Kamath:** I can assure you that I did not daprat from what I asked about. Excuse me: I only asked if the statement could be made tomorrow. I only said, "tomorrow." I did not mention that in the note. I am sorry that you have misunderstood the whole thing. I am sorry I have been put in a very bad position in your eyes. I must make the position clear. I requested you to permit me to ask the Minister to lay a copy of the communique. Now, I do not say that. I did not ask for that. You will kindly observe the difference. I asked whether the Minister could make a statement tomorrow, if not today. If that question is not allowed, I am sorry. In all Parliaments this is allowed. I have seen the proceedings of the British Parliament and all Parliaments, and in all Parliaments such references are allowed to be made. But I am restrained from making a casual, minor reference in the House in regard to the statement. I do not understand this kind of procedure at all. I am sorry to say that, with all respect to you.

**Mr. Speaker:** This is the procedure that is followed here. I am very sorry if he does not understand it.

The House will now resume further discussion of the railway budget. Shri Subodh Hansda.

12-13 hrs.

#### RAILWAY BUDGET—GENERAL DISCUSSION—(contd.)

**Shri Subodh Hansda (Jhargam):** Mr. Speaker, Sir, yesterday, I was impressing upon the House and the Government the huge network of the

Railway Protection Force and how it has not been able to check theft and pilferage in the different railways. I was saying that if this organisation is not able to check pilferage and theft, it is better that it is abolished. Not only that. I know that because of the development of the roadways, goods traffic is now moving by the roadways, and businessmen resort to the roadways for transporting their goods. The goods traffic has changed over to the roadways since the roadways have developed and the transport by roadways is also speedy. So, the businessmen transport their goods through the roadways and they get their parcels at their door-steps at a very short period, without paying anything extra. That is one of the reasons why the roadways are also earning huge amounts by way of profits and the Railways are loosing a huge amount.

Now, I would like to say a few words about the losses. In respect of the losses, a number of items have been mentioned in the Audit Report, 1963. For example, I would like to make a reference to the losses due to damage and missing of wagon parts from steel factory sidings as well as colliery sidings and other factories. In the last three years, from one colliery area—Dhanbad and Asansol—the railways have lost about Rs. 10 lakhs, and the railway administration had commented that nobody is responsible for this loss, neither the railways nor the collieries. Then there are other losses. I may point out that in a public sector steel plant, it has been assessed that the losses were to the extent of Rs. 27 lakhs; that was in the Bhilai steel plant; the net loss from the Tata steel plant was Rs. 1.20 lakhs. This loss from the Rourkela steel plant has not been worked out yet. I do not know who is responsible for all these losses. I want to know whether there is any organisation to check up the wagons at the making over and taking over points. I hope the Minister will let us know who is responsible for all these losses.

There are other losses also. Mention has been made in the audit report that higher rates of payment have been made. In one case the payment was 500 times higher than the scheduled rate. In the case of one contractor, he was not able to fulfil the contract within the stipulated period. It was retendered and the same person was given the work at higher rate than what he was given before. I do not know who this fortunate fellow is, but it mentioned in this audit report. What is happening in the South-Eastern Railway? The re-modelling work of the stations is going on. I am told even for the earth works there, a much higher rate has been given to the contractors. I want to know who are the persons responsible for giving such higher rates to contractors.

There are also overpayments to contractors. In 1958, in some construction works in the South-Eastern Railway, the vigilance department has detected an overpayment of Rs. 25 lakhs. I believe that some of the engineers are responsible for this overpayment. For the time being these officers were suspended. I am told now these officers have also been promoted. I do not know how Government can check corruption in railways if such things go on.

We often hear of sleepers destroyed by fire. In 1961 we had a big fire at Dhillwan where the railway lost Rs. 1.50 crores. In 1962, in the month of February, more than 13,000 sleepers were burnt at Bimlagarh and more than Rs. 2 lakhs were lost here. The railway administration has said that at Bimlagarh, the loss was due to the fact that the stacking arrangement there was not very good and that was why fire occurred. I do not know. If fire occurs when stacking arrangements are not good. But so far as my information goes, the man who was given the contract to supply the sleepers did not supply all the sleepers, but the entire payment was made. The vigilance department detected it and

[Shri Subodh Hansda]

at the investigation stage this fire occurred. This is very strange. I must give credit to the vigilance department, but I am sorry to say that the vigilance department has not been made very effective. It has not been made effective, because Railways have not implemented the recommendations of the anti-corruption committee and other important parliamentary committees like the Estimates Committee and the Public Accounts Committee, where it has been stated that to make it more effective, the investigating inspectors who are deputed from the railways should be given incentives by way of promotion, etc. But that has not been done so far. So, I would like to say that all the recommendations made by the anti-corruption committee and the Estimates Committee should be implemented in toto.

Much has been said about the late-running of trains. In the South-Eastern Railway, out of 365 days, on 300 days, the trains are running late. Previously it was under the B.N.R., which people used to call as Be Never Regular Railway; it never runs regularly. To make it run regularly, the running time has been increased, but even then the trains are running late.

About overcrowding, I think attempts are being made to check overcrowding. But in the South-Eastern Railway, the most important section of which is the Howrah-Nagpur section, after independence not a single train has been added. As you are aware, there are three steel plants—2 in the public sector and 1 in the private sector. There are also other industries growing up in this area. Due to all these industrial projects, passenger traffic has terribly increased in this section. Janata Expresses have been introduced in all the important sections, but I am surprised to see that in this important section, not a single train has been introduced. So, at least a Janata Express should

be introduced in this section to remove overcrowding.

A suggestion was made that the Tatanagar—Nagpur passenger which terminates at Tatanagar should be extended at least up to Kharagpur to give facilities to the passengers of intermediate stations between Tatanagar and Kharagpur. But that has not been accepted. I suggest that at least a local train should be run from Tatanagar to Kharagpur. From time immemorial, one train, the Gomoh Passenger, from Howrah to Gomoh, has been running. Perhaps it is the slowest moving train, taking 13 hours to cover 350 kilometres from Howrah to Gomoh. Suggestions are made on the floor of the House and in the consultative committee that a number of express trains are passing through Gomoh and at least one of them should be diverted to Howrah via Kharagpur. I do not know if this aspect has been considered. Therefore, I request that if this also is not a feasible proposition, at least one fast moving train from Gomoh to Howrah via Kharagpur should be introduced.

There is great discontent among the people as a result of the withdrawal of a station named Bogri Road in the Kharagpur Gomoh section. Great inconvenience is being caused to the people and they are very much discontented. A number of representations have been made to the railways, but still it has not been looked into. I request the Minister to consider this also.

As regards the employment position, much has been said about the casual labour. For example, gangmen are appointed for maintenance of the track. They are appointed by the public way inspectors of the railways. I know, particularly in the South-eastern Railway, these gangmen are appointed by payment of some money to the public way inspectors. That is most surprising. I would like to invite the Minister's attention to see

how many people are appointed this way. They are appointed for a temporary period of three months. These people are casually required for maintenance work, but when the question of reappointment comes, again they are asked to pay 15 days' salary. Those people who cannot pay that amount are discharged from service. I can give thousands of such cases. Perhaps I have already forwarded one representation to the Minister regarding this aspect. I would like to submit to the Minister that he should consider this point and workers who have been working for years should not be discharged in this manner unless they refuse to work in the department.

The worst sufferers are the scheduled castes and particularly the Scheduled tribes, in S.E. Railway. I know there are hundreds of thousands of people of this community who are discharged from the services. Government give so much publicity about their economic development and employment. If they are treated in this way, I do not think they will ever be able to develop their economy at all. I tabled a question here as to how many people from this community are working in the railways in Class III and Class IV posts. I am surprised to see that even the railway administration has not got the figures as to how many of their staff are from the scheduled tribes and scheduled castes community. I know that the figure that will be supplied to the Ministry will be an inflated one. At least in Kharagpur I know how these people are recruited and what kind of information is given. I have got a number of friends and they use to give me information that these inflated figures are given; they are transferred from that department. These are the figures that are supplied by the workshops etc. These personnel officers are the recruiting authorities. What happens during the recruitment when these reserved posts are filled up. There is a slogan that has been going on that the Scheduled Caste and Scheduled

Tribes candidates are not considered fit for these posts. Taking advantage of this slogan of unsuitability, these personnel officers recruit other persons from whom they get money. I can give a number of such instances. I would also request the hon. Minister to set up an enquiry committee to see how this recruitment is done.

Again, most of these Scheduled Caste and Scheduled Tribes candidates are recruited on temporary service. I have not got any instance where anybody has been recruited on the permanent service. Ticket collectors and other checking staff, who are mostly non-technical, are recruited through the Railway Service Commission. But even then, the candidates belonging to the Scheduled Castes and Scheduled Tribes are declared as unsuitable. I have got a number of cases where candidates belonging to Scheduled Tribes have been declared unsuitable for a particular job whereas candidates with the same qualifications but belonging to other communities have been declared fit. I do not know what extraordinary qualifications are required for merely clerical posts or for ticket examiners' posts.

As regards technical personnel, I do agree with the administration that there is shortage of technical personnel belonging to these communities. But I would like to know from the administration the facilities that they have provided to these people to become technically qualified. Is there any arrangement for trade apprentices in the workshops? If there is such an arrangement, may I know how many people got apprenticeship training during the last five years?

Sir, I would suggest that in all the recruitment boards there should be some representation of the Scheduled Castes and Scheduled Tribes. I may mention that in 1962 there was one representative of the Scheduled Castes in the Calcutta office of the Railway Service Commission. I think the intake of people belonging to these com-

[Shri Soubodh Hansda]

munities was much more in that year than in any other year. But that representative became the eyesore of the administration and he was removed from there. Therefore, I would once again stress that representation of the Scheduled Castes and Scheduled Tribes should be there in the recruitment boards to look after the interests of of candidates belonging to these communities.

**Mr. Speaker:** Shri M. Mohd. Ismail.

**An Hon. Member:** He is not present.

**Mr. Speaker:** Shri Yashpal Singh—But before Shri Yashpal Singh starts his speech there is one thing that I want to place before the House. There are many hon. Members who want to speak. It would not be possible to accommodate many of them now, because the time is up and I shall have to call on the Minister for reply. But there is one thing that I want to bring to their notice. Discussion on Demand No. 1—Railway Board—is an extension of the General Discussion and the same things are repeated there. Even now there is not much of criticism against the Ministry, but mostly constituency demands and other things are being put forward. Therefore, if the House agrees, after we have heard the Minister we will continue this debate on Demand No. 1 for as much time—5, 6 or 7 hours—as the House decides. The hon. Minister would give his reply on the important points that have been raised during this debate; but so far as constituency grievances and demands are concerned, he might postpone them to his reply to the discussion on Demand No. 1, because then too he has to make the same observations.

**An Hon. Member:** When he is likely to reply?

**Mr. Speaker:** If the House agrees, immediately after Shri Yashpal Singh has spoken.

**Shri Bade (Khargone):** But everybody has gone thinking that the Minister is not going to reply just now.

**Mr. Speaker:** But the time allotted is over. The hon. Minister wants 1½ hours. I am calling him after Shri Yashpal Singh has spoken. Therefore, I am not calling him earlier. But if the House does not agree, I am not insisting; I can wait till any time. But in that case we shall have to take that time from the time allotted for discussion on Demand No. 1.

**Shri S. M. Banerjee (Kanpur):** Many hon. Members have participated in the debate. Of course, I will abide by whatever you rule, but usually they should be present when the Minister is replying to the points raised by them.

**Mr. Speaker:** When I am calling the Minister at the appropriate moment after the time allotted for this discussion has exhausted, why should there be a complaint?

**Shri S. M. Banerjee:** There is no complaint as such.

**Shri Narendra Singh Mahida (Anand):** There are no speakers, Sir?

**Mr. Speaker:** The speakers are many. Rather, I am pressed for time. Now Shri Yashpal Singh.

**श्री यशपाल सिंह (कानूना) :** अध्यक्ष महोदय, शुरू में मैं अपने माननीय रेलवे मंत्री जी को इस बात के लिए मुबारकबाद पेश करता हूँ कि उन्होंने मौके के बराबर उठ कर के देश की रक्षा की। जब ब्रह्मपुत्र में पाकिस्तान की साजिशों से हड़ताल हुई तो आप उस वक्त ६५ परसेंट ज्यादा ट्रेफिक ले गए और पूरा काम किया बरना तो हड़ताल करने वालों ने तो यह सोचा था कि हमारी मैशिनरी फेल हो जाएगी और दुश्मन हमारे ऊपर हावी हो जाएगा। इसके लिए मैं आपको अनेक अनेक मुबारकबाद पेश करता हूँ कि आपने शेर की तरह इस मौके का मुकाबला किया और हिन्दुस्तान की रक्षा की।

सके साथ साथ मैं यह जरूर बहता कि जो दिक्कतें पिछले साल थीं, ही आज भी है, वे दूर नहीं हुई हैं। जो क्लास ४ के सरवेंट है उनकी आज भी वही हालत है जो कि पिछली दफा थी। उसके लिए कोई ट्रेनिंग सेंटर नहीं है और न रहने के लिए मकानात है। उसको ८० रुपए माहवार पर खरीदा जाता है, जब कि आज भी गंधे का भत्ता सौ पया दिया जाता है, खन्चर का भत्ता ६५ रुपया दिया जाता है और घोड़े का भत्ता ८५ पए दिया जाता है। यह चीज इन्साफ से बहुत दूर है कि आप अभी भी क्लास ४ के सरवेंट को ८० रुपया माहवार देते हैं।

आपकी १६००० चौकियां अनमैंड है, उनका जब जिक्र आता है तो रेलवे में माल्य कह देता है कि स्टे गवर्नमेंट से इस बारे में परामर्श किया जा रहा है। मेरी समझ में यह बात नहीं आती। जब रेलवे १६ करोड़ का सरप्लस बजट दिखाती है, जब रेलवे मंत्रालय ३० करोड़ पए का फायदा दिखाता है, तब इन चौकियों को मैंड करने के लिए क्या राज्य सरकारों से परामर्श किया जाता है। यह काम रेल मंत्रालय को अपने हाथ में लेना चाहिये और अनमैंड चौकियों को मैंड करना चाहिए। इसके लिए राज्य सरकारें जिम्मेवार नहीं हैं। बल्कि यह तो दुनिया का एक अनरिस्टिन् ला है कि जब हम रेलवे से सफर करते हैं तो अपने जीवन का बीमा रेलवे के हाथों करा देते हैं इसलिए इन चौकियों के लिए रेलवे जिम्मेवार है। इसके लिए राज्य सरकारों से मशविरा क्यों किया जा रहा है। अगर आप इनका निजाम नहीं करेंगे तो ये एक्सीडेंट नहीं रुकेंगे।

जो एक्सीडेंट होने की दूसरी बातें मेरे सामने आयी हैं उन पर भी मैं रोशनी डालना चाहता हूं। जो एक्सीडेंट होते हैं उनमें ४६ परसेंट ह्यूमैन फैल्योर की वजह से होते हैं और वे चीजें ये हैं :

Mental aberration, attenuation of faculties, error of judgments, forgetfulness, drowsiness, fatigue, intense activity, nervous breakdown, hyper-tension and wandering of mind.

इन कारणों से ह्यूमैन फैल्योर होता है जिससे एक्सीडेंट होते हैं। इन कारणों के पीछे गरीबी का मुख्य कारण है। जिन लोगों के पास रहने को मकान नहीं है वे लोग सही काम नहीं कर सकते। साउंड माइंड इन ए साउंड बाडी अगर किसी का ब्रेन वरीड है, अगर उसके बाल बच्चे तकलीफ में हैं तो वह लाइन पर ठीक काम नहीं कर सकता।

मैं आज से बीस साल पहले की बात कहता हूं। आज से बीस साल पहले रेलवे लाइन के बार बार चक्कर यह देखने के लिये लगाये जाते थे कि कहीं लाइन खराब तो नहीं हो गयी है और आज हम देखते हैं कि महीनों महीनों तक रेलवे लाइन का पता नहीं लिया जाता। जो हमारी सेपटी के लिये कमिश्नर रखा हुआ है उसको आपने शिमला में रखा है। कहां शिमला और कहां दिल्ली। उसे शिमला से दिल्ली तक आने जाने में १६ घंटे लगते हैं। जो सबसे बड़ी अघोरिटी है, रेलवे कमिश्नर फार सेपटी, उसको आपने शिमला रखा है, और जब उसको एक्सीडेंट का पता लगता है तो वह दिल्ली आता है इस लिये हमारी सेपटी का और एक्सीडेंट्स का इन्त-जाम नहीं हो सकता।

पहले सुपरसानिक ट्रैक डिक्टेटर का ज्यादा इस्तेमाल किया जाता था। उसके इस्तेमाल से फौलाद की पोजीशन का उसी तरह पता चल जाता है जैसे कि अपोजीशन की वजह से गवर्नमेंट की पोजीशन साफ हो जाती है। अपोजीशन वह आइना है जिसमें कि गवर्नमेंट की शकल दिखाई देती है। सुपरसॉनिक ट्रैक डिक्टेटर इस्तेमाल किया जाना चाहिये ताकि फौलाद की खराबी मालूम हो जाये। और एक्सीडेंट रोके जा सकें।

## [श्री यशपाल सिंह]

आज रेलों में ४५ लाख मुसाफिर जो सफर करते हैं और आपके पास कैपेसिटी है सिर्फ २० लाख की। इस लिये जरूरी है कि या तो आप रेलों की कैपेसिटी बढ़ायें या टिकटों का बेचना रिस्ट्रिक्ट किया जाय और २० या २२ लाख से ज्यादा टिकट इश्यू न किये जायें। जब एक्सीडेंट हो जाते हैं तो हम पछताते हैं, लेकिन बाद में पछताने से क्या होता है, जरूरी तो यह है कि इसका पहले से ही इन्जाम कर दिया जाय ताकि एक्सीडेंट हो ही नहीं। मैं देखता हूं कि खास तौर से मेलों के मौकों पर स्पेशल ट्रेन्स का इन्तिजाम नहीं होता इस लिये बड़ी दिक्कत होती है।

हमको सैलून सिस्टम को खत्म करना चाहिये। अगर ऐसा कर दिया जाये तो ढाई हजार कम्पार्टमेंट और चल सकते हैं और उन से पैसिजर्स का बड़ा फायदा हो सकता है। सैलून किसी खास मौक के लिये ही होने चाहिये। सैर के लिये या आराम के क्वाल से उनका इन्तिजाम नहीं करना चाहिये।

सबसे बड़ी जरूरत यह है कि जो हमारे इंजीनियर्स हैं वे बैगन्स को जाकर देखा करें। हमारे देश में तीन लाख के करीब बैगन हैं। मगर हमारे आफिसर्स उनकी तरफ से लापरवह हैं। इसी लिये आडिट रिपोर्ट में लिखा है कि २६ बैगन गुम हो गये। तनी बड़ी सरकार है। रेलवे का इतना इन्तिजाम है, रेलवे प्रोटेक्शन पुलिस है फिर भी २६ बैगन गुम हो गये और उनका पता नहीं लगा यह अच्छी बात नहीं है। उस बारे में हमें दिन रात सावधान रहना चाहिये।

इसके अलावा फास्ट क्लास के साथ साथ एग्गर कंडीशन डब्बे भी लगाये जाते हैं। हमने देखा है कि ये एग्गर कंडीशन डब्बे अक्सर खाली चलते हैं और रेलवे को उनका खर्चा बेकार उठाना पड़ता है। इस लिये यह

जरूरी है कि फास्ट क्लास के साथ एग्गर कंडीशन डब्बे तभी लगाये जायें जब कि उनकी जरूरत का पहले से पता हो।

रेलवे मंत्रालय ने रामास्वामी मुदालियार कमेटी कायम की थी। श्री रामास्वामी उसके चेयरमैन थे। इस कमेटी ने अपना रिपोर्ट में यह सिफारिश की थी कि फ्रेट रेट में २५ परसेंट की कमी की जाये लेकिन ऐसा नहीं किया गया। मेरा कहना है कि या तो आप कोई कमेटी कायम ही न करें और अगर करते हैं तो उसकी रिपोर्ट पर अमल करना चाहिये। आज देश खर्च के नीचे दबा जा रहा है। और इसका बरदारत नहीं कर सकता। आप जो ३७ या ३८ करोड़ का फायदा भाड़ा बढ़ा कर दिखाते हैं यह अच्छी बात नहीं है।

रेलवे की आमदनी का ६० परसेंट स्टाफ पर खर्च होता है। इसके कारण कंस्ट्रक्शन का काम रुक जाता है। रशिया की आबादी हमारे देश की आबादी से बहुत कम है, लेकिन रशिया हर साल हम से चीगुनी ज्यादा रेलें बिछाना है। देश को जरूरत है ज्यादा ट्रेफिक ढोने की क्षमता की। यह हमारे लिये अच्छी बात नहीं है कि अगर हम अपना माल रेल के बजाये ट्रक से ले जायें तो हमको रेल से आधा भाड़ा देना पड़ता है। रेल भाड़ा सस्ता होना चाहिये।

इसी के साथ मैं यह कहना चाहता हूं कि एक्साइडेंट्स को रोकने के लिये यह बहुत जरूरी है कि क्लास ४ के सरवेंट्स के मामले में सिफारिशें न चलें। मैं यह बात कहना नहीं चाहता था लेकिन मुझे कहनी पड़ती है। सच्ची और सख्त बात बहुत बुरी लगती है। आप देखेंगे कि जो देश में एक्सीडेंट होते हैं उनकी ज्यादा तादाद बिहार और पूर्वी उत्तर प्रदेश में होती है। इस क्षेत्र में जो क्लास ४ के लोग रहते हैं उनको बिरादरी, या प्रा-



विस आदि के बेसिस पर रखा गया है। यही कारण है कि बिहार में और पूर्वी उत्तर प्रदेश में ज्यादा एक्सीडेंट होते हैं। इस प्रकार के पक्षपात को ठीक जाये। यह बात मैं बिना किसी प्रकार के प्रेजुडिस के कहता हूँ —

श्री स० मो० बनर्जी : Sir, I seriously object to it. कोई किसी का रिश्तेदार नहीं है।

श्री यशपाल सिंह : यह बात आप बाद में कह सकते हैं, मेरे पास समय कम है।

तो मैं यह कह रहा था कि एक्सीडेंट्स को रोकने के लिए यह जरूरी है कि सिफारिश के बेसिस पर क्लास ४ के सर्वेक्स को न रखा जाय। अगर एक प्वाइंट्स मैन गलती करता है, अगर एक चौकीदार गलती करता है, अगर एक गेट मैन गलती करता है तो रेलवे बोर्ड का चेयरमैन या रेलवे बोर्ड का मੈम्बर भी उस गलती को नहीं सुधार सकता। इसलिए जो बातें मैं ने कही हैं उन पर ध्यान दिया जाय। यह अनरिजिट ला है कि जब हम रेल से यात्रा करते हैं तो रेलवे को अपना जीवन बीमा कराते हैं। इसलिए एक्सीडेंट्स को रोकने के लिए खास तौर से कोशिश की जाय। एक्सीडेंट्स का रुक जाना कोई बड़ी बात नहीं है। यह बहुत छोटी बात है। यह गाड गिविन नहीं है यह मैन मेड है। अगर गाड गिविन होता तो यह न होता कि उन्हीं गाडियों के एक्सीडेंट होते जिन पर हम जैसे गरीब लोग, किसान और मजदूर सफर करते हैं। हम देखते हैं कि जिन गाडियों में बड़े लोग चलते हैं उन के एक्सीडेंट नहीं होते। जिन गाडियों में गरीब चलते हैं उन में ही एक्सीडेंट होते हैं।

यहां बिजली गिरे या

उस चमन में आंधियां आएँ,

बहर सूरत गरीबों का हो

घर बरबाद होता है।

इस के साथ ही साथ मैं यह कहना चाहता हूँ कि रेलवे बोर्ड का खर्चा बहुत ज्यादा बढ़ गया है। मेम्बर को चार हजार मिलता है, एडिशनल मेम्बर को साढ़े तीन हजार दिया जाता है, ज्वाइंट डाइरेक्टर को १६०० रुपये माहवार दिए जाते हैं और जो डिप्टी डाइरेक्टर है उस को तनखाह १७५० रुपये है। इन तनखाहों को कम किया जाना चाहिए।

अंग्रेज के जमाने में जो आसाम की लाइन है उस का माइलेज १७०० मील था। उस वक्त एन० एफ० रेलवे में खर्च का यह हिसाब था कि टोटल ६७ गजेटेड आफिसर थे। अंग्रेजों के जमाने में गजेटेड आफिसर कुल ६७ थे जबकि आज ६७ की जगह ३३१ गजेटेड आफिसर रखे जाते हैं। आफसरों में जहां इतनी बड़होत्री हुई है वहां माइलेज सिर्फ १४७ मील बढ़ी है। कुल १४७ मील की हम ने तरक्की की जबकि हमारा खर्चा चौगुना बढ़ता जा रहा है जिस का भार पबलिक पर पड़ता है, किसी सरमायेदार के ऊपर नहीं पड़ता है। यह खर्चा गरीब मजदूरों और किसानों के ऊपर पड़ता है। इसलिए यह तनखाहों कम की जायें और जो क्लास ४ के लोग हैं उन की तनखाहें बढ़ाई जायें। चूंकि क्लास फोर पर सारे रेलवे डिपार्टमेंट का दारोमदार है और यदि उन की तनखाहें हम नहीं बढ़ायेंगे, तो रेलवे का काम ठीक नहीं हो सकेगा।

एक, एक बंगले के ऊपर श्रीमन्, एक, एक लाख रुपया खर्च किया जाता है। पांडु में जो अभी जनरल मैनेजर के लिए बंगला तैयार हो रहा है उस में पूरा एक लाख रुपया खर्च हो चुका है जबकि उस की फरनिशिंग अभी बाकी रहती है। सब से पहले मेरी अर्ज यह है कि इस खर्च को कम कर के क्लास ४ की तनखाहों को बढ़ाया जाय।

रेलवे अधिकारियों को हम पास देते हैं, उस की ओर भी ध्यान दिया जाय और यह

[श्री यशपाल सिंह]

देखा जाय कि दरअसल इन पासों की कोई जरूरत है भी या नहीं। जो बगैर सोचे समझे काम किये जाते हैं उन को ठोका जाय। ईस्टर्न रेलवे में पहले डी० सी० कनेक्शन के लिए लोकोमोटिव इंजन तैयार किये गये। फिर कहा गया कि डी० सी० नहीं ए० सी० चाहिए। इस काम में मुल्क को लगभग ८५ लाख रुपये का नुकसान उठाना पड़ा। मैं नाम नहीं लेता लेकिन जिन साहब की वजह से ८५ लाख का नुकसान उठाना पड़ा उन्होंने साहब को भूपाल की हैवी एनेक्ट्रिकल्स का इनवार्ज बना कर भेजा गया आज वह वहां के सर्वेसर्वा हैं। मेरा कहना है कि यह ८५ या ८७ लाख रुपया जो ज्यादा खर्च हुआ है इस खर्च को भी पूरा कराने की कोशिश करनी चाहिए।

रेलवे का मुहकमा बहुत बड़ा है। हमारी मिलेटरी में भी इतने आदमी नहीं हैं जितने कि रेलवे में काम करते हैं। यह देश का सब से बड़ा मुहकमा है। इस वक्त देश की सच्ची सेवा यह है कि छोटे कर्मचारियों, क्लास फोर वालों के खाने, पीने का और उन की तनख्वाहों का इंतजाम किया जाय। जैसाकि कल श्री बागड़ी ने फरमाया कि हमें सरदार स्वर्ण सिंह की सोने में तोलने की जरूरत है, मैं समझता हूं कि आप को सोने में तोलने की जरूरत नहीं है। आप खुद स्वर्ण हैं। आप के पास कैरेक्टर का सोना है। आप के पास देश-भक्ति का सोना है। आप के पास जब सच्चा सिंहत्व, ईमानदारी और देशभक्ति का सोना है तो फिर आप को किस सोने से तोलने की जरूरत है? धातु रूपी सोना बेकार हो जायगा, फेज हो जायगा लेकिन देशभक्ति और कैरेक्टर रूपी सोना हमेशा कायम रहेगा। बैंगल साहब जो कि रेलवे बोर्ड के चेयरमैन हैं मैं उन से उम्मीद करता हूं और डिप्टी मिनिस्टर साहब से यह उम्मीद करता हूं कि देश को अगर बचाना है, देश को आर्थिक स्थिति को यदि सुधारना है तो बजाय इस के

कि आप बड़े बड़े आदमियों और अधिकारियों की तनख्वाहें बढ़ायें, छोटे आदमियों की तनख्वाहें बढ़ानी पड़ेंगी।

एस० एस० रेलवे जो कि देश के ऊपर भार है यह एस० एस० रेलवे जो कि सहारनपुर से शाहदरा तक चलता है, उस का नेशनलाइजेशन होना चाहिए। जब तक इस का नेशनलाइजेशन नहीं होगा तब तक यात्रियों के लिए सुविधाएं पैदा नहीं हो सकती। इस का नेशनलाइजेशन किया जाय देश की सुविधा का सामान तैयार किया जाय। जो लोग ऐसा खयाल करते हैं कि कोई बाहर से आ कर इस काम को कर देगा व शलत; पर हैं। इस काम को बाहर वाला नहीं कर सकता है। इस काम को तो वही लोग करेंगे जो कि इस में लग हुए हैं।

मैं एक स्टेशन के ऊपर गया। अगर मैं दस मिनट जा कर नहीं चिल्लाता तो वहां का चौकीदार जो कि फाटक खोलने वाला था वह कहीं हुं को पीने के लिए गया हुआ था, मैं ने शोर मचाया और आवाज लगाई। अपने साथ; को जो मेरे साथ था भेजा और वह उसे बुला कर लाया। अगर वह नहीं बुलाया जाता तो उस के हुक्का पीते रहने के कारण ट्रेन का एक्सीडेंट जरूर हो जाता। यह जरूर है कि जब हमें ही यह सारा इंतजाम करना है तो एग्ना भ; कायदा कानून बनाना पड़ेगा कि नशीली चीजें जिन का कि आज रेलवे कर्मचारियों द्वारा इस्तेमाल किया जाता है, उन नशाल; चीजों का प्रयोग बन्द हो जाय। जब तक हर एक भारतीय अपने; जिम्मेदारी को नहीं समझता तब तक भारत आगे नहीं बढ़ सकता और रेलवेज का इंतजाम ठीक नहीं हो सकता।

मैं हमेशा इस बात को देखने का; कोशिश करता हूं कि हमारे अफसरान जो काम करते हैं उन में काम करने का; एफिशिएंस; घट; है या

बढ़ा है। मुझे अफ़सोस के साथ यह मंज़ूर करना पड़ता है कि एफ़िशिएंसी बहुत घटी है। लेकिन अगर हम चाहें तो उस एफ़िशिएंसी को बढ़ा सकते हैं।

रेलवे एक्स.डेंट्स की तादाद भी बढ़ी है और पैरेंट्स ट्रेन्स जहाँ कि किस तरह का इमकान नहीं होता उन पैरेंट्स ट्रेन्स में भी एक दो नहीं ४१ एक्स.डेंट्स हुए हैं। यह ४१ एक्स.डेंट्स जो हुए हैं उन का वजह से बहुत भारी चिन्ता है। यह ठीक है कि हमारा काम बढ़ा है पहले फाइव इयर प्लान में ६१ मिलियन टन सामान ढोते थे, दूसरे प्लान के आखिर: साल में १६.१ करोड़ टन माल ढोते थे जबकि अब थर्ड फाइव इयर प्लान में हमारा टारगेट २६ करोड़ टन का हो गया है। एक दम हम लोग इतना बढ़े हैं। लेकिन इसी के साथ साथ हमारी एफ़िशिएंसी भी बढ़ी चाहिए।

जैसे जो एक गुम हुई है उस को ढूँढना चाहिए। एक जगह के गुम होने और उस का पता न लगने के माने यह है कि रेलवे मंत्रालय इन एफ़िशिएंट है और इनकौम्पेंटेंट है।

जो मुझाब मैं ने रखे हैं उन में सब से बड़ा मुझाब यह है कि जहाँ हम बग़र बिजली के ट्रेनों चला सकते हैं वहाँ हमें वग़ैर बिजली के ट्रेनों चलाना चाहियें। एक ट्रेन को जब हम बिजल: से चलाते हैं तो इस का मतलब यह होता है कि हमारी रेलवे वर्कशॉप में जो ५००० मजदूर काम कर रहे हैं वह ५००० मजदूर बेकार हो जाते हैं। जिस पावर की आज हमें एप्रोक्लचर के लिए जरूरत है, इंडस्ट्री के लिए जरूरत है, और जिस पावर का आज हमारा आडिनिंस फैक्टरीज़ में जरूरत है और जिस से कि हम रायफलें तैयार कर सकते हैं, हम लड़ने का सामान तैयार कर सकेंगे, उस पावर को हमें रेलों चलाने में ख़राब नहीं करना चाहिए। जहाँ बिल्कुल अनएवाए-डेबुन हो, वहाँ रेलों को बिजल: से चलाना चाहिए वरना अपना बिजल: को हथियार बनाने, जरूरी अज़ार बनाने और बंदूक बनाने वाला फैक्ट्री के लिए महकूज़ रखना चाहिए।

बिजल: से ट्रेन्स सिर्फ़ उसी जगह पर चलाना चाहिए जहाँ दूसरा उस के लिए कोई उपाय न हो। अगर आज हम ने यह बिजल: नहीं बचाई तो देश को और भी ज्यादा नुकसान होगा।

इस के साथ ही साथ मैं ज्यादा वक्त न लेते हुए सिर्फ़ इतना कहना चाहता हूँ कि जो लोकोमोटिव इंजन हम ने विदेशों से ख़रीदे हैं, जो इंजन हमारे पास आये हैं उन में लगभग साढ़े १८ करोड़ रुपया लगा है। साढ़े १८ करोड़ रुपया लगने के बाद भी वह इंजन हमारा लाइनों पर फ़िट नहीं करते हैं। लाइनें हमारी ६०, ७० साल पहले की बन: हुई हैं जबकि इंजन आज बने हैं। उन लाइनों को ओवरहाल किया जाय। दुर्गापुर से भिलाई तक हर जगह यह इंतज़ाम कर दिया जाय कि वह लाइनें देश में तैयार हों। अगर वह देश में तैयार नहीं हो सकतीं तो फ़ॉरेन एक्सचेंज का हमें इंतज़ाम करना पड़ेगा। फ़ॉरेन एक्सचेंज चाहे जितना लगे लेकिन उन इंजनों के साथ अगर हम रेलवे लाइन फ़िट नहीं करेंगे तो फिर एक्स.डेंट्स होंगे और इस तरह एक्स.डेंट्स रुक नहीं सकते हैं। रेलवे का काम तभी ठीक से चल सकता है और एसीडेंट्स होना बंद हो सकते हैं जब एक छोटे से रेलवे सर्वेन्ट से ले कर जनरल मैनेजर तक अपनी जिम्मेदारी को महसूस करेगा। यह जो चं.जें हम बाहर से मंगते हैं उन के साथ साथ हमें जरूरी सामान पुर्जें वग़ैर भी मंगा लेने चाहियें। हम बाद में उन क: भरममत का सामान मंगते हैं, उन के पुर्जें वग़ैरह मंगते हैं और इस तरह उस में लाखों रुपया ख़राब करते हैं।

दिल्ल: जैसा जगह में एक्स.डेंट का होना रेलवे के लिए चिन्ता का विषय होना चाहिए। क्लास फ़ोर्थ सर्वेन्ट्स क: हालत बड़ी ख़स्ता है। उन को रहने के लिए मकान नहीं मिलते हैं यह बहुत दिक्कततलब है और इस क: और एंडमिनिरट्रेशन को तुरंत ध्यान देना चाहिए। इन शब्दों के साथ मैं अर्ज़ करता हूँ कि इन ख़मियों को दूर किया जाय। ब्रह्मपुत्र रिया में जो दिक्कत आई और एक स्ट्राइक क: गई

[श्री यशपाल सिंह]

यों उस में सरदार स्वर्ण सिंह जी ने जो काम किया उस के लिए मैं आप को मुबारक बाद देता हूँ ।

**Mr. Speaker:** Shri Maheshwar Naik. He is not prepared to speak.

**Shri Maheshwar Naik** (Mayurbhanj): I want to speak on the Railway Board.

**Mr. Speaker:** Shri D. C. Sharma. I will be calling the Hon. Minister at 2 O'clock. Would that be all right for the Hon. Minister?

**Shri Maheshwar Naik:** 4 O'clock.

**Mr. Speaker:** 2 O'clock.

**Shri Maheshwar Naik:** In that case, I would very much like to speak here.

**Mr. Speaker:** Would it be all right for the Hon. Minister?

**The Minister of Railways** (Shri (Shri Swaran Singh): I am at your disposal, Sir.

**Mr. Speaker:** I will be calling the Hon. Minister at 2 O'clock. Shri D. C. Sharma.

**Shri D. C. Sharma** (Gurdaspur): Mr. Speaker, Sir, I endorse all the fine compliments that have been paid to the Railway Minister. I have no doubt about the fact that the performance of our Railways will go on improving from year to year and that we will have reasons to congratulate all those persons, more than what we are doing today, who are manning our Railways in every kind of category, whether they are Ministers or Deputy Ministers or Class IV, or Class III or Class II or class I Officers.

Sir, I have no doubt about the fact that our Railways are giving a performance below the average and I have been asking myself this question, "Why is it so?". We have so many companies in the public sector

and some of those companies are multiplying themselves. There is the Hindustan Machine Tools Factory which, out of its own profits, has been able to duplicate the company. There are other companies also. Now, those companies are in the public sector and, I think, the biggest thing that we have in the public sector is the Railways. But the profits on the railways, that we are getting, are not commensurate with the money that we have invested, with the capital that we have, so far as the railways are concerned. Why is it that we have to have recourse to foreign commercial agencies for granting us loans? Why is it that we are not able to have more lines on the railways, to have more of track renewals, and to have better signalling and so on, so that the progress in our railways is in tune with the progress of some of the autonomous public corporations that we have got?

The answer to this simple question is this, that the railways suffer from one very big malady. The railways are like a person who falls between two stools. On the one hand, we think that the railways are a public utility concern, and on the other hand, we think that the railways are a commercial undertaking. My feeling is this, that once and for all times to come we should decide whether the railways are the one or the other. If I make one suggestion for the improvement of the railways, I stumble because I shall be told that they are a public utility concern; if I make some other suggestion I shall be ruled out because I shall be told that they are a commercial concern. The fate of the railways will improve and will become better and will bring credit to our country if we get out of this rut which is a legacy of the British rule.

We must try to define once and for all the nature of the railways. Unless we do that, the progress on the railways will be tardy and halting and will not be in conformity with the desires which I have, which the Minister also has, and which also the rail-

way officers have. Therefore, the time has come to look upon the railways as a commercial undertaking, and this commercial undertaking, of course, has to serve all the needs of the country and all the aspirations of the public. It is no use calling them a public utility concern and taking shelter behind it whenever anything goes wrong and whenever we are not able to get that much of profit which a commercial utility concern should have.

Therefore, a committee should be set up by this House or by the Railway Ministry to find out a way by which this bogey of public utility concern should be done away with and we should look upon the railways as a commercial undertaking first and last. Then, I think that most of the ills from which the railways are suffering will be put an end to. If they live in two worlds, then they cannot progress well. Of course, there are some persons who can make best of both the worlds, but I think that the railways cannot do that.

Therefore, the problem which faces the railways is this, that they should be like any other commercial concern like the Hindustan Machine Tools Factory, or the Heavy Electricals Factory or like any other public sector undertaking. It is no use playing with this idea that sometimes it becomes a public utility concern and sometimes it becomes a commercial undertaking.

The second point that I wish to raise is this. I feel very unhappy to find that the Second Pay Commission which the Government of India set up and which had its application to all the sectors of Government employees had not been given that due consideration by the railways as it should have done. Even after the lapse of so many years, we find that the examination is not complete. We are having the implementation of that report in dribblets, in very very small doses. That shows that the Railway Ministry is not so keen on improv-

ing the human element of the railways as should do. I do not know, Sir, as to how many items of that Commission's report are still waiting for implementation. I am sure that implementation will go on and on and on and, perhaps, like the dress of some mythical goddess it will never be completed. I would say that the Railway Ministry should have tackled this problem in a very bold manner and should have tried to take the bull by the horns. It should have tried not only to take the recommendations which had been made for the Government employees in the civil departments but it should have appointed a Pay Commission of its own.

Do you know, Sir, the number of categories of workers in this Railway Ministry? Do you know the different kinds of grades that we have in this Ministry? Of course, there are some well-known cadres, Loco, Commercial and all that. Still, we have so many kinds of cadres. I find that the map of the railways, so far as the categorisation of officers is concerned and so far as the cadres are concerned, is a bewilderingly complex map.

12:58 hrs.

[MR. DEPUTY SPEAKER in the Chair].

I think, Sir, the time has come when we should try to reduce the number of categories in the railways. We should try to reduce the number of cadres in the railways. The larger the number of categories and the larger the number of cadres, the greater is the confusion and discontent of the workers in the railways. Therefore, I would suggest that a Pay Commission should be appointed so far as the Railways are concerned. We should have rationalisation about the various categories and cadres. I think that we are having too much of this thing in the railways and we cannot go on like this for any length of time. You know, Sir, on the Floor of the House there were complaints from one category of employees or from other category of employees,

[Shri D. C. Sharma]

from one cadre or the other. Some time back, I had the privilege of giving to the Railway Minister a representation which had been drafted by the Assistant Station Masters and the Station Masters. Our Railway Minister is very good. His Private Secretary—whoever he is, I do not want to mention his name—at once sends a reply saying “We have received your letter and it is receiving attention,” and then you never hear anything about it. That representation was sent to the Railway Minister some days ago and I have not heard about the fate of that representation. But why should there be any representations like that? Why should the commercial staff ask him to do something? Why should the loco staff put forward some suggestions for action? Why should all these persons be at war with each other and feel discontented? It is because the Railway Ministry has not tackled this problem on a scientific basis and on a rationalised basis.

We inherited the Railways from the British Government, as we have inherited so many other things, but we have modernised them. We have changed them beyond recognition. But the Railway Ministry, in spite of everything, follows the old rut and has not the courage to tackle this problem in such a way as to reduce the discontent of the employees all along the line. I think the time has come when the Railway Ministry should not appear in borrowed plumes borrowed from the Jagannath Das Commission or some other Commission. The time has come when the Ministry should streamline its own cadres and categories, reduce them, and by doing so, try to reduce also the discontent that is prevalent so far as railway servants are concerned. I am told that there are 731 categories—more or less—among railway employees of all kinds. What do you think of an administration where there are so many categories? I do not know how these categories can function, how they can be at peace with each other. I there-

fore think that this thing should be tackled in a very businesslike and efficient manner and something should be done to reduce the number of these categories and cadres so that one part does not compare itself unfavourably with other parts.

13. hrs.

The third point I want to make is this. I feel proud of the engines that are being produced by the Chittaranjan Locomotive Works. I also know that diesel engines are going to be produced. All these things are welcome news to us and they give us talking points to show the good working of railways. But the question is, how long are you going to wait till you attain self-sufficiency in all the things required for the proper running of the railways—diesel engines, electric engines, coaches, signal apparatus, apparatus for hill tracks, sleepers and so on. Has the Railway Ministry got an overall view of this picture? No. The Railway Ministry goes on living from moment to moment, from year to year, from hand to mouth—if I can use that expression. It does not give us that kind of assurance which we get from some other sectors of public utility that it will attain self-sufficiency very soon. They will tell me that the Railway Ministry does not have adequate finances. We go to the World Bank and other foreign investing agencies for getting money. But I think once we look upon it as a commercial undertaking, most of our problems will become easy of solution.

Now, look at the transport problem of our country. I do not want to talk about inland water transport or other kinds of transport. But I must say one thing. The railways are there, but they are going on along the old lines. You go to London, Moscow and other big cities of the world. You find they have solved the transport problems at least of the big cities. What have the railways done to solve

the transport problem of Delhi or of other big cities? We have, for instance, suburban trains in Bombay. What is being done so far as the solution of the transport problem of big cities is concerned? For Delhi we were promised a Ring Railway we were promised a Circular Railway. But nothing is happening. I tell you that the transport bottleneck that we have in these big cities of India is going to be a veritable headache and is going to be a source of great social discontent. I feel the Railway Ministry should do something in this connection.

Another point. We have to think of railways in terms of so many needs. For instance, take the strategic needs of our country. You can satisfy the strategic needs only when the commercial needs are satisfied. When the commercial needs are not satisfied, how can you have strategic needs met? The position is that the strategic needs of this country are being neglected, and neglected in a very very bad way. I do not wish to use any harsher words. For instance, we need a strategic railway from Pathankot to Jammu. Nothing is happening. We want better running of the railways in the north-eastern frontier, the NF Railway. I do not think that the Railway is giving a very good performance. So the strategic needs of our country have to be looked after by the railways. I hope that something will be done to show to us that this matter is being looked into.

I do not want to speak about accidents; everybody has talked about them. But I do want to speak about labour welfare. My own feeling is that there should be better relations between the labour unions and the General Managers. There should be happier relations between the workers and the officers. But apart from that, I would say that the Railway Ministry should invest a little more in housing, in the education of the children of railway servants and in the medical facilities available to these persons. I feel that the system we have inherited from the British

Government needs to be not scrapped but needs to be thoroughly overhauled. We must have a kind of revolutionary concept of the kind of railways we want in this country. I hope the Railway Ministry will do something about it.

**Shri K. L. More** (Hatakanangle): I rise to welcome the Railway Budget. It is most creditable that besides the normal increase in movements, the railways were able to cope with emergency movements of men and material at a very short notice. The outstanding feature of the Budget is that no increase in passenger fares has been proposed despite the emergency. There is, however, a small increase in goods and parcel rates. This is estimated to yield an additional revenue of Rs. 19 crores. These new increases are inescapable in the present circumstances when it is necessary to provide for further expansion of railways. Besides, the additional revenue of Rs. 19 crores is intended to make a direct additional contribution to the general exchequer at a time when there is a great need to raise additional revenue for the defence effort. The new increases also conform to the recommendations of the Railway Freight Structure Committee. Therefore, on these grounds I support the increases.

I would, however, like to make a small suggestion to the Railway Minister, that he should reconsider and make appropriate additions to the exceptions of newspapers, vegetables, milk etc. so as to help the small industrialists, small traders and agriculturists.

The Minister of Railways rightly observed that the railways were an integral part of national defence, and the Prime Minister the other day, while replying to the debate on the Motion of Thanks on the President's Address, said that the real and fundamental way of strengthening ourselves to meet the Chinese menace was by economic, scientific and industrial development. The Prime Minister

[Shri K. L. More]

ter further said that a planned approach was essential for any developing country. In the light of these most valuable observations of the Prime Minister and the Railway Minister, I would like to submit that the railways have a very vital role in the economic development of the country, and the present Railway Budget surely justifies it.

The railways are keeping pace with the developing economy and have improved their performance to a greater degree of satisfaction, but I submit that there is much scope for improvement. I would like to cite a concrete example here.

I am glad to congratulate the hon. Railway Minister on his proposal to convert the Poona-Miraj metre gauge into broad gauge. This was long overdue, and it would have been a great national loss had this scheme been delayed any longer. But at the same time I would like to bring it to the notice of the Railway Minister that it would be a still greater national loss if the programme is not extended to Kolhapur which is only 48 K.M. or 30 miles from Miraj.

The Railway Minister has rightly observed on Page 386 of the Works, Machinery and Rolling Stock Programme of Railways for 1963-64, Part II, that conversion of the Poona-Miraj section from metre gauge to broad gauge is necessitated by the increase in traffic anticipated with the growth of industries etc., in this area and the development of the Koyna project. This observation is applicable most appropriately to Kolhapur.

In this connection I want to submit that the programme of conversion of the Miraj-Kolhapur metre gauge railway was rightly envisaged and included in the Second Plan and the then Railway Minister, Shri Lal Bahadur Shastri, visited that area, and on the representation of many organisations that scheme was included in the Second Plan. But, un-

fortunately, it has since been dropped, and I submit that this scheme should be extended further to Kolhapur.

To be brief, I may say that Kolhapur has reached the record height in manufacturing oil engines and water pumps useful to agriculture. In a specially developing industrial colony called Shivaji Udyog Nagar, there are at present 240 factories, of which 85 iron engineering works manufacture nearly 1,000 diesel engines per month. In many factories, spare parts of engines and automobiles, batteries etc., are being manufactured. Besides, there are six great sugar factories, out of which five are co-operative sugar factories. Then, there are a number of textile mills and oil mills also.

Kolhapur is also a centre of trade and commerce. It exports every year nearly Rs. 5 crores worth of jaggery or gur to foreign countries like Turkey, Egypt, South Africa, Ceylon, Burma and Japan, and internally to so many parts of the country.

Survey reports have revealed that rich deposits of iron, manganese, and bauxite are found in the area of Kolhapur, and that there are great possibilities of development of industries in the area. So, if the railway from Miraj to Kolhapur is not included in the present programme, it will be a great impediment to the development of the area economically and otherwise, and there would be a great national loss.

Moreover, tremendous difficulties would arise for passengers who come to Ratnagiri or the Konkan side, and they will experience many difficulties especially in the rainy season when boats and steamers are stopped.

Lastly I must say that Kolhapur has recently developed into a university town for six districts. So, I earnestly request the Railway Minister



ter to extend this conversion of metre gauge into broad gauge further to Kolhapur and facilitate the development of the economy. I have strong hopes that the Railway Minister will pay attention to this urgent matter.

I again congratulate the Railway Minister on his very nice Budget, and I support the same.

**Shri S. M. Banerjee:** I congratulate from the very core of my heart the railway employees who have done so much and who have faced so boldly this period of national emergency. I shall be failing in my duty if I do not equally congratulate the hon. Minister and his Deputies, and the Members of the Railway Board and also the officers who are equally responsible and who have equally faced the situation boldly and firmly.

Having said this, I am sorry that I have to make certain observations which may not be taken by the hon. Minister as criticism.

I must thank the hon. Minister for not having followed the Finance Minister by increasing the passenger fare. Really, we were all expecting, like all other passengers who travel daily, that this time, because of the emergency, the railway fares might go up, and I am happy that the entire country heaved a sigh of relief when it heard with rapt attention the budget announcement of the hon. Minister. I do not know why he was so particular about increasing the railway freight. The total amount which is likely to be received out of it is only about Rs. 19 crores, and as has been very well said by my hon. friend Shri D. N. Tiwari, this amount could have been easily found by minimising, if not completely checking, the growth of corruption and pilferage in the railways. I am sure he would have got much more than Rs. 19 crores if efforts had been made and steps had been taken to check growing corruption.

Corruption, unfortunately, has become an integral part of our character, and I fully agree with the hon. Minister when he said that in our country there is a crisis of character. It is true. I remember that Acharya Kripalani visited Kanpur soon after leaving the chairmanship of the Railway Corruption Enquiry Committee. When I asked him why he had left it, he said he left it because he was afraid that he would become corrupt. He left the committee out of sheer disgust. So, I would like to know from the hon. Minister whether that committee's report was ever implemented, and what concrete steps have been taken to root out corruption from the railways. I am sure that trade unions should also play an equal part in this, and they should also try their best to see that corruption is uprooted. Shri Frank Anthony made an excellent speech on the railways and referred to the thefts and pilferage from the railway yards, etc. I know several instances where bed lights, fans and other things have been stolen from the railway compartments or yards or sheds but were again sold back to the railways by the contractors. The root of corruption is the contract system. I can appreciate the difficulty of the Railway Minister. I do not mean that everything for the railways should be manufactured departmentally. The contract system is an unavoidable nuisance. But it can be minimised and should be minimised. Otherwise, corruption in the railways cannot be checked.

I have great respect for the hon. Minister and I hope that he will move in the correct direction and see that corruption is minimised, if not rooted out. Now, Sir, it is better that I do not speak about railway accidents. I would repeat the arguments advanced by my hon. friend about the renewal of tracks, proper maintenance and repairs. What happened to the introduction of the RS sleepers in place of cast iron sleepers. In reply to a question it was said that

[Shri S. M. Banerjee]

steps have been taken to manufacture RS sleepers in the south and it seems many countries such as France, use these sleepers and there are consequently less accidents than cast iron sleepers. I like to know whether any factory has been started in the private sector or the public sector for manufacturing these sleepers.

When Shri Vasudevan Nair read out a statement from a newspaper about non-stop duty for 216 hours, the Deputy Minister Shri Shahnawaz Khan actually wanted to know more about it. For his information and for the information of the House, I read it out now:

"Four station masters and assistant station masters of the Indore-Dewas-Ujjain section of Western Railway performed continuous duty ranging between 103 and 216 hours. Mr. J. L. Yadav, station master of Naranjipur, performed continuous duty for 216 hours. Mr. D. B. Purnaik, station master of Vikramnagar, was on duty for 103 hours; Mr. J. B. Baptis, assistant station master of Vikramgarh, for 111 hours and Mr. R. D. Danger of Kadcha for 104 hours.

"This information was given to newsmen here by Miss Maniben Kara, labour leader.

She said that some engine drivers had also done non-stop duty for 59 hours. She said that long hours of duty and inadequate strength of the railway staff were important factors leading to railway accidents."

If this is the state of affairs, I am sure there is bound to be more accidents and the fault cannot be attributed to the employees alone. Six officers have been suspended in the Allahabad accident and I am glad very expeditious action was taken. It was most unfortunate that it should have a collision soon after it started

the Allahabad station. The hon. Minister is busy with so many things and he has to face many head-on collisions; one such head-on collision is in Calcutta also with the Pakistani foreign minister. I wish him all good luck. I admire his patience and his energy. It is rather unfortunate that since he has taken over, there have been some accidents. They cannot of course be attributed to him. Surely the Railway Board members or other responsible persons should be pulled up. The number of accidents have been much more.

The Petition Committee made a recommendation about the nationalisation of Howrah-Amta line and other light railways. The condition of these lines is horrible. To meet defence needs we want more revenues. This House should recommend to the Cabinet to nationalise the light railways such as the Dehri-Rohtas and Saharapur-Delhi line. People are minting money at the cost of passengers. There is tremendous rush; it is impossible to travel in them.

Regarding overcrowding and ticketless travelling, I admit that in some trains the condition has slightly improved. Ticketless travelling is bound to be there so long as the third class compartments are so overcrowded that no ticket examiner can enter them. There are 128 persons in compartments meant to accommodate 62. How can anybody enter that compartment? The ticket examiner will check only the second and first class compartments. Overcrowding should end. Over thirty three per cent of some trains are first class; there are sometimes two air conditioned coaches. I have no grouse against them. If people pay more, they go in them. But there should be more third class compartments.

I suggest that we should do away with the three tier system of sleeping accommodation. If you ever travel on the three tier, it will be difficult

for you to come down. Secondly, the size of the berths should be increased.

**Mr. Deputy-Speaker:** During the next half an hour, I have to give chance to three more people.

**Shri S. M. Banerjee:** These sleepers are of the size of Shri Ramaswamy; I want them to be of the size of Shri Swaran Singh.

**Shri Hari Vishnu Kamath (Hoshangabad):** They should be upgraded. (Interruptions).

**Shri Swaran Singh:** They may be the size of Shri Kamath:

**Shri S. M. Banerjee:** Coal position beyond Mogalsarai has not improved. Statistics may be given but the real position is not going to change.

Only one minute more, Sir. I want to refer to the non payment of gratuity. A ticket checker, one Mr. Lakshman Singh has not received his gratuity since 1947. Recently, he sent applications to the Railway Minister, General Manager, Northern Railway and others. It is a serious matter. I am going to hand over the papers to the hon. Minister with a request that something should be done in this case. My hon. friend Shri Bade mentioned the case of Mukady Parekh's reinstatement.

**Mr. Deputy-Speaker:** He need not repeat it.

**Shri S. M. Banerjee:** Lastly, when the railway employees have done so much to meet the national emergency, what steps have been taken to reinstate those few people who are still not reinstated since the 1960 strike? So, I request and humbly urge upon the Minister to see that these people are reinstated so that an atmosphere could be created in Lucknow, Bombay, and other Railway workshops whereby success could be achieved. With these words, I once again congratulate the Minister on his budget.

**Dr. M. S. Aney (Nagpur):** There are some such cases in Nagpur also.

**Mr. Deputy-Speaker:** Shri Digamber Singh—not present. Shri Abdul Ghani Goni. Ten minutes.

**Shri Abdul Ghani Goni (Jammu and Kashmir):** Mr. Deputy-Speaker, Sir, while welcoming the budget which has been under discussion for the last two days, I thank you for the opportunity you have given me at this hour, when the hon. Minister is about to reply to the debate. While supporting the budget, sometimes I feel somewhat embarrassed when I do not find the State of Jammu and Kashmir, to which I belong, in the railway map of India.

Sir, the construction of the railway line from Pathankot to Jammu has been often demanded by the State Government and the people of the State of Jammu and Kashmir for the past 15 years, and I am thankful that some work has been started from Pathankot since 1954. But, if, I may say so, the progress is not so satisfactory as it should be. Yesterday morning I had put a question to the Railway Minister who was good enough to State that the railway line up to Kathua would be completed by March, 1964, while the people of Jammu and Kashmir expect the completion of it up to Jammu, Riasi and Udampur within the third Plan period. I was sorry to hear the reply that only the survey for the railway line from Kathua to Jammu is now being made by the engineering and traffic departments. I do not claim that this railway line is a privilege for us, but I claim that the State of Jammu and Kashmir, as it is, deserves immediate attention, and this railway line must not only be extended up to Jammu, but up to Riasi, Udampur and the Kalakot mines. We have got reasons for this demand, and I think we are justified. The hon. Minister, while I spoke last year also on the railway budget, was pleased enough to give us some assurances that the work will be taken on hand

[Shri Abdul Ghani Goni]

immediately. As you know, before 1947, we had a railway line from Sialkot to Jammu and we had an alternate road from Rawalpindi to Srinagar; commonly, the visitors not only from India but from foreign countries used to visit Kashmir in large numbers and they used to go via Pathankot, Sialkot to Jammu or Rawalpindi to Srinagar. But due to the unfortunate terrain of the country and due to Pakistan's aggression, the Rawalpindi route was closed and the railway line from Sialkot to Jammu was disconnected, and we were left at the mercy of God. Anyway, there was a struggle for life, and we had a line from Pathankot to Jammu which was too much disturbed or disrupted by nullas and unfair weather. I am thankful to the Central PWD for having given us grants to build that national road or highway to connect the State of Jammu and Kashmir with the rest of the country. It is not only for promoting tourist traffic that the people of Jammu and Kashmir demand the construction of this railway line, but we demand it on other grounds also. Firstly, the Jammu and Kashmir State is a tourist area in the country, and that has to be developed and facilities provided to the tourists so that they may come and enjoy the beauties of Kashmir. Secondly, the exports from Kashmir, as you know, are growing day by day; particularly our fruit industry is growing; our forest industry is growing, and our mineral deposits are being exploited. Only a few days back, it was announced in the House that the coal mines in Kalakot which lie in a long belt of 35 miles and which have got a potential of hundreds of tons are being exploited, and I should be thankful to the Punjab Government also that the Punjab Government and the Jammu and Kashmir Government have mutually agreed to exploit these coal mines and have some power stations also. So, it is not only for the tourists, but, as I said, for the common man, for the ex-

port of essential goods, fruit and timber, which are required by the country as a whole, that this railway line is immediately needed.

At the same time, I would request one more thing. I would submit to the Members of the House that at present there is only one road from Pathankot to Jammu near the Pakistan-Jammu and Kashmir cease-fire border, which is subject to disturbance at any time. Last time, I also demanded an alternative road connecting Himachal Pradesh with Bhardwah, Kishtwar and Srinagar. Due to the Chinese attack and the emergency on the one side, and Pakistan's behaviour on the other side,—as you read in the press—this road from Pathankot to Jammu is subject to disturbance at any time. So also, we need an immediate rail connection from Pathankot to Jammu so that it may serve as a defence line also. Thus, Kashmir State which has got its own problems deserves the first attention of the country. This, I know, is not a concession to Jammu and Kashmir State but I must say that it is a necessity for the rest of the country to have Jammu and Kashmir State connected with the rest of India.

As I said, Jammu and Kashmir State is an integral part of India, and so, why should not attention be bestowed to this particular issue also? It is not only for the benefit of the people of Jammu and Kashmir but to the rest of the nation, the country, as a whole, that this railway line is needed, and particularly for Punjab, where coal is sorely needed. The cost of coal in Punjab is much higher than in other places. If we exploit the coal mines in Kashmir, where we have got coal of better quality and also in good quantity, we could provide not only Punjab but the whole of northern India with enough coal, and we can face the coal shortage in northern India with confidence. At present, I un-

derstand that the cost of transporting coal by trucks and other carriers is much higher. So, if we have a line from Jammu to Kalakot, the cost of coal will also become very cheap and the problem of coal shortage will also be solved in Punjab and northern India.

I would humbly submit that the hon. Minister who is just going to reply to the debate should take into consideration my submission for this railway connection in that area, and I hope some attention and some priority will be given to that side also.

**Shri M. Muhammad Ismail** (Manjeri): Mr. Deputy-Speaker, Sir, it is good that the Railway Minister has not enhanced the rate for railway passengers, but the same consideration might have been shown for the carriers of goods also all round. There is a reserve fund. I do not know what is the purpose for which the reserve funds are established unless it is for meeting unforeseen expenditure and unexpected circumstances. Therefore, they might have for the present drawn on the revenue reserve fund and avoided increase in the burden on the goods movement.

It is good that small concessions are being shown for the commodities that enter the export trade. At the same time, one would like that the same consideration should have been extended to other commodities of the same category. There are complaints that articles like de-oiled cake have not been shown these concessions and facilities.

The Railway Minister claims that the railway system has been working well and the railway administration is improving in the matter of efficiency. But if we examine one or two points, we have to doubt this claim for efficiency. Taking punctuality of trains, we find that there is only an improvement of  $4\frac{1}{2}$  per cent so far as broad gauge lines are concerned and an improvement of 10

per cent in the matter of metre gauge lines, during the last 10 years. This is the improvement that they have been able to effect during the last 10 years in the matter of punctuality, i.e.  $4\frac{1}{2}$  per cent and 10 per cent. When we say this, we should also keep in mind the fact that the running time of several trains has been increased from time to time so as to make it appear at least on paper that they are arriving in time.

In the matter of ticketless travel, the improvement during last year over that of 1961-62 is only 6 per cent in the number of passengers and 11 per cent with regard to the amount realised from those persons. If the administration pays some more earnest attention to this question, this source of leakage of railway revenue can be plugged to a large extent.

I come to another important matter. I dealt with the disparities in the development in the country on a previous occasion. The railway system reflects that disparity in a very marked manner. I took the figures of the population of the whole country and also the total kilometre-age of the whole railway system. I find that these figures work out to an average of 130 kilometres of railway per thousand people of the population. That is the average for the whole country. Taking Kerala and Madras together, though there are differences between these two States, we find that the population of these two States comes to about 50-1½ million people and on the basis of the average for the whole country, these two States are entitled to a kilometre-age of at least 6500 kilometres of railway, whereas I do not think the length of the railway system in these two States would exceed 3000 kilometres. That is the disparity and imbalance seen from region to region, from State to State.

Taking Kerala, which is the worst sufferer, we find that there is only one line, metre gauge and broad

[Shri M. Mohammad Ismail]

gauge put together, from Trivandrum to Kasargode, from one end of the State to the other, barring a small branch line from Shoranur to Nilambur and another line connecting Calicut with Madras. Important trading centres like Alleppey and Ponani have not been cared for and have not been connected so far with the railway system. Even the existing line from Shoranur to Nilambur could not be of much use without another branch line connecting that branch line with the main line from Shoranur to Calicut. This question has been hanging fire; this demand has been made by the people for the last so many decades. This line will run through a place which is full of natural resources such as timber, coffee, coconut, pepper, etc. For want of a railway line, the most primitive methods of transport are being adopted with regard to the transport of these very valuable articles, some of which enter foreign trade. It not only inconveniences the people, but it also affects the production and the national income. Kallayi is stated to be the second largest timber yard in the whole world, but even today the timber there has to be transported by means of the most primitive methods of transport to a large extent.

Even where some consideration has been shown for longstanding demands so far as the southern zone is concerned, even in such cases, things are not being done as quickly as could be done under the circumstances. A line from Cape Comorin to Trivandrum and from Nagarcoil to Tirunelveli has been admitted long ago to be of great necessity for rationalising the country's railway system. Yet, these things have not been taken up and they are dealing with the matter in a very unconscionably slow manner. The same thing applies to the other works that have been taken up like the electrification from Tambaram to Villupuram and the line from Manamadurai to Virudunagar. They are also creeping at a snail's pace. I

do not know why so much indifference is shown to this region. This indifference has not only caused inconvenience to the people and deprived the railway of considerable revenue which it would otherwise have got, but it also affects very adversely the economic and industrial development of that region. Therefore, these things must be given greater consideration.

**Mr. Deputy-Speaker:** Shri M. L. Dwivedi—he is not present. Shri K. D. Tripathi—he is also not here. Shrimati Akkamma Devi.

**Shrimati Akkamma Devi (Nilgiris):** Mr. Deputy-Speaker, Sir, along with my friends, I rise to congratulate the hon. Railway Minister because he has not only presented a surplus budget but he has saved us from answering a volley of questions by the public by not increasing the passenger fares. This is a clear indication to show that there is ample scope for improving the working of the Railways and also to maintain the financial position of our Railways sound.

As most of my points have already been expressed by hon. friends in this House and as my time is very short, I will only submit one or two suggestions which will benefit the Government, the public and the workers. Sir, we have metre gauge lines to hill stations. Hill stations in India are becoming important tourist centres and in order to encourage tourism the Government have taken measures to provide more retiring rooms, hotels and also concessions to tourists to welcome their visits to our country. In view of the fact that rail traffic is appreciated and enjoyed immensely by tourists, I am sorry to say that measures have not been taken to improve the existing lines and trains to these important tourist centres.

Sir, I was told that old locomotives and inferior coal are supplied to trains leaving from Mettupalayam at the foot of the Nilgiri Hills, which is

1600 feet above the sea level, to Ootacamund which, as we all know, is the queen of hill stations and which is 7,500 feet above the sea level. The supply of old engines and inferior coal do not only cost the government much more but it also results in our railways running at a loss because the tourists and other passengers in order to avoid inconvenience, because they do not get their meals at the proper time, and also to avoid wasting their valuable time, prefer to travel by road than by rail. The supply of inferior coal and old engines causes delay in the running of trains. If our Government bestows careful attention on these hill railways, I am sure travel by rail will be encouraged and I am also confident that our Railways will earn more and the present surcharge of 5 per cent on freight and 10 per cent on parcel traffic will not find a place in the next year's budget, because these hill railways will definitely help in raising additional revenue.

Secondly, I will draw the attention of our Railway Minister to important stations at the foot of hills. For example, I was speaking of Mettupalayam. At this important station, goods traffic is very heavy because all the produce from the hills and surrounding areas are brought by lorries and goods trains to this station and from here they are loaded to different parts of the country. Apart from this, the booking office is outside the station and one has to cross the railway line and the road to purchase tickets. Passengers after purchase of tickets, passengers coming from the hills by bus to the station and passengers who get down from the trains at the station, all cross the railway line in such a hurry, not even considering that shunting is going on, that confusion is created and accidents frequently take place. In order to encourage travel by rail and also to avoid accidents, I would request our hon. Minister to see that an overhead bridge is constructed at this important station.

Another important point is, there is always delay in transporting coal from the coal fields of Bengal and Bihar to the ordnance factory at Aruvankadu. In view of the emergency, when our ordnance factories are required to produce to their maximum capacity, I would request our Railway Minister to see that raw materials are supplied to these factories in the different areas so that our factories are not placed in the difficulty of waiting for large quantities of coal and wasting their time.

Near this ordnance factory is the Aruvankadu railway station. Being near to this ordnance factory, this station master has a heavy responsibility to function, and in order to assist him in this heavy responsibility I request that an assistant station master may be posted at this important station.

I would mention just a word about cinders. We see these cinders heaped up in large quantities at all important stations—I mean burnt coal. There is a great demand for these cinders for household purposes and also by blacksmiths. If these large heaps of cinders are well protected and care is taken to see that they are auctioned in time, I am sure the Railways can earn crores of rupees from this item.

I will conclude, Sir, by making a few suggestions. Amenities and facilities to the workers are as important as the amenities provided to passengers. When they have put in their service for a number of years and when their capacity to give entire satisfaction in respect of their work is there, I request the hon. Minister to see that their services are rewarded by promotion and other facilities. Liberal medical facilities are also to be extended to their families. I was told that railway doctors in certain places refuse to make domiciliary visits to see members of the workers' families even if the patients are in a serious condition and unable to move out. How can a doctor, Sir,

[Shrimati A. K. Kamma Devi]

prescribe the medicine without examining the patient? I, therefore, request that these facilities be provided for the workers.

With these words, Sir, I support the budget.

**Shri Swaran Singh:** Mr. Deputy-Speaker, Sir, I am grateful to the hon. Members who have been good enough to participate in this debate and who have given such careful consideration to the several problems concerning the Railway Administration some of which are quite complex. The financial structure or set-up of the railways is not a very easy subject, but some hon. Members have thrown up certain valuable suggestions. Again, Sir, on other aspects, some of which are more or less technical and of a specialised character, a great deal of comment has been made, if I may respectfully add, with very great knowledge and with detailed study of certain aspects.

Sir, as many as 52 hon. Members of this House have participated in the debate. They come from different States of our country, they belong to different parties and they have represented different problems.

I have been greatly benefited by listening to their experiences, because in a service like railways it is ultimately the reaction of the user that should be the index of performance and efficient service. Hon. Members have spoken with personal knowledge and experience, based also on the information that they are able to get by virtue of their eminent position in public life and, therefore, I am extremely grateful to them.

14 hrs.

It has been a very pleasant experience to find that there is general satisfaction about the performance of railwaymen at the time of emergency. I am sure that these words of appre-

ciation will go a long way not only in giving a cheer to the hard-worked railwaymen in different parts of the country but also in inspiring them with greater energy and with greater devotion to the discharge of tasks and responsibilities which might grow more onerous, more difficult and more complex. These words of appreciation, falling from this august House, will be of much greater value than anything that the administration can give, either in the form of rewards or in any other form. I, therefore, on behalf of the railwaymen, offer my grateful thanks to this august House for those words of appreciation.

On an occasion like this, we have to examine not only the financial picture, about which I will say something a little later, but also the performance of the railways generally. This performance has to be judged from various angles and according to recognised criteria. Are the tasks assigned to the railways by the Third Five Year Plan being fulfilled? Has the performance year by year been in accordance with the targets that had been enjoined upon the railways? This is a most obvious test. I agree with certain hon. Members who were pleased to remark that, over and above statistics, is the hard fact of actual performance. It is the performance, not only in terms of statistics but also in terms of the general requirements and needs of the country being fulfilled that ultimately indicates whether the task has been adequately performed or not. Judged from both these angles, I venture to place before the hon. House that the railways have done well this year.

As compared to the actual goods traffic that was carried by the railways during the last year, i.e., 1961-62, the railways had undertaken to carry 15 million tons of additional goods traffic in the current year, 1962-63. I am very happy to inform the House that the railways have already, in 11 months touched about 16 million tons of additional traffic, as against



the target of 15 million tons over 12 months. With a little over three weeks still ahead, I have full confidence that the railways will, during the current year, possibly move an additional goods traffic of 16½ million tons, as compared to the goods traffic that was carried during the last year. This is good performance, and the House will be glad to know that this quantum of increase of 16½ million tons over the last year is the highest increase that has ever been recorded by the Indian railways in any one year period.

Not only in terms of the additional quantity moved, but judged from the requirements of the country, I think that the types of complaints that were very common about a year ago about short-supply of coal and other raw materials for the various industrial concerns and also about the movement of foodgrains or manufactured goods have, by and large, disappeared. I am conscious of the fact that the entire transport requirements of the country, even in goods perhaps, are not being fully met at the moment. I am anxious that we should be able to move every bit of traffic that is offered, but if we have a broad look at the pattern that prevails in the country today, it can be said that the essential requirements of the major industries like coal, steel, cement, sugar mills and other big industrial undertakings, both in the matter of movement of raw materials as well as movement of finished products have been, by and large, met.

Then, again, even in the matter of general goods we have been able to maintain a level of increase which is almost the same as the percentage increase in the movement of coal. It was hinted at by some hon. Members that we are perhaps concentrating a little too much on the movement of coal and this was perhaps being done at the cost of general goods. That is not a correct statement. Whereas the percentage of increase over the last year's performance, in the matter of coal is a shade higher, even in the

matter of increase in the movement of general goods the percentage increase is of the order of between 10 and 11 per cent, which is the overall level of percentage increase in the movement of goods traffic.

This is on the side of actual physical performance. There are other tests, some of which have been referred to by hon. Members, as to whether we are making good and efficient use of our assets, both of men and materials, and that is an important test. We have, therefore, to see whether the standards of performance that are expected from a well-organised undertaking like the railways have been attained and achieved or not. On this aspect also, I would place before the hon. House certain facts which will show that the utilisation of assets has been of an increasingly efficient and effective character.

In this connection it is of importance to note that from the percentage increase in the assets in terms of money, in physical terms or in any form that it might be taken, certain increase in performance has been effected. Certain utilisation of locomotives and wagons has actually been achieved. The essential point that has to be noticed in this connection is that the increase in performance in physical terms—I am not talking of financial terms now—has been much more in quantum, as compared to the increase in the physical assets.

For instance, in locomotives and in wagons the actual performance by the wagons and locomotives has been of a higher order that is the actual increase in the total output—I would use the layman's expression—has been of a higher percentage proportionately than the annual input that has gone by way of investments or increase in the assets. It is necessary for me to mention this because it was suggested by some hon. Members that whereas a total increase in movement of traffic might have taken place, the assets have not properly or fully been utilised, or that we have

[Shri Swaran Singh]

spent more but have got less out of it. That is not correct.

In this connection I may be permitted to place one or two facts before the House which will illustrate the point that I am trying to make out. Efficiency of operation which necessarily affects the financial result of working also on the whole has been progressively on the increase, the smaller rate of increase in 1961-62 being more than overtaken in the current year. Taking the sum total of all the internationally accepted indices of railway performance, the overall operating-cum-efficiency index figure for the current year stands at 117.5, taking the base year 1938-39 as 100, against which, in 1950-51, it was 98.8. The improved utilisation of the assets, through various organisational and operational measures has been such that in 1961-62 for moving one million net ton kilometres per day on the broad gauge only 25 goods locomotives and 1,028 wagons (in terms of four-wheelers) were required against 34 locomotives and 1,408 wagons in 1950-51 and 28 locomotives and 1,130 wagons in 1955-56. The improvement in usage of assets on the metre gauge has been of the same order. Similarly, over 1,000 running track kilometres, the railways moved in 1961-62 2,199 million ton kilometres, against 1,232 in 1950-51 and 1,597 in 1955-56. Corresponding figures of the metre gauge also show improvement of the same order.

These are clear tests of how the railways' investment, in terms of physical assets, has been kept down very much below the quantum of traffic in terms of net ton kilometres. All this data has been brought out in a graph at the end of the review which, I trust, hon. Members will find of interest.

In this connection it was mentioned by one hon. Member—I think, it was Shri Frank Anthony,—who said that, although all these increases have taken place, it should be remembered

that the original targets that had been fixed were by themselves rather low and that even those lower targets were not achieved. That, I understood, was the main theme of his criticism. The reply to this is quite simple. So far as the fixation of targets is concerned, it is governed by two considerations—one is the overall economic activity in the country and the other is the availability of resources. We, on the Railways, cannot take an isolationist view and ask for more and more resources without having an eye on the total resources that are available to the country. Therefore there is an obvious limit, and it will be rash on the part of the Railways to expect that they should be given an allocation, by way of resources, which may not have any bearing or correlation with the overall resources that might be available. It is quite obvious that, when there are a number of competing demands of equal importance and of equal priority, some sort of rationing has to be there, if the over-all resources are somewhat short. I think that the over-all allocation has been fair keeping in view the overall resources that are available.

Then again, if those targets have been fixed, have they been realised? Shri Frank Anthony, who is really well-informed and was good enough at a certain stage to say that he was even defending me, quoted figures which did not really bring out the point that he had made. He was quoting some old figures, the figures of last year, about which Shri Jagjivan Ram had given some explanation in his speech of March, 1962 and I also attempted to say something in April, 1962. But the important fact is that the target of 15 million tons additional which was assigned to us for the current year is likely to be over-fulfilled by  $1\frac{1}{2}$  million tons; instead of 15 million tons additional, we will be moving 16.5 million tons additional. Therefore, I fail to understand the logic of his argument, unless he

referred to some earlier years. It is not, I think, a very good argument to go on harping on past failures. We should look ahead with some confidence, in the light of our present performance, rather than go on always harping in a melancholy note over things which happened quite some time ago.

**Dr. M. S. Aney (Nagpur):** The past is not bad.

**Shri Swaran Singh:** I entirely agree with my esteemed and elder colleague when he says that even the past is not bad.

**Shri Narendra Singh Mahida:** Not always.

**Shri Swaran Singh:** At any rate, we should not have bad memories of the past. As one grows in age, there is a longer past behind one and if one goes on adding bad things, the total will become pretty bad. So, let us look ahead rather than be too much obsessed by what might have happened before.

14.19 hrs.

[MR. SPEAKER in the Chair]

There is one thing which I particularly want to mention. Shri Anthony put forward two objections. Besides these things of the past he said that the turn-round of wagons has not improved much and that the speed of the goods trains has come down. These are things which require some explanation. So far as wagon turn-round is concerned, it is important that hon. Members should have a clear idea of what it means because this index is often referred to and sometimes I feel that is not fully appreciated what the implication of this index is. Wagon turn-round is the interval between two successive loadings of the same wagon. A wagon is loaded today, say with coal from Bengal-Bihar coal fields and it is taken to Gujarat and the coal is un-loaded. It comes back

either empty if the pressure is so great that empties have to be hauled back or it is utilised for some other loading at the point where it is unloaded. If you average out the intervening period, that gives you the turn-round for the wagon. You will kindly appreciate that the turn-round of a wagon will depend upon the size of the country, the type of traffic that is handles, the pattern and lead of traffic these are factors which go into the index. Sometimes, these comparisons, when they are made with a small country like the U.K., are absolutely without comparable data and comparable circumstances. Therefore, the matter has to be viewed in the light of the developing traffic and the developing pattern and nature of traffic. It may be of interest for the House to know that the average lead in our country is increasing. It has already increased when we compare these figures over the last few years. The reason is obvious. So far as short lead traffic is concerned, some of it, even as a matter of deliberate policy, is being diverted to road traffic. Longer leads generally are involved now, and the turn-round will naturally be affected. For instance, we run an iron-ore full train from the ore mine to the steel plant and it has to be hauled back empty again to the ore mine for filling and bringing it back to the steel plant. This shows that the total number of trains, where empties of necessity have to be run back in order to cope with the traffic of that nature, will add to the time that elapses between two successive loadings. We have to examine this in the context of the changing pattern both of average leads as well as the nature of traffic. For instance, if coal has to be moved from Bengal-Bihar area to the Gujarat area, which I mentioned—there are other places in the South where we have to move it—all these full trains have to be hauled back empty if there is no matching traffic to be brought back. Sometimes, there is no matching traffic. Or they have to be hauled back empty as otherwise empties will

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not be available at the loading point to look after the further requirements. If we take all these factors into consideration, the whole matter assumes a different pattern. The House will, naturally expect me to give a more rational index of the performance. That is obviously the net ton kilometres per day: that is the performance so far as wagons are concerned. The history of each wagon as to how much it performs: that is the more appropriate index.

If we take this, it will be found that it was 710 in 1950-51; it became 973 in 1961-62; and in 1962-63, it is as much as 1026. This is the real index of performance.

**Shri Ranga (Tenali):** Even when they come back empty, it will be taken into consideration? In the wagon turn round, it was said that it comes back empty all the way from the destination to the loading place. Is even that mileage taken into consideration?

**Shri Swaran Singh:** Not in this index. This is movement of so many tons over so many kilometres. Actually, to that extent this figure is lower. The point that the hon. Member has mentioned really highlights the importance and the significance of this other index. If we did not have to move back all the empties, then, this index will be still higher. This is the real test of physical performance and it is not connected with any type of entraneous factors.

About the speed of goods trains also, I owe an explanation to the House. This may be compared to something like going from here to a place in old Delhi, say the University area, one through the thick traffic route and one by taking the ring road. Obviously, speed is very much affected by the intensity of traffic. Why has the speed of goods trains on the average come down? Because, the number of trains that are now carried over rail-

way tracks has increased very much. Most of the tracks are single tracks. Some of the trains have to wait in the loop lines which might have been created or avail of other facilities that are there, while other trains pass. If there are smaller numbers of trains run on a particular track if it happens to be a single track, obviously, the average speed that will work out will be much higher. If there is intensity of traffic, as the intensity of traffic increases on the track and the track is single track as it is mostly the average is less. Let us be quite realistic. The majority of tracks in our country today is single track. Double track we have been able to provide only for, relatively small stretches on our entire railway system. Therefore, let us be content with moving more traffic although the average speed of the goods trains may turn out to be less, because the total performance in any case will be much higher and we will be moving larger quantities of goods traffic.

**Shri Narendra Singh Mahida:** They are very old tracks also.

**Shri Swaran Singh:** I will come to that a little later.

While on this, I would also say a few words about passenger traffic. It is not my intention to mention detailed figures. It is a fact that the increase in traffic has been of an order higher than what was originally contemplated. Even during the last plan period, there was provision for only a 15 per cent increase. The Railways actually increased physically not by 15 per cent, but by about 26 per cent. The total increase in passenger traffic was 25 per cent. Overcrowding therefore continued because there was overcrowding at the base from which we started. Although we increased Passenger Carrying Coaches by 26 per cent, whereas we were planning an increase of 15 per cent, actually the increase was 25 per cent. Thus there was overcrowding even at the base level, and this original overcrowding

was not eased. That means that the rate of increase of passenger traffic is higher than the plan provision notwithstanding the fact that so many road services are also available. Evidently with the increase in the prosperity of the people, they are making use of mechanical means of transport more and more. There are lakhs of bicycles, for instance. All these show an increase in traffic which is more than what the planners thought should be provided for.

If we come to this conclusion which, I think, is inevitable that there is a limit to the availability of over-all resources that should be made available to the Railways, the question of its allocation between additional goods facilities and passenger traffic facilities is a matter of judgment. In an expanding economy, goods traffic was over-weighted for good reasons, because, unless our economic base becomes sounder and stronger, nothing else can make progress. Therefore, the general approach in these plan periods has been to size up the essentials additional requirements on the goods front and make the maximum possible provision out of the resources to cater to freight traffic. On the passenger side, some assessment was made. That assessment was found to be an under-estimate, and therefore also this phenomenal over-crowding continues. This naturally is also affected by physical resources of the rolling stock, as also of the track capacities. Some hon. Members asked quite naturally—if I were in their place I would also react in the same way—"why not make some more bogies, some more locomotives and run some more trains"? There is a limit up to which only all this can be attempted, because the track capacity becomes then a limiting factor. The overall resources have to be ploughed in either rolling stock or track, and we come back to the same proposition of limitation of both and physical resources.

This overcrowding in trains is a thing which the Railway Administra-

tion does not like, but still we have to put up with the inconvenience for some time more till our over-all resources position improves and we are able to have more track and more rolling stock, both in the form of locomotives as well as passenger coaches on the line.

Certain hon. Members had suggested that perhaps some overcrowding could be got over if saloons, air-conditioned and similar types of coaches are done away with. Well, for a psychological reason, if you want to do away with it, there may be something in that. But I would like to place very dispassionately the proposition before the House that, apart from getting some psychological satisfaction, the actual increase in the available capacity will be very marginal, and that will not make any sizeable impact on the availability of third-class accommodation where this problem of overcrowding is acute.

An Hon. Member: To some extent.

Shri Swaran Singh: Very marginal—that is the expression I used. I am a little hesitant to put, for instance, the hon. Members of this House to the inconvenience of travelling in third class, because they have to attend to their important duties all over the country.

Shri Priya Gupta (Katihar): We are all prepared if the saloons are withdrawn from the officers.

Shri Swaran Singh: I think it will be a welcome gesture if you travel third class.....

Shri Priya Gupta: Provided the other side also does it.

Shri Swaran Singh: Their ticket entitles the hon. Members to travel by third class also and if they can do it, I will be happy; and I will announce the name next time and say that one hon. Member has been good enough to waive his concession and

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has been travelling third class all the year round.

On the transport side, two matters call for some reply. One is about the punctuality of trains. There has been some improvement in the punctuality in certain zonal railways, but this improvement of punctuality is not uniform on all railways. There are some railways where the position requires a distinct looking into. At the time of framing of the last time table the Railway Administration were asked to take into consideration certain unavoidable factors like repairs to the track or other works that were in progress which necessarily come in the way of running of trains according to time. Railways thus adopted a new time table. But I have watched with some concern that, in certain railways still the standard of punctuality, although it has improved, is not up to the mark. When the new time tables are framed we will have a second look at the position and some of the times will be shortened where most of the enabling works have been completed. If a new situation has arisen, then suitable alterations will be made, having made those alterations the Railways, I hope, will be able to still further improve the punctuality of trains. To a certain extent this was affected by the emergency movement which had to be undertaken at short notice, but I am glad to inform the House that the delays on the part of the trains affected by the emergency movements were generally cheerfully borne by the railway users and they did not mind the delays inherent in such a situation.

Now I will say something about the financial side. So far as the financial picture of the Railways is concerned, hon. Members have given their comments and I would like to place certain aspects before the House which, I hope, will enable the hon. Members to appreciate this matter about railway finance in a little clearer pers-

pective. I will mention some figures of the current year, because that will enable the House to see what is the picture that emerges as a result of our performance and actual realisations. Because, after all, the budget is based on certain variables and certain expectations; there can be a difference of opinion as to the actual returns or outgoings on the revenue side, or on the expenditure side respectively. In the current year, the picture is roughly like this: on the revenue or income side, we have Rs. 549.6 crores. That is, roughly Rs. 550 crores is the revenue. Out of this, the running expenditure, that is, working expenses, amounts to Rs. 363 crores. Rs. 67 crores is the depreciation fund. This totals up to Rs. 430 crores. Rs. 23 crores being the net surplus, is the contribution to the development fund. Now, these Rs. 363 crores are incurred under three or four main heads. The main item is expenditure of staff. Next to that are fuel, and expenditure on maintenance of rolling stock and track, etc.

More than one hon. Member has mentioned that the expenditure on staff is rather on the high side. I have looked into that aspect, and I find that this is a superficial reaction. If the House starts examining the various aspects, then it will be convinced that the proportion of expenditure on this score is not on the high side. It is interesting to note that, to a certain extent, the reactions are mutually contradictory. Some hon. Members, who are connected with the labour unions, said that, in most places, the situation is that the Railway Administration is facing problems of being under-staffed. Others say that there is excessive staff strength. I would like to assure the House that this is a matter which is very carefully gone into; the norms, standards, loads of work, everything is gone into, and a decision is taken which, I feel, is generally quite fair and reasonable. There is no cause for concern on this score. For instance, the increase in

staff that has taken place over the last several years has to be viewed in the light of the increase of load on the railways; we have to see the matter in that background. In regard to staff costs it may appear at first sight that 60 per cent of the total working expenses on staff is somewhat large. But when it is remembered that the increases in the *per capita* cost of staff are largely unavoidable with progressive improvement in rates of pay and conditions of service and welfare and medical facilities for staff, the real test will be the overall strength of staff; this strength, in the period from 31st March, 1956 to 31st March, 1962, increased only by 14.8 per cent, against 32 per cent increase in passenger traffic, nearly 40 per cent increase in goods tonnage and about 50 per cent increase in ton kilometres. It may interest the House that the British, French, German, Canadian and American Railways, in spite of their higher degree of mechanisation in recent years have been incurring expenditure on staff varying from 55 per cent to 64 per cent of the total working expenses. It is true that the staff on those Railways receive higher remuneration, against which a smaller number can be employed due to high degree of mechanisation. But the overall proportion of cost of staff for a service like the Railways is more or less of the same order in different countries. I do not say that there is no scope for reduction in any cadre. This is a matter which is continuously receiving attention. My hon. friend Shri Hanumanthaiya who is back in his seat—I am glad—referred in particular to 60 per cent increase in accounts staff in the period...

**An Hon. Member:** He is not here.

**Shri Swaran Singh:** I am sorry. But still, I think, I should mention this. He referred to an increase in accounts staff which has to be viewed in the light of the increase of work because of the larger volume of goods traffic carried and the large number of pas-

sengers that handled as well as the increasing quantum of expenditure. We should also remember, Sir, that on the Railways, with their internal finance and accounts organisation the accounting is of a very detailed character. A very large number of tickets are sold—I gave the rough figures. We carry about 150 to 160 crores of passengers a year, and a large number of wagons are dealt with; also a number of consignors, consignees, parcels, the staff, their provident fund accounts and the like have to be accounted for. So, it is a vast accounting work involving millions of individual financial transactions. Except for few big amounts, most transactions involve small amounts individually but the total number of entries and transactions is very large; therefore, the very nature of work is such that there is increasing accounting work, and that can be done effectively only by employing adequate number of staff.

Sir, one hon. Member mentioned—I think it was today—that he was not sure what is done to the Depreciation Fund. That may be the feeling of some other hon. Members also. Now, the Depreciation Fund is not a sort of dead account to which an amount of Rs. 60 crores or Rs. 70 crores, whatever is the amount, is just pumped in. It is very much live account, which is drawn upon heavily from year to year. The main expenditure, the main out-going from the Depreciation Reserve Fund is on account of track renewals and other replacements; and more than one hon. Member expressed concern about replacement of worn-out rolling stock—both locomotives, wagons and coaches—and a number of other assets.

**Shri Narendra Singh Mahida:** The Depreciation Fund is not adequate. It should be more.

**Shri Swaran Singh:** There can be a difference of opinion, that it is perhaps not adequate. But this matter was gone into by the Railway Convention Committee; and according to

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the norms and standards that were the basis of calculation at that time, it was considered that what was then suggested was perhaps something which the Railway could afford within their then financial structure. That is why I have done something this year to strengthen that and I am adding another Rs. 10 crores to this Fund. For instance, during the current year, the out-going from the Depreciation Fund is likely to be a little higher than what we have contributed to the Depreciation Fund during the current year. So, it is not a question of my adopting a sort of greedy money-lender's attitude of collecting and storing money. This money is very actively and very presently required to meet the essential requirements of renewals both of track and rolling stock in the third plan period and beyond.

**Shri Ranga:** That is exactly where the bottle-neck comes. It is not being utilised for the purpose definitely on a large-enough scale because the rails need to be renewed. Your own report admits that you are not able to do as much as you wanted to do.

**Shri Swaran Singh:** Yes, that objection may be there. But, I thought that the figure that I gave, that the actual out-going in the current year is practically of the same order, answers to a certain extent the objection which has been raised by the hon. Member. I can understand his anxiety that we should set aside more for the Depreciation Reserve Fund as compared to this.

**Shri Ranga:** It should be utilised also actively. It is not being utilised for some reason or other saying that you are not able to get foreign exchange, you are not able to prepare rails here in this country and lay them.

That is the difficulty.

**Shri Swaran Singh:** I thought I had made that clear.

**Shri Ranga:** Not enough.

**Shri Swaran Singh:** I am a peasant. So also is Mr. Ranga. Arithmetic is not generally a very strong point with us—peasants. But I have said that the actual out-going from this Fund in the current year is of the same order. It is a shade higher than what I am putting. Therefore, this objection that it is not being utilised, that it is being set apart for some far off future requirements is not correct. We are anxious that it should be utilised and I want to assure him, if any assurance is necessary, that our intention is to utilise it actively.

Similarly, Sir, the Development Fund also is drawn upon and during the current year, the out-going is of the same order as the amount that will actually go in. These are really items of expenditure in a sense of a capital nature although the Railways themselves meet them from revenue rather than draw upon from the resources of General Revenues; it is only by way of presentation and accounting that these various funds are mentioned. These amounts first go into those funds, and then they are spent for various purposes which have been held to be legitimate charge on those funds by the Railway Convention Committee and as approved by Parliament. So, these are sums which are very necessary and essential; and, therefore, they are being utilised for the prescribed purposes.

I have to meet one objection, when Shri Frank Anthony said, "Why should Government pay something like Rs. 80 crores of money per year to the General Revenues"? There was the counter opinion expressed by my esteemed friend, Shri Harish Chandra Mathur, who thought that 4.5 per cent is not high enough and that it should be 6 per cent. So, between the two, I have to take a decision. The Railway Convention Committee itself went into it with great care, and they sug-



gested 4.25 per cent; I have come before this hon. House requesting that it should be increased, that is the rate should be increased from 4.25 per cent to 4.5 per cent, thus providing another Rs. 4 crores by way of payment to General Revenues. Now, recommendations of the Railway Convention Committee apart, if we look at the substance of the case, I feel that it is a very strong case for the Railways to continue to make contribution to the General Revenues. After all, the community in the country, the people of this great country of ours have from their taxes and from the various loans which they raise have invested so much money in the Railways. And it is in the fitness of things that the Railways give a return to the General Revenues on the capital investments. It will be highly parochial, from the railway point of view, to argue that the general tax-payer should continue to finance the entire development of the railways and the railways should not be called upon to pay even at the normal rate of interest for borrowing in the country. Wherefrom will all that money come then? If it does not come from the railway users—as this money is the railway users' money which the railways pay to the general exchequer it will have to come from the general tax-payer. The people are the same. If the railway users who are using the Railways take this responsibility squarely upon themselves, I think that that is a better arrangement than the railways shirking the responsibility of raising the resources themselves and depending upon the general tax structure.

So, I feel that whether we look at the matter from the point of view of the justice of the case or from the point of view of previous history and the approval that has been given to this arrangement by the Convention Committee and Parliament, the contribution to the general revenues is a legitimate charge and the railways should squarely face it.

**Shri Priya Gupta:** May I make one submission?

**Shri Swaran Singh:** Is labour conversant with finance?

**Shri Priya Gupta:** I perfectly agree with you. But can the Convention Committee's report not be placed before Parliament for dispelling any wrong impressions that might be created, before this is included in the budget in the future?

**Shri Swaran Singh:** My hon. friend was not a Member when the last Railway Convention Committee's report was adopted by the House, it was considered in very great detail here and it was approved by Parliament.

**Shri Priya Gupta:** I am not talking of this one but of the next one.

**Shri Swaran Singh:** When the next Convention Committee is appointed, its report will be placed before the House for its approval. Even for altering the contribution to the general revenues by a quarter per cent, I have come before the House with a specific demand for vote. So, this is a subject-matter for discussion by this House. I submit therefore, that there was no force in the contention of Shri Frank Anthony, and it amused me very much when he said that, in this particular aspect, he was trying to advocate my cause. I do not know why he chose to be so officious as to advocate the cause of a client who does not accept that particular position.

**Shri Priya Gupta:** I only said that it should be placed before Parliament in order to dispel any wrong impressions that might be there in the minds of hon. Members.

**Dr. L. M. Singhvi (Jodhpur):** That is a good turn to you.

**Shri Ranga:** How could it be a good turn when the hon. Minister does not agree with him?

**Shri Swaran Singh:** I shall be happy if this good turn in the feelings percolates a little upwards also....

**Shri Priya Gupta:** I said that I agreed with the hon. Minister.

**Shri Swaran Singh:** It is mostly on the front benches, and it should travel also a little upwards.

**Shri Priya Gupta:** This is the seat that has been allotted to us; we have not taken this seat by ourselves.

**Shri Swaran Singh:** I am very happy that Shri Priya Gupta also for a change—and a welcome change—has some good words to say, as he himself now wants to say that he did. I accept them and I am thankful to him.

One other point was mentioned, which requires some explanation. It was mentioned that there had been increases in freight rates from time to time. I have tried to look into the history of the increases, and I have also tried to examine the implications of this. The House is no doubt aware that we had the recommendations of the Railway Freight Structure Enquiry Committee early in 1957. They recommended that the freight rates should go up by 13 per cent more, judged at a certain level of costs as prevailed in the year 1956-57 or 1955-56; I forget what the exact year was, but it was as far back as those years. With that report before the Railway Administration two courses were open, namely either to push it up by 13 per cent at one stretch or to stagger it. I thought that staggering was a better course, because it would make the users more accustomed to these changes, and staggering was a point in favour of the user and not a point in favour of the Administration. I submit that staggering should have been welcomed, rather than criticised.

The real point is whether the limit up to which freight have been taken, is justified or not. If the House is satisfied that the upper limit is justi-

ged then staggering is not a point against the Railway Administration but it is a welcome step, so that the users are not subject to a violent and sudden increase in their expenses on transport, but that the increase staggered in steps over some years. Therefore, it boils down to this, namely, whether this overall increase is justified. That does not require much explanation; although some Members have said that it may have some inflationary tendencies and the like, on the whole, this has not been very much criticised. Some increase in the cost is likely to be there, and it is inherent in a developing economy. Whatever little inflationary tendencies might be there, as a result of any increase in the freight rate, is bound to be counterbalanced and wiped out by the rise in production, because the overall increase that I have imposed is not much and the increase is likely to be only marginal.

In this connection, an hon. Member—I think he belonged to the Swatantra Party—picked up a sentence in the budget speech about the performance of diesel locomotives and then tried to build a case asking why on this basis there should be any increase in the freight rate. If the hon. Member examines that sentence in my speech again he will find that this was mentioned in reference to certain physical performance by utilising the same quantity of diesel oil. There is no catch in that. It is quite obvious, because the total cost on transport is not the cost of diesel oil only; it includes the cost of staff, cost of depreciation on rolling-stock and other assets and everything combined. It is the sum total of all these which gives the final cost figure. What I was venturing to point out was this. Since the railways have invested huge sums of money on track which provides more or less frictionless traction, and also considering the type of locomotives and the heavy loads that they can carry, the railways are enabled to carry the same load over

longer miles by using the same quantity of fuel. That does not mean that, that will determine also the total cost on transport. But that is important for us to remember because the diesel oil itself is a commodity which we largely import. So, any cut on our total import bill, by making the same quantity of diesel oil move heavier loads over longer distances will be a welcome step. That only shows that the investment which has already been made in the form of track and other railway facilities can be better utilised by dieselisation. That was only a matter of some academic interest, and I thought that the Members would be interested to know that, but the House should remember that our total dieselisation of the railways is yet only fractional.

**Shri Kashi Ram Gupta** (Gonda): What was the purpose of comparing a truck with a locomotive, so far as the consumption of diesel oil was concerned?

**Shri Swaran Singh:** The truck moves goods, and the railways also move goods. I said that the same quantity of diesel oil, when used in locomotives, moves a particular quantity of goods over a longer distance as compared to what a truck can move. So, it is a very fair comparison, meaning thereby that, to move 10 million tons of goods, for example, the total quantity of oil that will be utilised, and, therefore, the foreign exchange that will be required for that purpose, by the railways, will be much lower than if the same quantity were to be moved by trucks.

**Shri Kashi Ram Gupta:** There are other factors also governing the total cost structure such as the locomotive cost etc.

**Shri Swaran Singh:** My hon. friend is only anticipating me, and repeating my arguments. That is what I am trying to say. It was not my in-

tention to make a comparison of the total cost that works out on the different modes of transport.

**Shri Narendra Singh Mahida:** With new Refineries that we are having, would it make difference in the Western Railways, in parts of Gujarat etc., if we use diesel oil also in locomotives? Diesel oil can be made use of when the time comes. I am not talking of today or tomorrow, but in times to come.

15 hrs.

**Shri Swaran Singh:** That is a good suggestion. In fact, in all these areas which are at long distance from our coalfields, that is, the southern parts of our country and the western parts of the country like Maharashtra and Gujarat where long haulages of coal are involved, if we could step up our production of diesel locomotives, as we are bound to, when our Varanasi project goes into production and when our production of diesel oil increases, as it is bound to be, when the Gujarat refineries go into production and other refineries also go into production, that will be a step in the right direction. That is why we are putting up the Diesel Locomotive Factory at Varanasi so that we may be in time to utilise whatever diesel oil might be available. It is precisely that object we have in view.

Another point was made by Shri Bhagwat Jha Azad and by certain other hon. Members which, I feel, is a legitimate point, that we should start thinking in terms of rationalising the freight structure, rather than making *ad hoc* freight increases. We are already seized of that problem. We have done some work, but that work is not yet sufficiently advanced to enable us to rationalise the freight depending upon the cost of carriage, etc. But, in view of the present immediate necessity of raising more resources, I adopted a simple rough and ready method of putting a flat surcharge rather than go through the elaborate process of freight rationa-

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lisation. But, as an objective, I accept that it is a good objective and we are trying to work in that direction. But it will be appreciated that in the short time at our disposal it was not possible in the present budget to do that. We may be able to do that at some later stage.

Then, Sir, some hon. Members were pleased to say that it would not have been necessary to ask for these increases if wastages are got rid of, if economy is effected and if loopholes are plugged. So far as their desire for effecting economy, plugging loopholes and taking steps where wastages might be eliminated, is concerned, I am entirely at one with them. It has been the endeavour of the Railways always to do all this, with what success the customers can judge. It appears that they are not fully satisfied with the Railways' efforts and suggest that we should take greater care in that connection.

But I have a feeling that a good deal of that argument was based mostly upon what had appeared in the Audit Report and it is a very obvious thing to pick up when the Audit Report was recently published. In the Audit Report, reference will naturally be made to such lapses. There are lapses either in the financial discipline or the like, or procedures and, therefore, they are rather easy and obvious arguments to be picked up for highlighting; but I would like to place even the Audit Report in its correct perspective.

Sometime ago, Sir, I gave the figures with regard to the total revenues. They are of the order of about Rs. 550 crores in the current year. Apart from revenues, the total expenditure is more, because, apart from running the railways and keeping them in good trim, having outlay on replacements, renewals and the like, we are also incurring capital expanding the railways, building new bridges, new railway lines and

the like. So, the total expenditure is much larger than the revenue. The total expenditure would be of the order of about Rs. 800 to Rs. 900 crores for the current year. When the railways are dealing with that large sum of money by way of expenditure, and the number of transactions that are involved run into crores, then, we have to see even lapses in that background. It is not for me, Sir, to suggest that we should condone them. We should examine them with the greatest rigour and the Parliament, in its wisdom, has devised a suitable machinery to deal with this matter. There is the Public Accounts Committee, to which this Audit Report will go; and the railway administration and the officers concerned will be put to rigorous cross-examination and they will be called upon to explain the lapses. Afterwards, after the conclusions emerge from the Public Accounts Committee's report, then, we can form a judgment whether the lapses are either of a nominal character, or procedural character, or substantive character.

If you examine even this Audit Report in that background, I venture to think that the performance is not that bad as is made out, although one should not be complacent in this respect and the attitude should always be to improve it still further. But it will be seen that some of these irregularities are either of a procedural nature, or include certain offences, like, for instance, some criminal offence committed by some one regarding which investigation is taking place; and therefore, until matters are unearthed, it should not be a matter of concern, although the fact that these offences occur is a matter calling for examination.

I repeat that I share the concern expressed by hon. members that wastage and extravagance should be

strictly guarded against, that overhead costs and fuel expenditure should be reduced to the minimum and that it is necessary to plug all loopholes of loss of revenue through ticketless travel, loss and breakages of goods leading to claims, thefts and pilferages.

As regards compensation claims, it is some satisfaction that the net amount paid has come down from Rs. 3.7 crores in 1959-60 to Rs. 3.6 crores in 1960-61 and Rs. 3.3 crores in 1961-62. In relation to the total tonnage and the ruling prices at which compensation claim payments are made, the index for 1961-62 is 55.7 with 1950-51 as the base year equal to 100. In fuel consumption also, the index of consumption was 100 in 1950-51 base year and it rose to 160.66 in 1961-62 whereas the index of performance in gross tonne kilometres rose from 100 to 175.1. That is, the performance was ahead of consumption. But it can be well appreciated that if more goods have to be moved, more fuel would be consumed, the percentage of performance is higher than the percentage of consumption, and that is the test.

I can give similar figures for repairs and maintenance and other expenditure which the hon. Members can see for themselves in the Review which has been supplied with the budget documents.

The progressive reduction in the amount of compensation claims is a reflection of the effectiveness of the work done by the Railway Protection Force. Shri Trivedi made a suggestion that the Railway Protection Force is altogether unnecessary and that the State Police, that is, the Government Railway Police should assume all the responsibilities without even payment by the Railways. I am sure that he has not appreciated the constitutional position of the State Police responsibility for law and order and in checking crime, and even in regard to those responsibilities, the Railways share the cost,

whereas the safety of railway property or property entrusted to Railways for transport has to be ensured by the Railways themselves. In passing, I may refer to the very excellent performance of this Force during the emergency. In this whole matter of intensifying the measures of economy, it is understandable as I stated that different sections of this House should take note of the recently published Railway Audit Report, 1963, and the lapses that have been brought to light in this Report. I would only say that while hon. Members can take note of the Audit Report, it would be premature to come to any sweeping conclusions or assess the degree of lapse in each case until the parliamentary committee responsible for examining the Report, namely, the Public Accounts Committee, goes into each case, discusses it with the Railway Board, and gives its final findings. In fact, the Audit Report itself has pointed out, in fairness that the total amount of loss of Rs. 96 lakhs indicated in the concluding para, including loss due to natural calamities like floods, cyclones etc., is only 0.11 per cent of the total capital and revenue expenditure in 1961-62. The Railway Audit Report has also made complementary references to the saving of Rs. 6½ crores achieved by the Dandakaranya-Bolangir-Kiriburu line engineers in the case of their projects, through engineering improvements, and the fact that even including this saving, the shortfall from the budget was only 6.8 per cent in 1961-62 against 8.4 per cent in 1959-60 and 11.4 per cent in 1960-61. I need hardly explain that audit covers a fairly wide field of transactions all over the Indian railways. Therefore, while agreeing that we should view with all possible strictness any lapse, we should not be justified in drawing sweeping conclusions from cases where lapses occur. They have, of course, to be dealt with strictly and severely, and that is the policy that is consistently pursued in this connection.

[Shri Swaran Singh]

So far as ticketless travel is concerned, hon. Members have given different reasons for it. Some have ascribed it to social causes, the general level of integrity of our people; others have said that the railway employees are concerned; some have said that overcrowding is partially responsible for it. Whatever may be the reason, I would like to share my own anxiety on this score with the House. It is not a happy thing for any railway administration to carry passengers without charging anything from them, and if people do manage to travel without paying, the worst sufferer is the railway administration itself which loses the revenue and also gets a bad name.

**Shri Narendra Singh Mahida:** Can we not be stricter in this respect?

**Shri Balkrishna Wasnik (Gondia):** Does the hon. Minister know that though passengers pay for their tickets, they are not issued the tickets, and then it is alleged that they are travelling without tickets?

**Shri Swaran Singh:** I will be very sorry if there is any such case. I think our people are intelligent and vigilant enough not to part with money unless they get the ticket. It will really be a very strange case if any such case has happened. People are not that simple that they will pay the money and then be content with the verbal assurance of *babu* that they are free to travel. I do not think that anyone will accept that position. I can imagine cases where, for instance, as some hon. Member said, some of the ticket checking crew carried some people or the Railway Protection Force carried some people. I cannot swear that no such thing has happened. All the people even in Railway Police or Railway Protection Force or in other railway services are cross-sections of our whole society—they are either our brothers or cousins or nephews—whatever may be the general level of people.

What I want to say in this connection is that this is a matter which causes the greatest concern to the Railway Administration. We are tackling it on all fronts, that is, making the checking more strict, taking strong action against who are found guilty of lapses, and so on. Young officers, who cannot be generally identified, travel in *cognito* and check the lapses of railway employees unscrupulous employees who might be carrying passengers without issuing the receipts to them, or without checking if they have got the tickets. Then very strict and drastic action is taken in those cases.

**Shri Narendra Singh Mahida:** What is the highest penalty?

**Pandit J. P. Jyotishi (Sagar):** They are no more our brothers. If they do wrong things we should not call them our cousins or nephews. We should disown them.

**Shri Swaran Singh:** I am sorry I cannot disown them. They are my countrymen; and all of them are our voters.

**Shri Hari Vishnu Kamath:** That is the main consideration.

**Dr. M. S. Aney:** My own experience is that most of those officers are charitable at the cost of the railways.

**Shri Swaran Singh:** May be. This is a subject on which I am prepared to accept any diagnosis. I am also prepared to accept and try all the remedies suggested. The remedies are: to tighten our checking arrangements and to take strong action when lapses are detected. For instance quite a few of the railway employees, who have misused their travelling pass have been dismissed from service. I know of cases where members of the checking staff have been dismissed because they charged a rupee or two from someone and did not issue the receipt.

Above all, we try to tackle the problem also by appealing to the good conscience of people. I have written to several Education Ministers suggesting to them that the help of Principals of educational institutions might be enlisted in the matter of impressing upon students not to indulge in this sort of thing. I know that, if any particular class or any particular areas are mentioned, people become touchy. Therefore, I hesitate to go into greater details of the problem either in the matter of localities or in that of categories of persons who are guilty of this lapse. Sometimes it occurs to me that this is perhaps a phenomenon of our economic backwardness and low standards of living also. I think in other countries where people have got money, no one would generally think of saving a rupee or eight annas by having a free Railway trip or the like.

Hon. Members have also expressed concern over the thefts of coal. It is rather unfortunate that the standard of living in our country is of that type that people think it worthwhile even to steal small quantities of coal. If it is stolen in a big way, one can understand. But stealing a headload or two only shows the extreme poverty so much so that people are impelled to resort to this sort of thing—reasons which I cannot justify but which I cannot ignore.

**Shri Hari Vishnu Kamath:** Abysmal poverty.

**Shri Swaran Singh:** So while knowing all this, we have to persevere in to tackling this problem. I think that the fact that the importance of this is stressed in Parliament and the large volume of public opinion controlled by hon. Members of this House belonging to all parties, should in itself go a long way towards creating in the minds of the people the realisation that this line is something anti-social. We have therefore, to tackle the matter from all points of view.

There has been some improvement. For instance, detection itself has yielded better results. Realisation of larger amounts may reflect better work on the part of the ticket checkers, or higher percentage of ticketless travel. But the indications are that it is due to the more active and intensive work of the checking staff that they have been able to effect larger realisations. Various suggestions have been made in that connection, and I would like to assure the House that they will all be passed on to the railways who, I hope will derive the maximum benefit from them.

My esteemed friend Shri D. C. Sharma said that we should forget that railways are a public utility service and we should squarely declare that the Railway is a purely commercial organisation. I tried very carefully to understand the implication of this, but I must confess that I did not get much light. You cannot run away from the fact that it is a public utility service, that is its entire basis. It is for that reason that, irrespective of the cost of transport and the intensity of traffic, we are trying to maintain uniform fares and rates all over the country. That sometimes throws up the question that the Southern Railway is losing a little, or that the Northeastern or Northeast Frontier Railway is losing, while the other railways are showing better financial results. The obvious temptation can be to take a purely commercial view, and to even out, by varying rates and fares, these differences which are inherent in the geographical position and the pattern of traffic. I think it will be a retrograde step to declare the Railway a non-utility service and take a purely commercial view.

There is also no contradiction between the two roles. We have been trying to work with a certain measure of synthesis, and I think we have succeeded in that. We run Railways as a commercial organisation in the sense that we make the normal pro-

[Shri Swaran Singh]

vision for depreciation, for development, we make provision for contribution to the general revenues, as that is a concomitant of a commercial organisation that it should pay some return on what is invested. Then we raise the revenue from goods and passenger traffic depending more or less on this basis that all these requirements are nothing but sound financial criteria which any commercial organisation should adopt. This is a sort of synthesis on which we are working and which I think is the correct approach. If a purely commercial approach is taken, many railways may perhaps have to be uprooted, which I think will not be liked by a large number of railway users. In fact, many demands are made on the floor of the House from hon. Members belonging to different parts of the country, for more developmental railways, which is nothing but highlighting the utility aspect of the organisation. The hon. Member can ignore the general feeling among the Members of the House, but Government cannot. We have to be influenced by the over-all consideration, and have to adopt an attitude of utility service being run on commercial considerations, trying to even out the hardships to users as best as we can, and also trying to bring in financial stability and financial discipline.

More than one hon. Member has mentioned about metre gauge and broad gauge, and I think that some explanation is due from me. Some hon. Members went as far as to declare that any new line that we build must be broad gauge. And then, Shri Hanumanthaiah, in his magnanimity, he himself being highly imaginative, said that Ministers should bring imagination to bear and deal with these problems in a big and imaginative way. With all the imagination and magnanimity that a public man may bring to the discharge of his responsibilities, we cannot run away from the hard facts of arithmetic and finance. They are also equal-

ly important. If I may say so, they are the important things upon which we have to base our calculation.

The total route mileage of our railway system is about 34,000 or 35,000.

**Dr. K. L. Rao (Vijayawada):** 36,000.

**Shri Swaran Singh:** Thirtysix thousand is the correct figure. Our engineer colleague is there to remind us always of arithmetic. We have got about 16,000 miles of metre gauge. I tried to make some rough calculation. If my imagination takes grip of me and if I decide tomorrow that all this should be converted into broad gauge, what will be the money I will ask this House to vote? I tried to make some calculations.

**Shri Ranga:** They wanted the process to be accelerated.

**Shri Swaran Singh:** Assuming the average cost to be Rs. 6.5 lakhs per mile for conversion of metre gauge to broad gauge, which is not an excessive amount by any standards, the total cost for 16,400 miles will be Rs. 1,066 crores.

**An Hon. Member:** Not much.

**Shri Swaran Singh:** My friend says not much.

**Shri Basappa:** You can have a phased programme.

**An Hon. Member:** Give us concrete points.

**Shri Swaran Singh:** I thought figures were concrete points.

So far as the rolling stock expenditure on this is concerned, because you must remember that every locomotive, every wagon and every coach on the metre gauge will have to be replaced, we will require at least another Rs. 360 crores. And if we take the narrow gauge also in our lap, then another Rs. 263 crores. So, this means a total of Rs. 1,500 crores. This is much larger than the total Railway



## Discussion

programme in the Plan provision, apart from other things like dislocation to traffic etc. This is the size of the problem.

It has been suggested that people do not expect that this should be done all at one stroke. We can have a phased programme. Depending on the traffic requirements of any particular area, we have undertaken either the conversion from metre gauge into broad gauge or even provision of additional broad gauge. We must remember that it is the requirement of traffic in any particular region that should be the criterion. It should not be a sort of positive decision that we should convert everything into broad gauge and then try to look round for the resources. It should be the other way round. Where the requirements justify it and where we cannot carry the traffic by the existing facilities of metre gauge, by all means have either another metre gauge or another broad gauge line or convert it. Also, this suggestion that any new line should always be broad gauge is not practical for the obvious reason that that will introduce a large number of transshipment points.

Take the concrete example of Hasan-Mangalore which is going to be a metre gauge line. This is primarily an iron ore line, to load iron ore from the mines and take it to Mangalore Port for export. All those iron ore mines themselves are being served by the metre gauge system. So, if the new line is broad gauge, that means at Hasan I should have a large transshipment point which brings in all metre gauge wagons, and there I undertake double handling and take the wagons further. The House will appreciate that this will not be a correct objective, unless, of course, you convert your route right up to the ore mine also into broad gauge. So, we have to take a decision which is the best in the circumstances. The new railway line between Hasan and Mangalore is so planned that the culverts, bridges and the clearances are

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such that, when it is to be converted into a broad gauge, these facilities will be available, when sufficient traffic has developed there, it can be done. There is another fallacy which can grip us—that a metre gauge is always uneconomic and that, by a simple process of converting it into broad-gauge it can become remunerative. It is not that simple. The remunerative character will even after such conversion depend upon the intensity of the traffic and a number of other factors. The arising of traffic makes a line more or less, remunerative. Hon. Members who belong to the metre-gauge areas should at any rate have this satisfaction that no higher rates and fare are charged to them merely because it happens to be slightly costlier. That is where the utility angle which I referred to comes in. We have provided the service to all the people and whatever losses are incurred there are borne by the broad-gauge.

**An Hon. Member:** What about the narrow-gauge?

**Shri Swaran Singh:** I am coming to that. The narrow-gauge system is a historical heritage. We have a total of 2486 miles. Of this about 227 miles are hill railways, necessarily to be retained like that. The South-eastern railway has another 626 miles in the Satpura range, and this had previously been proposed to be retained on account of the difficult terrain. In the less difficult areas it is true that depending upon the availability of resources and of traffic the case for doing away with narrow-gauge lines is strong. These are the various points which have to be kept in view while taking a decision of that nature. I hope the House will appreciate this background while assessing the current railway programme.

**Shri Hem Raj:** What about improving the narrow-gauge services?

**Shri Swaran Singh:** I agree.... (Interruptions.) That is why we are planning to provide diesel locomotives for the short run. At any rate there

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should be that relief which they richly deserve.

**Dr. M. S. Aney:** Will you restore the dismantled narrow-gauge line from Darwha.....?

**Shri Swaran Singh:** We are talking about conversion and not of restoration. If restoration is justified on merits, it can be considered but that is a different subject. I cannot really off-hand say anything. If the hon. Member acquaints me with details of the problem, I will look into it. He is an esteemed colleague and I cannot really reply casually to what he says.

**Shri Narendra Singh Mahida:** Which railway zone has the largest narrow-gauge line?

**Shri Swaran Singh:** The highest percentage of metre gauge would be Assam north-east frontier... (Interruptions.)

**An Hon. Member:** Western Railway.

**Shri Swaran Singh:** I think that you wanted that reply.

There are various inconveniences and certain local matters such as the provision of bogey from this place to that place. All I can now say is that many of these appear to be good suggestions. We will examine them and we will pass on the other points about certain other inconveniences to the Railways. The Railways will certainly be benefited by the suggestions which will help them to improve the service to a large extent.

Before I finish, I would refer to two aspects. I think the hon. Member from Goa said that the actual expenditure on research was less but the expenditure on staff for research is large. I did not want to intervene then. Research activity is essentially of that type where the expenditure on staff is bound to be high because it is not a production unit where they produce material. They experiment and the material consumed does not bear

any proportion to the amount that is to be spent on the research workers, engineers, technicians, etc. Most of the equipment upon which they perform research, be it the signals or locomotives to test behaviour or metals to test behaviour, are supplied by the railways themselves or by the manufacturing units. They send samples and the like. Some tests are done and, the Research unit arrives at certain conclusions. This is a normal pattern which we should encourage. Research organisations are not production units where performance is to be judged in terms of money. Sometimes it is years and years before any tangible result comes. The research organisation on the whole has done good work. For instance the Suri transmission is an invention of which any country can be proud.

I have no intention now to go into individual staff matters. But more than one hon. Member referred to the increase in house rent. It is true that the railway employees had been enjoying certain concessions in the matter of house rent. The Pay Commission went into that matter and made certain recommendations about the additional pay, allowances, etc. They also said that railway employees should fall in line with the other Central Government employees and rent should be chargeable from them on the same basis as other Central Government employees. We gave very careful consideration to this matter, and we thought that it will not be fair not to accept this recommendation. Even then there are certain ceilings. An employee, say, getting Rs. 150 is liable to pay only a certain percentage of his emoluments as there is a ceiling so the actual effect of the increase is limited. I know that there is some feeling on that score. Even with all the desire to look to their viewpoint...

**Shri Priya Gupta:** House rent has been doubled.

**Shri Swaran Singh:** I do not find justification strong enough to enable me to differ from the recommendations of the Pay Commission. When I have to look to the staff, I have also to look to the general tax payer and the railway user, and I thought that when an impartial body, namely, the Pay Commission in this case, has gone into matters with care, it will be safe to accept their recommendations. It is not an administrative decision but acceptance of the recommendations of a neutral body. That is my case with regard to it.

**Shrimati Yashoda Reddy (Kurnool):** The hon. Minister has forgotten to give his opinion about an important matter, namely, creating smaller and a greater number of zones for the better and more efficient running of the railways. What is his opinion on this matter?

**Shri Swaran Singh:** I am sorry for this lapse on my part and I must say a few words about this matter. So far as the reorganisation of the zones is concerned, I feel that efficiency and performance should be the main criteria. As the pattern of traffic in the country is changing and as certain zones do appear to be overstrained by virtue of the larger volume of traffic performance that they are doing now, there is a case for having a look at the overall reorganisation problem. I have had some hesitation in this respect because I thought that any reorganisation undertaken at a time when we are faced with the present emergency would result in a certain unsettling effect upon the entire organisation including the workers, because those hon. Members who are connected with the railway unions know that it is a very tedious task, in this reorganisation to fix the seniority of the various members of the staff, their transfers and so on. A number of other problems are also involved, which too have an unsettling effect upon the minds of all concern-

ed. So, my mind on this issue is open and it is my intention to examine this with care, depending upon the efficiency point of view and also the performance point of view. I will not hesitate to create a fresh zone, or fresh zones if the situation so warrants.

**Shrimati Yashoda Reddy:** Thank you.

**Shri Narendrasingh Mahida:** I want to know, firstly, whether the railways contemplate, in their research work, to reduce the noise in the railways; and secondly, whether the railways propose to have a service like the Indian Railway Service, just as there is the IAS and the IPS.

**Shri Swaran Singh:** There are two types of noises; one is the noise at the platforms and the other is the noise in running. I presume that the hon. Member is thinking of the noise in running. I think that is a matter which is engaging the attention of the railways. At any rate, now that the hon. Member has mentioned this, Railways will naturally pay special attention to this aspect.

#### DEMANDS FOR GRANTS (RAILWAYS)\*

**Mr. Speaker:** The House will now take up discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1963-64 for which 11 hours have been allotted. We have drawn already some time out of that 11 hours. I would like to take the sense of the House as to how these 11 hours should be distributed among the different demands. Hon. Members concentrate mostly on Demand No. 1, though there are many cut motions on other demands as well. We might have seven hours for Demand No. 1 and four hours for the remaining demands. Does the House agree?

**Shri Sham Lal Saraf (Jammu and Kashmir):** Yes.

**Some Hon. Members:** Yes.

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\*Moved with the recommendation of the President.

**Mr. Speaker:** So, we will have seven hours for Demand No. 1 and four hours for the other demands. Hon. Members desirous of moving their cut motions to Demand No. 1 may send slips to the Table within 15 minutes indicating which of the cut motions they would like to move.

DEMAND NO. 1—RAILWAY BOARD

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 1,07,70,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1964 in respect of Railway Board."

**Dr. L. M. Singhvi (Jodhpur):** Some of us certainly feel that the allocation of seven hours out of 11 hours for the discussion of Demand No. 1 is excessive. I think we must have a balanced discussion on all the demands. After all, the other demands are equally important.

**Mr. Speaker:** I have no objection. Then, would six hours for Demand No. 1 and five hours for the rest be all right?

**Dr. L. M. Singhvi:** That would be somewhat better.

**Mr. Speaker:** Last time, it was eight and three. Therefore, I suggested seven and four. Now, does any hon. Member wish to speak? Yes, Shri P. G. Sen.

**Shri P. G. Sen (Purnea):** There is no doubt that the railways deserve congratulation from us on their tiding over a period of crisis, especially so, in so far as the Northeast Frontier Railway is concerned, because of the bulk of the work that that railway has had to shoulder.

Much has been said in the House about broad-gauging the metre gauge and the narrow gauge lines. I want to draw the attention of the Railway Board and also the Railway Minister

to one aspect. There is a metre gauge line running from Katihar to Barauni. It is a line which extends most probably to 112 miles. There is a broad gauge line on both sides of it. That is, there are other lines on either side of this line from Katihar to Barauni which are broad-gauged. So, if these 112 miles of metre gauge are broad-gauged, then through trains can go towards Assam and North Bengal very easily. Much has been said about this line in the previous sittings of the House while the railway budget was under discussion and while the Ganga bridge at Mokameh—Rajendra Pul—was under construction. Had this broad gauge line been laid then, or at least before we had this crisis, I think much of our difficulties would have been removed. As the Minister said, I do not think this will be very unremunerative, because the congestion is such that more trains are required to be run there.

Then, I would like to point out that travelling by railways towards Assam side has become rather difficult because of the unprecedented movement of the defence department and their personnel. The public are facing real difficulties because of this movement. The other day, while I was going to my constituency, I found at Barauni that the Assam Mail was so packed and so many passengers were standing on the platform that they had no accommodation in the train. I think 80 per cent of the accommodation was occupied by the defence department. The others could not say anything. My suggestion is that there must be some other train to relieve this congestion in the Assam Mail which was formerly known as the Kamrup Express. My suggestion is that the Kanpur Express which touches Barauni should be extended to Katihar which it was doing previously. If that is extended, the congestion in the Assam Mail, which starts from Barauni at about 10.35 hours, and much of the overcrowding in it may be removed.

I would like to say one more thing. We are just thinking that the railways will take up the Farakka Bridge project immediately, but so far as we can recollect, until the barrage is constructed the work on the bridge is not going to be undertaken. If it be so, I think no time lapse should be allowed in between, because the construction of the bridge is of the utmost importance, and the bridges on the Ganges at Sakrigali Ghat and Manihari Ghat should be taken up in the meantime if there is enough of time to complete the barrage. If these bridges are constructed, I think much of the congestion will be removed because North Bengal and Assam will be connected by Sakrigali Ghat and Manihari Ghat Bridge.

There are two trains for Dhanbad. The Kalka Mail goes to Dhanbad and there is another Coalfield Express. The Coalfield Express starts from Dhanbad at about 5.30 hours and the Kalka Mail also reaches Dhanbad at 5.45 hrs. 5.30 is too early an hour. Those who want to catch early train, they can go by the Kalka Mail. The Coalfield Express should start a bit later at 7 or 8, so that the people can start comfortably.

I want to say something about the workshop at Lillooah and Kanchrapara. The mistries and chargehands there are working very efficiently. Previously there were only two categories—mistries and chargemen. Now the mistries have been classified as skilled, unskilled, semi-skilled, high-skilled, mistry, instructor and so on. The nature of work in the two categories mistry or chargehand Gr. and chargeman C is the same. So, these two categories should be made into one.

Then, the avenue of promotion for these mistries has been reduced to 20 per cent and 80 per cent are being recruited from outside. Prior to 1956, in chargeman grade A there were 4 posts, in grade B 6 posts and in grade C 86 posts—altogether 96 posts.

After 1956, the numbers are, charge-man grade A 28 posts, grade B 33 posts and grade C 35 posts. When this 20 per cent promotion is taken into calculation, only 7 per cent of the mistries get chance for promotion. The nature of the work is the same and even when they are due for promotion, they are not being promoted, because the avenues are all blocked. This is a great injustice, because the mistries are the people who are actually working on the wheels and they are working marvelously. So they should be given promotion.

As regards the amenities and facilities allowed to them, they should be on a par with the Jamalpur workshop mistries. As it is, the grades here and there are different. Another grievance of these mistries is that whatever facilities are being allowed to them by the Railway Board, they are not being implemented. The Railway Board vide Letter No. E(S)1-59 (PC)35 dated 28-3-1960 have categorically stated that the mistries should be classified as supervisory staff and given facilities enjoyed by other supervisory staff as chargeman, assistant foreman, foreman, etc. These instructions are not being properly carried out and implemented. In the signal and telecommunication department also, they are designated as chargehand. The creation of so many categories has complicated the matter.

These are the grievances and the Railway Ministry should look into them, because the mistries are the actual workers and the time has come when we should consider the case of Peter, the fisherman more than Peter, the lawyer. We are progressively working for a socialist State and much will depend upon the work of these people. I think they are right persons in the right places. During the emergency, they have been working very nicely. There is no doubt about that. I think their grievances should be removed and also casual leave and overtime etc. should be properly calculated and paid to them.

श्री काशी राम गुप्त (भलवर) : प्रम्यक्ष महोदय, साधारणतया यह देखा जाता है कि जो लोग जनता का शोषण करते हैं उनको हम बुरा कहते हैं, किन्तु यदि रेलवे थंड क्लास पैसिजर्स का शोषण करे तो उसको हम कुछ बुरा नहीं समझते हैं। थंड क्लास पैसिजर्स से १५२ करोड़ रुपया इस वर्ष के बजट में आमदनी में दिखलाया गया है, और यह सब जानते हैं कि इस में जो भांड भाड़ होता है उससे बहुत बड़ा हिस्सा आता है। यदि अनुमान लगाया जाय तो मालूम होगा कि एक चौथाई रकम जो फालतू नजर आती है वह इस भीड़ भाड़ के कारण से मिलती है। यदि इस भीड़ भाड़ को कम कर दिया जाये और सवारी गाड़ियां बढ़ायें जायें तो निश्चय ही यह रकम फिर घट जायेगी इस बजट से क्योंकि उसका खर्चा बढ़ जायेगा। पिछले इतने वर्षों से जो भीड़ भाड़ कम नहीं हो रही है उसके लिए हमारे रेलवे मंत्री महोदय बार बार कहते हैं कि इस बीमारी का इलाज अभी नहीं हो सकता। इसका अर्थ यह निकलता है कि हमारे रेलवे मंत्री महोदय और हमारा रेलवे बोर्ड यह समझने लगे हैं कि भीड़ भाड़ से जो आमदनी होती है वह जायज है। मैं निवेदन करूंगा कि इस प्रकार की आमदनी जायज नहीं है और इस आमदनी को आमदनी नहीं मानना चाहिए बल्कि उसको वास्तव में घाटा मानना चाहिए जो कि आगे जाकर होने वाला है।

यह आमदनी होते हुए भी हम को यह देखने को मिलता है कि जो पैसिजर ट्रेन्स हैं उन में एक्सप्रेस रेशियो आमदनी से ज्यादा है। जो भी आमदनी है वह गुड्स से होती है। यह चंज परमानेंट हो गया है। इससे बारे में रेलवे मंत्रालय क्या सोचता है यह अभी सदन के सामने नहीं आया है। अगर पैसिजर ट्रेफिक से हमेशा हानि होनी है तो फिर उसके कारणों में हमें जाना होगा और मैं समझता हूँ कि जो रोड ट्रेफिक चल रहा है जब तक उसके साथ इसका सामंजस्य स्थापित नहीं किया जाता जब तक इस बीमारी का कोई

वास्तविक हल नहीं निकल सकता। पिछली बार भी मैं ने सदन में कहा था कि जो हमारा फ्रेट स्ट्रक्चर है वह कितनी ही बातों से प्रभावित है और उसमें बहुत बड़ी बात यह है कि शिपिंग, रेलवे और रोड इन तीनों के ट्रेफिक का सामंजस्य कैसे हो। तो मैं यह निवेदन करूंगा कि इस बारे में बहुत कुछ सोचने और करने की आवश्यकता है।

इसके आगे यह भी देखना है कि रेलवे पर जो लम्बे फासले का पैसिजर ट्रेफिक है उसमें तो रेलवे की उपयोगिता नजर आती है लेकिन जो थोड़ी दूर का है उसमें रेल को रोड के साथ कम्पिटिशन करने का जो प्रवृत्ति है वह नहीं होनी चाहिए, और उसके बारे में जो रेलवे बार बार एतराज उठा देती है उन एतराजों का वजन कुछ नहीं होना चाहिए। मैं यह समझता हूँ कि आज भी थंड क्लास में जो ट्रेफिक चलता है वह ५० फीसदी छोटे स्टेशनों का होता है और उसका मुख्य कारण यह है कि जब कभी भी सड़क बनाने का योजना होती है तो रेलवे उस योजना पर एतराज करती है अगर सड़क रेलवे के साथ साथ बनने वाली होती है।

इस के आगे जहाँ तक प्रश्न है बिना टिकट सफर करने का, मैं यह निवेदन करूँ कि यह तो वही हाल हो रहा है कि एक सेठ जी ये वह ो आने वा रोज दूध मंगाते थे। उनको मालूम हुआ कि उनका नौकर उस में से दो पैसे ले लेता है और उतना पाना मिला लेता है। उन्होंने एक और नौकर रखा। वह भी और दो पैसे लेने लगा और पानी ज्यादा मिलाने लगा। उन्होंने तिसरा नौकर रखा वह भी ऐसा ही करने लगा और आखिर सेठ जी के पास पानी हूँ आने लगा। इसी प्रकार जो आप स्टाफ पर स्टाफ बढ़ाते हैं उसका नतीजा यह है कि टिकटलैस ट्रेविस तो कम नहीं होता लेकिन जो रकम टिकटलैस ट्रेविस करने वालों से वसूल की गयी दिखायी जाती है वह बनावटी होती है। अगर आप इस बात को अलग अलग करके देखें तो पायेंगे

कि टो० टोज० जो रसीदें आते हैं, उन में कितनी ही रसीदें तो ऐसी होती हैं जोकि टिकटों के आधार पर आगे जरूरी के वास्ते बनाई जाती हैं या और कुछ कारणों से बनी हैं। बिना टिकट सफर करने वालों के लिए जो रसीदें बनती हैं और जो लोग बगैर टिकट सफर करते हुए टो० टोज० द्वारा पकड़े जाते हैं, उन में आमतौर से वह लोग हैं जोकि या तो भीड़ के कारण टिकट नहीं ले पाते या किसां विशेष कारण से गाड़ी में अचानक भागते हुए जा बैठे और चैक हो गये। लेकिन दरअसल में जो कसदून बगैर टिकट के रेल यात्रा किया करते हैं वह उनकी पकड़ में नहीं आते हैं। रोज रेलवेज में यह देखा जाता है कि रेल के जितने भी बाबू लोग हैं, सर्वेंट्स लोग हैं उन के घर के रिश्तेदार और मित्र आदि बराबर बेधड़क रेलवेज में बगैर टिकट के चलते हैं। उन को कौन पकड़ने वाला है? सब एक दूसरे को जानने वाले और पहचानने वाले हैं और एक से दूसरे का काम निकलता रहता है। पुलिस वाले भी रेलवे वालों से मिले रहते हैं और दोनों में मिला भगत चलता है। अगर रेलवे वाले पुलिस वालों को बगैर टिकट के लिए पकड़ते हैं तो पुलिस वाले उन के लिए खतरा पैदा करें और पुलिस वाले यदि रेलवे मुलाजिमों को नाजायज काम करते हुए पकड़े तो रेलवे वाले पुलिस वालों के लिए खतरा और परेशानी पैदा कर दें। सलिए दोनों चुप रहते हैं और भ्रष्टाचार पनपता रहता है। इस बीमारी का इलाज तभी हो सकता है जब चैकिंग का जो स्टाफ हो वह रेलवेज से सम्बन्धित न होकर इस प्रकार का एक अलग से स्पेशल स्टाफ हो जोकि एक तरह से खुफिया काम करे और जोकि केवल इस बात की निगरानी करे। ऐसे लोगों को खास तौर से पकड़ सकें जोकि रोजाना अपने रिश्तेदारों को बगैर टिकट के रेल से सफर करवाते हैं या टिकटलैस ट्रवल का पैसा अपनी जेबों में डाल लेने की जिनकी आदत पड़ गयी है।

16 hrs.

एक बात मैं आप के सामने और रखना चाहता हूँ। रेलवेज जो सहूलियतें और एमनेटीज हम को देती है जनता को देती है उसका किस प्रकार से मिसमैनेजमेंट होता है और किस प्रकार से एक जोन दूसरी जोन के स्टेशन वालों से सीतेला व्यवहार करती है। इसकी बाबत मैं थोड़ा आप को बतलाना चाहता हूँ। रिवाड़ी का एक स्टेशन है। वह नार्थ रेलवे पर है। वहां से गाड़ियां वेस्टर्न रेलवे की भी जाती हैं। वहां का स्टाफ हमेशा लापरवाही करता है और जब कभी कोई शिकायत की जाती है तो वेस्टर्न रेलवे के जो गार्ड बगैरह है वह कहते हैं कि साहब हम क्या करें? यह नार्थ रेलवे वाले हैं, वह हमारी नहीं सुनते। एक ट्रेन जाती है शाम को ६ बजे रिवाड़ी से और वह बांदीकुई को जाती है। उस में ११ ६ बजे तक फस्ट और सैकंड क्लास में ताला लगा रहता है और वहां का स्टाफ आकर उन्हें नहीं खोलता। अगर उस स्टाफ से यह कहा जाता है कि यह देरी आप क्यों कर रहे है तो वह जवाब देते हैं कि साहब हम को बहुत सी गाड़ियों में जाना है हम क्या करें। जब उन से यह कहा जाता है कि भाई इस से पहले तो कोई गाड़ी जाने वाली नहीं है इस से बाद में जानेवाली है तो उनका जवाब मिलता है कि आप हमारी रिपोर्ट कर सकते हैं हम अपना जवाब देंगे क्योंकि वह जाते हैं कि यह वेस्टर्न रेलवे के लोग हैं, उनकी रिपोर्ट हमारी नार्थ रेलवे में अगर चले तो हम उसको दबा देंगे। इस प्रकार के हालात होते हैं।

दूसरा मिसमैनेजमेंट का मामला मैं आप से अजब कहूँ कि अभी मैं अहमदनगर, पूना साइड में गया था। वहां पर क्या देखा कि जो मेन और टोशनी के स्विचेज हैं वे सब गायब हैं और नामालूम कितने दिन से गायब हैं। जब उसकी बाबत गार्ड को बुला कर बतलाया गया तो वह कहने लगा कि हम गाड़ी में अन्दर जा कर तो देखते नहीं हैं।

## [श्री काशी राम गुप्त]

इस पर टै-कनीशियन को बुलाया गया तो उसने कहा कि मैं क्या कर सकता हूँ, हमारे पास सामान ही नहीं है। हम ने रिपोर्ट की हुई है। जब महीने, दो महीने में सामान हमें सप्लाई होगा तब लगाया जा सकेगा। मेरा कहना यह है कि एग्जिटिब के बारे में इस तरह से लापरवाही होना और उन स्विचेज का न होना, ये ही चलते देना और अगर कहीं किसी का हाथ लग जाय तो बिजली से उसकी झटका लग सकता है, ऐसी बातोंके लिए भी लापरवाहियां होती हैं।

स्नोपिंग कोचेज का जहां तक सवाल है, जहां तक मीटरगेज का सवाल है, मैं कह सकता हूँ और उसके लिए मुझे क्षमा किया जाय यह कहने के लिए कि उन में कोई बहुत छोटे कद का आदमी भले ही घा जाय बाकी जो दरमियाने दर्जे के लोग हैं उन के पैर उस में पूरी तरह नहीं पसर सकते हैं। मैं समझता हूँ कि वह कोचेज शायद भूतपूर्व रेलवे में महोदय के जमाने में बनी थी क्योंकि उनका साइज बहुत छोटा था। मेरा निवेदन है कि उनके साइज में काफ़ी फर्क करना चाहिए। अगर हमारे माननीय मित्र श्री यशपाल सिंह को कभी मीटरगेज में जाने का मौका मिले तो उनका तो शायद उसमें लैटना ही मुश्किल हो जायगा। इसलिए उन कोचेज में सुधार करने की आवश्यकता है और श्री टायर कोचेज को हटा कर टू टायर कोचेज बनाने की आवश्यकता है।

करणन का जो मामला है उस के बारे में क्या कहा जाय ? रेलवे के करणन के बारे में तो मैं यह कहा करता हूँ कि माल बाबू या टिकट क्लर्क्स जिनका कि पेशा रिस्वत लेना हो गया है और माल बाबू तो उसको दस्तूरी समझ कर लेते हैं बेहतर यह होगा कि यह बारहों महीने चलने वाला करणन अगर रैगुलराइज कर दिया जाय तो यह ज्यादा अच्छा होगा बनिस्वत इसके कि आप इसे करणन कहें।

इसके साथ घन्ट में मैं एक करणन का मामला यहीं दिल्ली जंक्शन का बतलाता हूँ। स्टेशन के बाहर जहां स्कूटर खड़े होते हैं वहां पर यह हालत है कि ऐसे ऐसे गुंड लोग खड़े होते हैं जोकि स्कूटर वालों से पैसा लेते हैं और न देने पर उनको मारते पीटते हैं। पुलिस वाले उनसे मिले रहते हैं और उनका भी उस में हिस्सा रहता मालूम पड़ता है। यह गुंडागर्दी और लूट दिल्ली रेलवे स्टेशन पर दिनदहाड़े और खुले खजाने होती रहती है और कोई इसकी ओर ध्यान नहीं देता है इसको देख कर आश्चर्य होता है।

अब मैं कुछ बातें अपने क्षेत्र की बाबत भी अर्ज कर दूँ। अलवर से भरतपुर की नई रेलवे लाइन बनाने के लिए मैंने पिछली दफ़ भी जिक्र किया था ब्रौडगेज के लिए उसका सर्वे हुआ था। वह नाकाफी हुआ। इसके मानी यह है कि वह सब गलत हुआ है, गलत तरीके से हुआ है और उसको दुबारा सर्वे किया जाय ताकि उसका बनना निश्चित हो जाय भले ही वह फॉर्थ प्लान में क्यों न बनाई जाय।

खोदरीवा जहां तांबा निकलता है और वहां मार्बल और लाइमस्टोन भी बहुत है और अगर खोदरीवा को अलवर से जोड़ा जाय और दूसरी तरफ़ खेतरी से जोड़ा जाय तो इससे तांबा मार्बल आदि खनिज पदार्थों के उठाने और एक जगह से दूसरी जगह ले जाने में सुविधा होगी। इस योजना में जहां वहां के लोगों को लाभ होगा वहां रेलवे को भी लाभ होगा। रेलवेज की आमदनी भी होगी और लोगों को रोज़गार भी मिलेगा।

जहां तक कांगड़ा बैली रेलवे का प्रश्न है उसके नैरोगेज की हालत बहुत खराब है और लगभग सब तरफ से उसका लदान हमेशा बन्द रहता है। इसलिए या तो उसकी हालत सुधारी जाय या उसको मीटरगेज में तबदील किया जाय। वैस्टर्न रेलवे से लड़ान के ० वी०



रेलवे के लिए हमेशा बन्द रहता है। उसकी सारी बुकिंग बन्द रहती है।

जहां तक डबल लाइन का सवाल है मैं यह निवेदन करूंगा कि रिवाड़ी से डाबला के लिए डबल लाइन इसलिए होनी चाहिए क्योंकि कि यह रिवाड़ी कुतरा कोड ऐसे स्थान पर है जहां पर मालगाड़ियों का आवागमन बहुत ज्यादा होता है। यहां पर गुडम की ट्रैफिक बहुत है इसलिए डबल लाइन करना बहुत फायदेमन्द होगा।

दिल्ली से कैंटनमेंट जो डेडगेज लाइन है इसको कम से कम गुडगांव तक बढ़ा देना चाहिए जिससे वहां पर फौजी सामान के आने जाने में सुविधा हो।

अन्त में मुझे यह कहना है कि एक शटल ट्रेन रिवाड़ी और अलवर के बीच जारी होना बहुत आवश्यक है क्योंकि उधर बहुत भीड़ चलती है और उधर सड़क भी कोई नहीं है जिससे बस वगैरह चल सकें। इसलिए सुबह के वक्त वह ट्रेन रिवाड़ी से अलवर को चले और शाम को वहां से वापिस रिवाड़ी आ जाय। इसके लिए मैंने वैस्टर्न जोन की कंसल्टेटिव कमेटी में कहा था। मुझे बहुत दुःख के साथ यह कहना पड़ता है कि पिछले एक वर्ष से उसकी कोई मीटिंग नहीं हो रही है। इसलिए पता नहीं कि क्या हो रहा है। मैं मन्त्री महोदय से निवेदन करूंगा कि इस और वे ध्यान दें। अन्त में मैं आपको धन्यवाद देते हुए अपना स्थान लेता हूँ कि आपने मुझे बोलने के लिए समय दिया।

**Dr. M. S. Aney (Nagpur):** Sir, I only want to take a little time of the House to bring certain points to the notice of the Railway Board.

**Mr. Speaker:** Ordinarily, on Demands for Grants, the speeches are confined to 10 minutes because only local grievances are to be expressed and, in any case, they should not exceed 15 minutes.

**Dr. M. S. Aney:** Though we have taken up Demand No. 1, I hope discussion on other matters is also allowed. Anyway, I will not take much time. I am glad that the Railway Minister, while winding up the debate, made some observations with regard to the zonal system and said that he is amenable, his mind is open and he is willing to consider the matter of having more zones. I think that is a necessity. The present zonal system though the authorities responsible have worked conscientiously, has not been able to do sufficient justice to the work which the zones are expected to do. It is in that context that I want to make another suggestion. In making this arrangement for new zones they should have some guiding principles. I find that certain people are making suggestions the result of which will be to see that every linguistic State which has been created gets a zone of its own. That is the idea underlying their suggestion. I want the Railway Board to be cautious in this matter, instead of giving false hopes to those people who are advocating this principle of a separate zone for each linguistic State, because that will result not in consolidation but in creating disunity among the people. The linguistic principle as the basis for creation of more zones should never be in the contemplation of the Railway Board.

Then I come to another subject about which a very important statement has been made by the Railway Minister in the concluding part of his speech, and that is the policy of the Government on narrow gauge lines. He thought it fit to say that the system deserves to be preserved and further expanded. When I put certain questions to him, he brought it to my notice that I was talking of opening a new line while he was talking only of conversion. My point is that I was asking him only to open a dismantled line, and how that dismantlement came about I will explain

[Dr. M. S. Aney]

in a few minutes. When the second world war broke out Government were in very great need of some railway material for the sake of opening new lines to carry on their military manoeuvres elsewhere outside India. With that purpose in view they thought of dismantling narrow gauge lines first and ten or twelve lines were selected by them. When I asked a question I was told then that there were many lines and one of them was the narrow gauge line from Darwha to Pusad which is a section of the main narrow gauge line from Murtijapur station to Yeotmal. When the question of dismantling this line was being considered I asked a question as to when this line will be dismantled and the reply given was that this section will be dismantled last. They assured me "it will be dismantled last; you can rest assured on that". Later on what happened was that when I made further enquiries I found that at the time this reply was given to me that section was already dismantled; it did not exist at all. Most of the railwaylines and other things had been dismantled, despatched to Bombay and probably they were en route to some other place. This fact was brought to their notice by me sending a letter to Mr. Pearson, who was the then Railway Financial Commissioner. I received a reply from him saying "That is true, but when the question of restoration of dismantled lines is taken up, this line would be given first preference". I am sure that if the Railway Board will try to go through the old correspondence on this subject, they will find somewhere this reply which was given to me at that time. My papers are so distributed that I am not able to lay my hands on my own correspondence, but I may inform them....

**Shri Hari Vishnu Kamath** (Hoshangabad): But you became a member of the Viceroy's Executive Council later on.

**Dr. M. S. Aney:** I was not the Member for Railways. Also, that was during the second world war. From that time onwards I have been raising this question whenever I get an opportunity and I have never received a satisfactory answer. So, I would again urge upon the Railway Board to make an enquiry and find out whether there is a case for restoring that line or not, because even though there was the old enquiry and old report, it may be argued that those conditions on which the old report was based are now entirely changed.

Here I want to point out that Darwha and Pusad are some of the most prosperous towns of Vidarbha and they are important centres of commerce and industry. Then, between Darwha and Pusad there is a town which is now called Mahur Road station. Mahur is an important centre of pilgrimage, to which people used to come from all over the country. So, that centre requires to be developed further. There are so many similar matters on which I could talk, but I do not want to take your time over this matter. I only want an assurance from the Railway Minister that he is prepared to make an enquiry. If he or any of his Deputy Ministers could visit that place whenever they have the time, I am quite willing to accompany them and give them all the information which it is possible for me to collect. If after their visit they say that there is no case, I would be perfectly satisfied.

After that, I will refer only to one point before I sit down, and that is on the question of level crossing. I have read the report on railway accidents and I find that unmanned level crossings is one of the reasons for many of the accidents in which not only human beings but also stray cattle get killed. So, both from the point of view of the interests of humanity and the interests of prevention of

cruelty to animals I would suggest that the level crossings must be manned. I hope this will be looked into.

Secondly, in some of the big towns there are level crossings where traffic is held up for hours together. Persons going to offices are detained and they find it difficult to reach their destination in time. Not only that, because they will try to make up for the lost time in the level crossings, there is a great danger of serious accidents taking place on account of traffic being held up for hours together.

I would suggest that in important towns and cities like Amravati, Wardha and Nagpur attempts should be made to have over-bridges at the level crossings. In the case of Amravati it was sanctioned but there was some dispute regarding sharing the cost between the municipality, State Government and the railways and the matter was dropped, I want the railway authorities to take up this question of the Amravati level crossing again. Even in the case of Akola I succeeded only after raising the matter again and again for twelve years, when they constructed the bridge. Now there is no problem, so far as Akola is concerned.

**Shri Hari Vishnu Kamath:** Only twelve years?

**Dr. M. S. Aney:** Yes, after twelve years. I do not want to take further time because there are other hon. Members who would like to say something about this.

**Shri Hari Vishnu Kamath:** Mr. Speaker, I have moved cut motions Nos. 3 and 8 to Demand No. 1. Before I proceed further I crave your indulgence for permitting me and my colleague, Shri Priya Gupta, to speak on these cut motions to Demand No. 1. Since my group has not tabled any cut motions to any other Demand, I would be grateful if you will kindly

allow to me and my colleague, Shri Priya Gupta, more than fifteen minutes, because we would not take any time on the other demands which will come up tomorrow, and for which four hours have been allotted. We will take part only in the discussion on Demand No. 1.

I will deal only with cut motion No. 3 and sub-parts 11, 12 and 13 of cut motion No. 8. The rest, by your leave, I shall leave to be dealt with by my colleague Shri Priya Gupta. I shall be very brief, because he will take more time than I would require.

I will take the comparatively less important ones first. Taking sub-part 12 of cut motion No. 8, I found during the last year that there is a tendency, a growing tendency to introduce changes in the railway time-tables without any consultation with the members of the consultative Committees of the concerned railway with regard to that matter. Suddenly, as it were, a surprise is sprung upon the people without any consultation with their representatives, who are there, Sir, with your express consent, and with your express sanction on the Consultative Committees.

Last year when I had a look at the Railway time-table for October when it came out, I was surprised at the sudden changes that were made in the train timings, and then I had not even received a letter or even a note from the General Manager or from the Ministry with regard to the proposed changes before they were finalised. I would, therefore, request that in future changes in train timings, cancellation of stoppages of trains, cancellation of trains and cancellation of through bogies in trains etc.—all these matters—should be finalised only after consultation with members of the Consultative Committee for the concerned railway. There should be an opportunity for the members concerned to make their own suggestions, if necessary, with regard to the proposed changes.

[Shri Hari Vishnu Kamath]

Next I will take up the matter of the dining cars on our railways. Much has been said about the food served in the dining cars. I have also had the unfortunate experience of tasting somewhat less than second class stuff for the first-rate or high class prices that I paid. It has been mentioned also in the House earlier that kitchens in the trains are something which are not worth looking at. The longer you look and the more you look at the kitchens of dining cars in trains, the less desire you would have to eat the food that is served to you;—out of sight, out of mind, so to say. So, most of us who travel do not try to look at the kitchen and see how the food is being cooked. That is why we are able to eat the food that is served.

I noticed that on the Central Railway—I do not know if it is so in the other Railways also—the railway employees in the dining cars were not provided with winter uniforms this last winter which has just come to a close. I do not know if it is the case on all other Railways, but on the Central Railway I found that they did not have winter uniforms when all other railway employees—guards, conductors and others—do get winter clothing. I hope that from next year onwards all employees, whether they work in dining cars or somewhere else, will get winter clothing well in advance.

16.22 hrs.

[MR. DEPUTY SPEAKER in the Chair].

I was given to understand that the hours of work for these employees in dining cars are not regulated or fixed firmly. On some days they have to work 12 to 14 hours, I am told, without any extra remuneration and then they do not get adequate rest so that their capacity for service also suffers. The hon. Minister would look into this matter and see that their hours of work are properly regulated.

I now come to the position of wagon supply for movement of goods. That is a perennial problem and, I believe, it has been brought up in one way or another not merely during the Budget debates but also during the year by hon. Members of this House, on this side as well as on the side opposite. I do not know what the present position is with regard to wagon supply. There was an acute shortage or scarcity of wagons. On the section with which I am familiar, that is, the Itarsi-Jabalpur section where passenger as well as goods traffic is fairly heavy, the position this year is not at all satisfactory. There is a bumper crop in that region this year and there has to be adequate supply of wagons for movement of these crops. There are plentiful, good, prosperous grain mandis in that region. Therefore I would request the hon Minister to see that the wagon supply is adequate for movement of these crops.

With regard to the matter mentioned earlier I would quote one instance of sudden change in train timings. There is a station called Sonaili Station on the North East Frontier railway. Suddenly last October the stoppages of the 3 UP and 4 Down express trains were cancelled and trains 25 Up and 26 Down were cancelled. Unfortunately, the registration office, the medical amenities and hospitals are all situated at Katihar and there is none at Sonaili. So, the people have been very much inconvenienced since then. Formerly they could do all their work in one day; they could go to Katihar and come back the same day. But now because of the cancellation of the train and cancellation of the stoppage of some express trains there is no train except that there are two trains at night. Now they have to leave the previous night, spend the whole day at Katihar and then catch the night train to come back home. This is a very inconvenient arrangement for the people. The convenience of the people who pay through their nose now-a-

days for travelling in trains should be borne in mind before any such steps are taken.

I now come to the last point and that is regarding the existing monopoly or near-monopoly so far as railway bookstalls are concerned. Time was when there was a similar monopoly with regard to refreshment rooms. That was luckily brought to an end by ceaseless agitation, if I may use the word, in this House as well as outside. On the Central Railway with which I am familiar Vallabhdas Ishwardas held a catering monopoly. Now they do not enjoy the monopoly thus now benefiting those people who took some refreshments there. Similarly, I would urge the hon. Railway Minister to consider the matter of ending the monopoly which is enjoyed with regard to railway bookstalls by A. H. Wheeler in the north and, I believe, Higginbothams in the south. From the point of view of the issue of monopoly by itself I am sure, my hon. colleagues on all sides, on this side of the House as well as opposite, are agreed in principle that monopoly should not be encouraged or countenanced at all. If the Railways have seen their way to ending the monopoly of Vallabhdas Ishwardas so far as catering is concerned, I see no reason why a similar monopoly with regard to bookstalls should not be ended.

**The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan):** The food supplied by him was bad.

**Shri Hari Vishnu Kamath:** I do not know whether the monopolists of the bookstalls also do not derive a very unfair advantage from the system prevailing today. Purely from the point of view of solving or, at least, countering or meeting the problem of unemployment which is rife in our country, if every bookstall at every railway station was auctioned or disposed of separately and not so many rail-

way bookstalls altogether to one company or agency, if every bookstall separately was let out or leased out to some person who is in need, it will help solve the problem of unemployment also. So many people can be employed. The number of educated unemployed is growing in our country and some of the people who look after the bookstalls today who are mere employees of Wheelers or Higginbothams are not so literate as might be some other educated people who desire to take up such work but are not able to do so because of the monopoly prevailing. Therefore I urge very strongly that this monopoly should be broken as soon as possible, and the system completely demonopolised. Every bookstall should be leased out; or, maybe, two or three bookstalls and not so many, that is 50, 20 or dozens of them, but two or three bookstalls might be leased out to one person according to proper rules and regulations so that the unemployment problem also could be solved to same extent. My colleague Shri Priya Gupta will speak on the other parts of the cut motion.

**Shrimati Renuka Ray (Malda):** Mr. Deputy-Speaker, the Railway Board along with the railwaymen of all ranks share the appreciation that has been given to them on account of the manner in which they have conducted themselves during the national emergency. When the whole country was taken by surprise at the massive invasion by China on our North-eastern border, no doubt, many things failed. But, the Railways did come up to our expectation. I say this, more particularly because I was myself, soon after the emergency started, in Darjeeling district and at Siliguri and later at Kejhuriaghat, places through which they had to move troops for Assam and further up. I can say that it is no theoretical complaint, but a very practical and dire necessity that the metre gauge from Siliguri to Assam should be converted into broad gauge line. Because, in the emergency, the

[Shrimati Renuka Ray]

difficulty which the Railway had to face and counter to send troops was something which has to be seen to be believed. The Kejhuriaghat Railway which has come into existence only a little while ago, certainly played its part in taking troops up and that line was opened to passenger traffic right through for the first time. I would like to say one word about the Kejhuriaghat Railway because, when the country was partitioned, North Bengal and Assam were separated entirely from the rest of India, and so also Tripura and Manipur. Two things were done. First came the Assam Link Railway which has now carried troops the NEFA Border or at least upto up to Tezpur. The other was...

श्री बेरवा कोटा (कोटा) : उपाध्यक्ष महोदय, इस समय सदन में कोरम नहीं है ।

**Mr. Deputy-Speaker:** The bell is being rung.—Now there is quorum. The hon. Member, Shrimati Renuka Ray, may continue.

**Shrimati Renuka Ray:** I was saying that after Partition, there was isolation of North Bengal and Assam. Two Railways, the Assam link Railway was first built and then the Kejhuriaghat Railway came into existence. This Kejhuriaghat Railway and the Assam link Railway were the only means through which, under great difficulties, troops were moved up to the border. It was something that should have been done long ago. At least, at present, I hope we shall take a warning, I hope top priority will be given to constructing a broad gauge railway to Assam and that a through train up to Faraka and again from Kejhuriaghat and Siliguri will be run. The latter was done for the troops, during the emergency, but it has not yet been opened for passenger traffic. Until Faraka barrage comes into existence—may I say here, that even if the bridge was built, it would take only one year less: six years against 7 years for the

barrage—and thus could not meet the needs of the moment. The transshipment that has to take place at Kejhuriaghat is in itself a big thing. On top of that, even today, although the troops were taken by through trains up to Faraka. Even today, a through passenger train is not run there either from the Nimtita side or Barharwa side. I am saying this because, difficult as it is, even if this small amenity is not yet given to the travelling public. It will be necessary to give many more amenities on these Railways if they are to function properly in the future even for troops and also for civilians.

The North East Frontier Railway, I think, can be called the Cinderella of the Railway Administration. I think the Railway Board and the hon. Minister will bear me out when I say that when the Kejhuriaghat Railway came into existence, other Railways were requested to give them engines and even railway men for various works. Those engines which were discarded by others and those men that were not wanted by others were passed on to this new Kejhuriaghat Railway which is the one link today really with Assam.

**Shri Shah Nawaz Khan:** They have got some brand new engines.

**Shrimati Renuka Ray:** I was coming to that. This was not done until the emergency. Since the emergency, we have got some brand new engines. I hope, in view of the vital necessity of railway connection and proper railway functioning in that area, that these essential things that have been done for the emergency will be kept up, because the emergency continues. I must say one word about those who built the Kejhuriaghat Railway, because they built it in a year. This work of the Railway engineers had an electric effect on the people in that area,

because, for the first time, they saw that the Government administration could move fast and quickly as they did. While I say that railway connections have not been given, while I say that until the emergency, other things such as proper engines were not there, it is true to say that the engineers built that Railway, not in a time of emergency, but in normal times, within a year.

The next point on which I want to lay stress is this question of accidents. I know one or two Members have spoken about railway accidents. But, I am sorry to say that in the hon. Minister's speech, neither when he laid the Budget before the House, was much mention about railway accidents nor even when his reply came, did I hear much about it. It is true to say that in this country of ours....

**Dr. M. S. Aney:** Even now, he does not hear.

**Shrimati Renuka Ray:** I hope he will listen to me afterwards if he is not listening now. In this country, I would say that it would be true to say that air travel by Air India or Indian Airlines bears the reputation of being one of those in the world which has the least amount of accidents. I am afraid, the Indian Railways cannot share the same laurels.

There are two more points and I will take a few minutes more and finish, I do not want to go into the details about accidents. But, I would like to know that do unmanned gates still continue because there has been no agreement with the State Governments to share the expenses? Is there any attempt to bring in such measures as track circuiting as preventive measures. I do not know if the Railways have the money in this emergency. But, I do hope that every effort that can be made within the resources at present will continue to be made. I must say that I was surprised that the hon. Minister made little mention of security mea-

sures especially when there was another accident at Allahabad in which 48 persons were injured, 6 or 7 very seriously and 18 are still in hospital.

Sir, before I conclude, I want to say a word more. I was one of those who criticised the Minister for not taking it up at an earlier stage with the Planning Commission for getting the proper resources for the running of the Railways. Now the hon. Minister has told us that not only in regard to coal alone but in regard to other goods also the carrying capacity has come upto the mark. I would only ask him to see that the future planning too is made in such a manner that at no future stage again there is the bottleneck that we had not so long ago. I would congratulate the Railway Minister in particular and the Railway Board also for having been able to prevail on the Planning Commission to give them the additional resources and I hope they will be able to continue to get them in the future. In this time of emergency, in particular, it is more necessary, not only in the areas where the railway lines are necessary to carry the troops but for the production also in the country, to keep up to the scratch and it is necessary that the Railways are given adequate resources.

**Mr. Deputy Speaker:** According to intimation since received from Members, the following cut motions are desired to be moved to Demand No. 1 in respect of Railways. So, they will be treated as having been moved: Cut motion Nos. 2, 3, 4, 5, 7, 8 and 39 as shown in List No. 1 and 2.

**Shri Sezhiyan:** I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

- [(i) Increase in freight rates,
- (ii) failure to provide sufficient

[Shri Sezhiyan]

amenities to Railway users, (iii) failure to reduce overcrowding in trains, (iv) failure to maintain properly the tracks, the locomotives and the bridges, (v) need to open more lines in the South, (vi) need to convert metre gauge lines to broad gauge. (2)].

**Shri Priya Gupta:** I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

[Monopoly or semi-monopoly in the matter of Railway Book Stalls. (3)].

**Shri H. C. Soy:** I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to include the local M.P. in the Interview Board for selection of Railway personnel at Railway Division level (4)].

**Shri M. Muhammad Ismail:** I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide for a new line from Melathur to Feroke on the Southern Railway. (5)].

**Shri Sezhiyan:** I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[(i) Need to open double track broad gauge line from Madras to Tuticorin, (ii) need to increase the amenities to railway users, (iii) failure to reduce overcrowding in trains, (iv) need to allow more level crossings for formation of connecting roads between vil-

lages, (v) abnormal increase in the rents of the railway quarters, (vi) need to recognise the Dakshina Railway Employees' Union. (7)].

**Shri Priya Gupta:** I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to (i) abolish the provision of section 149 R.I. of the Railway Establishment Code Vol. I-powers of termination of services of permanent and temporary railway employees without assigning any reason, (ii) set up an ad hoc tribunal to go into the service and pay conditions of the marine staff employed in the railway as recommended by the Second Pay Commission, (iii) abolish the practice of utilising basic tradesmen (B.T.M.) against the job for skilled workmen in violation of the provisions of Artisans Classification Tribunal Award, (iv) provide adequate house rent allowance to the railway employees to compensate the increased rents of the quarters of the railway employees, (v) check the reduction of floor area of the quarters of railway employees of Class III and IV, (vi) implement the award of Justice Shanker Saran in respect of upgrading Artisans Staff in workshops and sheds, (vii) implement the recommendations of the Second Pay Commission in respect of Dearness Allowance, (viii) nationalise the Howrah-Amta and Howrah-Sheakhala light railways, (ix) implement the modified rules of superannuation in respect of relaxation of age of retirement from 55 to 58 years in the case of railway employees of ex-Assam-Bengal Railway Company's staff and those on refused leave preparatory to retirement (L.P.R.), (x) give winter allowance to employees of Darjeeling-Himalayan



Section of N. F. Railway at par with West Bengal Government employees, (xi) discuss unsatisfactory position of wagon supply, (xii) discuss procedure regarding Railway time-tables including cancellation of trains and through bogeys, (xiii) provide winter uniforms to employees in Dining Cars, and fix their hours of work, and (xiv) discuss measures taken or to be taken to avert Railway accidents. (8)].

**Shri Narendra Singh Mahida:** I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to relieve over-crowding on Railways by starting shuttle and diesel services. (39)].

**Shri N. Bhanja Deo (Keonjhar):** Mr. Deputy Speaker, Sir, I must congratulate the Railway Minister and the Railways as a whole for the fine performance that they have given, especially during the emergency and it has been hailed almost by all the leading papers in our country. At the same time, Sir, I would be failing in my duty, if I do not point out some of the failings of the Railways which I would try, through you, to bring to his notice. It seems that the Railway Minister, like his predecessor, is alternately trying to tap his resources sometimes by way of increasing railway fare and sometimes by way of increasing freight charges. This time it has been the bad luck for the freight. Of course, the Freight Structure Committee had recommended certain increases and it was desirable that it should be so done. But at the same time I am not very sure as to how it would affect some of our vital trades, especially the foreign trade which earns us a lot of foreign exchange. No doubt the Railway Minister has given a certain amount of relief by rationalising freight concession, but as to how it will eventually affect the trade, we are yet to see.

2875 (Ai) LSD—7.

Now, Sir, I would draw his attention to the financial conditions in certain railways, especially the North East Frontier Railway, the Southern Railway and the North Eastern Railway which have been running at a loss for a continuous period of years and this has to be looked into and I have no doubt that the North East Frontier Railway had to carry a heavy burden during the emergency but yet its financial resources have to be geared up if it is to run, if not at profit at least not at loss also.

The Railway Minister has pointed out to us that he will transfer certain funds to the general revenues, that is, he would go beyond the proposals given by the Railway Convention Committee. If he goes beyond the proposals of the Railway Convention Committee, I would also urge him to be realistic as regards also certain other funds, like, the railway development fund which has unfortunately become a medley or a hotchpotch of different requirements of railways in the country and I would earnestly request him, as well as the hon. House, to consider whether it is not time for abolishing it and retaining only a proper depreciation fund and a revenue reserve fund and the rest of the transaction should be limited to the capital and revenue account of the year concerned. Of course, what I am suggesting is beyond the proposals made by the Railway Convention Committee as he is thinking of transferring certain amounts of money, which the railways are not immediately requiring, to the general revenues. I hope he will also bear my proposal in mind and that, I think, will be the proper rationalisation of our railway finances.

I am happy, considering specially the area from which I come, that the Railway Minister has suggested the survey of two important railway lines, that is, one from Paradip to Naya-garh—it is the heavy iron deposit area of my constituency—and similarly the other from Kendposi to Rairangpur and eventually link it with Haldia

[Shri L. N. Bhanja Deo]

port, thus removing the congestion that is faced due to heavy iron ore, coal as well as steel products traffic that emanate between Jamshedpur, Rourkela and Bhilai.

Now I would like to draw the attention of the Railway Minister to the matter of speeds of certain trains, especially the goods trains as well as certain mail trains, that have deteriorated—in particular the Delhi-Kalka mail which used to do the journey previously in 23 hours and now it takes over 25 hours between Howrah and Delhi. In this connection I would like to point out to the hon. Minister as well as to the Railway Board a very important factor which has been blacked out while presenting the railway budget, that is, about the presentation of the Volume II of the Railway Board's Report.

**Shri Priya Gupta:** Now it is combined together.

**Shri L. N. Bhanja Deo:** Yes. That is what I am going to point out. Previously, we used to get these two volumes.

**An Hon. Member:** Now there is emergency.

**Shri L. N. Bhanja Deo:** Even during the emergency of last two great Wars they were not discontinued and I do not see any reason why that should be discontinued now. I say this because that gives certain very important statistics to economists, to railways as a whole and also to Members of Parliament, enabling them to assess the functioning of the railways as railway-wise or zone-wise which I am going to deal with presently. That has been blacked out now.

**The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan):** Regarding those reports, I may point out, we kept the requisite number of copies in the Parliament library also.

**Shri L. N. Bhanja Deo:** But, Sir, I would like to draw the attention of the hon. Deputy Minister to the fact that the Volume II is not available. I tried to get a copy of that. But they said, this is no longer being published.

**Shri Shah Nawaz Khan:** It is in the library.

**Shri L. N. Bhanja Deo:** What I tried to point out was, the Railway Board's Annual Administration Report (Volume I narrative portion and Volume II Statistics) generally issued a year later than the year to which it relates, contains a large amount of valuable information of interest to Parliament, businessmen, industrialists, chambers of commerce, students of economics and many others. Much of the information contained in the two volumes has been regularly published by the Government of India for more than 80 years. In the name of emergency these two volumes have been discontinued and we have got a sketchy one-volume report which probably discards the statistics, as I shall point out presently, contained in volume II. For instance, the statistics under the heads Nos. 14, 15, 17, 20, 23, 28, 29, 30, 31, 36, 37, 38, 39 and 40 which are very important to various industrialists to place their case before the Railway Board when presenting their cases are not available now.

The importance of detailed statistics transcends the limits of official needs. The present scope of the statistical volume as of 1960-61 has been reached as the result of the parliamentary demand for information. This volume used to be supplied or circulated along with the budget papers after the budget was presented, but this time I had to personally ask for it, and even then I got hold of only this copy.

It may be pointed out that this report was compiled at the suggestion of various committees at various stages. For instance, in 1880, the Medley Committee recommended this,

In 1903-04, the Administration Report also recommended this. Then, in 1920-21, the Ackworth Committee's criticisms were there which also suggested that these statistics were of vital importance. Similarly during the period 1924-37, refinements were introduced in it at the suggestion of the Dickinson Committee.

These statistics are very vital for placing the case of businessmen before the railway tribunals, and they are also of immense importance to students of economics and various chambers of commerce to assess the functions of the railways, railway-wise, and properly. So, I hope the hon. Minister will not black out these statistics in the name of emergency but will supply us this valuable information which will be of very great interest to all those who are concerned with the railways and their efficient functioning railway-wise.

**Mr. Deputy-Speaker:** Now, Shri Karuthiruman. The hon. Member is absent. Shri Subbaraman.

**Shri Subbaraman (Madurai):** I thank you very much for giving me an opportunity to speak on this Demand. I congratulate the hon. Minister for having presented a very good railway budget. I also pay my humble tribute to him for having made vast improvements in all aspects and sections of the railways. The number of passenger trains as also of goods trains has increased. Their number as well as the traffic which they cover are very large, when compared to previous years.

While we appreciate all the improvements that have been made in respect of passenger and goods traffic, I would like to say a few words about the necessity of further improving the traffic. The hon. Minister was kind enough to explain in some detail the various improvements made and gave clarifications to the comments, remarks and the criticisms made by hon. Mem-

bers in the course of the general discussion on the railway budget.

The speed of the goods train is only 13.6 miles per hour now. It was more in previous years. Though the tonnage handled and covered is more this year than in the previous years, the speed has lowered down. Speed for one day, when asked we get the information that it runs 50 miles per day. Even taking this as a correct figure, I am sorry to find that even this milage is not covered in actual experience. From Madurai to Delhi, goods take nearly 45 to 60 days, and so also the goods from Madurai to Bombay take about a month. If we calculate the speed according to the practical experience, it comes to less than 13.6 miles per hour or less than 50 miles per day. It should be improved. The Department has expressed its anxiety to arrest the diversion of traffic to road. So, they are making some suggestions. They have opened city booking offices, and they also want to book on holidays and Sundays. These measures are all good. But these city booking offices do not cater to the full satisfaction of the merchants, because the goods booked at the city booking offices take about a week or even more to reach the destination as compared to the goods booked at the goods office itself. So, I would submit that goods booked at the city offices also should be taken equally quickly to the goods wagons and despatched.

If we are really anxious to improve goods traffic, the speed of the trains should be improved. The hon. Minister was kind enough to point out certain difficulties due to which the trains could not move faster. I may point out that these difficulties were there in the previous years also. So, I request the hon. Minister to see that some more attention is paid, and the goods are speedily taken to the destinations. If the goods reach the destination earlier, there would be double the turnover of business, and that would benefit both the railways as also the dealers who send the goods.

[Shri Subbaraman]

In certain places we get the benefit of QTS or quick transport service. That should be available to all big stations. Bodinaickanur is a fairly small station on the Southern Railway. There is a QTS available from this station to Delhi. The chief commodity or perhaps the only commodity booked from there to Delhi is cardamom. Nobody envies that. When we have a QTS available from Bodinaickanur to Delhi, the same facility should be available from Madurai to Delhi also, since Madurai is only on the way from Bodinaickanur to Delhi. The persons concerned have written about the necessity of extending this facility and making it available from Madurai station also.

The Q. T. S. is available ordinarily from Madurai to Madras to Bombay, Madras to Calcutta and Madras to Delhi, whereas it is not available from Madurai to all these big cities. Madurai is a big commercial and industrial business centre and therefore I would request the hon. Minister to make this service available from Madurai to all these stations.

17 hrs.

I would like to make one particular request to the hon. Minister as regards improvement of goods-shed in Madurai. Nearly a lakh of square yards of covered accommodation has been made available to all the goods sheds. Although this has been very useful, further improvement should be made, especially in Madurai goods sheds.

As regards utilisation of wagons, coaches and engines, I request that much more attention be given and they are used more and more. A special committee with officers and Railwaymen working in the line and section who could tender advice, could be appointed to work continuously in this regard. There is vast scope for improvement.

The goods trains run on an average for 3 or 3½ hours per day and I think there can be scope for utilising it for more hours.

As regards passenger trains, I need not repeat the points which previous hon. members have made. Still, I would like to say a few words on one point. I agree that, of late, the trains are keeping up time to a better degree. The figure of punctuality given in the publication is now 81 per cent. I do not know how the calculation is made. Whatever it might be, in experience we find that it is not so much. Almost every day the train comes from five minutes to one hour or two hours late. If the train reaches the destination late, it upsets the programme of the travellers. The purpose for which one is travelling becomes wasted. If the train runs late, the passengers or the travellers should have to go to the destination one day earlier. It means additional cost to the passengers concerned. Therefore, I request that punctuality should be kept up.

We are very glad that our railways are improving in self-sufficiency. It has reached 91 per cent. It should be our aim that we reach 100 per cent self-sufficiency as soon as possible. But the things that we are making should be quite up to the standard. They should not be, in any way, less than the foreign-made ones in quality. As regards coach building especially, I would like to tell the hon. Minister that it should be so made that it is weather proof. It should be able to stand any weather. In the coaches in which we have to travel from the south to the north, we find that it is so warm and so hot that it becomes unbearable. Coaches should be light, and, at the same time the passengers should not feel the heat so much inside. Accordingly the building design should be changed.

About catering, though it is improved....

**Mr. Deputy-Speaker:** Sufficient has been said already about catering. His time is up.

**Shri Subbaraman:** The milk that is supplied is of poor quality and we find that good quality milk is supplied only in certain stations. Even the catering agents of the railways do not supply good milk. They supply only tin or powder milk. I feel that there should not be any difficulty for them to supply good milk. There are so many points which I wished to speak about, but I could not do so for want of time. I was waiting for such a long time.

**Shri Narendra Singh Mahida:** On Demand No. 1, I have cut motion No. 39. On that, I have some suggestions to offer to the Railway Board. There are certain matters about porters and I wish to bring it to the notice of the Railway Ministry and the Railway Board. The porters are serving the passengers for the last so many years ever since the railways have come up, but they are not considered as railway servants. I fail to understand the reason for this. Suppose a porter gets retired at old age and he cannot take up heavy luggage. What happens to him? Recently the Railway Board has imposed a levy for supply of Kurtas, a small levy to the extent of Rs. 3 or Rs. 4 per month which, for the Railway Board may not mean much, but it is a big sum for these people. Every month they have to subscribe to this levy of Rs. 3 or Rs. 4 for Kurtas and management of porters. This is highly objectionable. The case I am referring to is that of the porters of Baroda and Anand. I have brought this fact to the notice of the Railway Board and their reply is not at all satisfactory. The porters are not agreeable to pay this levy in connection with the supply of kurtas and their management. I fail to understand why the Railways want to impose this levy and yet, they do not want to consider them as even semi-railway servants. I would be agreeable to guide them and to help them in this matter. It is my

request that the railways should consider them as semi-railway servants. Medical services and provident fund facilities may be given to them from such levies. There are a large number of porters serving at various stations in the country and I fail to understand why the hon. Railway Minister does not take cognisance of this important aspect. I want that in the future plans that we make, there should be something done for these porters also. They are serving passengers in a very important and essential way.

The hon. Railway Minister has spoken about very cordial relationship between the Railway staff. There is some grievance about this staff matter and I have come across an instance in Bhavnagar. There was a small fourth-class railway servant who was serving the Railways very faithfully and having many certificates. This person asked for permission to stand for a seat in the Bhavnagar municipality. Somehow, the Railways did not give him a timely reply, though the Railways encourage their staff and ask their employees to take interest in social matters. This person had taken interest in the civic election there and the General Manager at Ajmer was a member of the Ajmer Municipality. But this person was not given any reply till about the last date of the elections. On the very last day, he was informed that he could not take part in municipal elections. He could not withdraw his name because the date of withdrawal had already expired, and he was elected. Later on he was served with a notice and he was relieved of his job. This is how the Railways treat their staff. It is rather a very regrettable incident. I would like to pass on this information to the Railway Minister and to see that this case is examined sympathetically. Subsequently, I learnt that the Railway Board and the Railway Ministry had withdrawn whereby the railway staff was permitted participation in such civic activities. This

[Shri Narendra Singh Mahida]

was a recent order but the case I mentioned is about three years old.

As far as the narrow gauge is concerned, I wish to say something. I belong to that area. The Western Railway, as the hon. Minister had very rightly stated, consists of the largest number of mileage of narrow gauge railway. It is most regrettable that there are no alarm chains in the narrow gauge trains. There are no platforms and no sheds at most stations.

Dabhoi happens to be one of the largest narrow gauge stations, more than the Bombay Central Station, as 21 trains daily come and go. But it has not got even the water cooling arrangement. There is no water cooler there as we have it in other places in broad gauge. The average traffic in Dabhoi is quite large. It is possibly one of the biggest narrow gauge railway stations in the world. But it has not got proper or adequate arrangements that are needed. Therefore, I desire to draw the attention of the hon. Minister to many problems and I request him to pay more attention to the needs of the narrow gauge passengers.

I have some suggestions to make about our new first-class steel coaches which are attached to the Frontier Mail between Delhi and Bombay. The steel coaches are well made and very nicely finished but it gets extremely hot in the summer time. People are roasted actually. I would like the Railway Minister to travel in that first class steel coach in the summer. It is like getting boiled in those steel wagons. Except in the monsoon season, during all other seasons we get all the dust inside. Last year I had the pleasure of travelling in such a compartment and very lately also along with other Members of Parliament I travelled from Bombay to Delhi. We were all sick of dust by the time we reached Delhi. This may be a very fine steel coach, but it needs heat and dust-proof improvement. I want the Railway Board to look into this.

There are various suggestions about new railway lines. There is the case of the Tarapore-Bhavnagar railway. The railway to Bhavnagar via Surendrangar is of a very long distance. This short cut railway line was already surveyed and cost estimated. I do not know what is the reason for delay in proceeding further with this scheme.

There is also a suggestion which I had made in my last year's railway budget speech, about connecting Gujarat with Madhya Pradesh. There is a narrow gauge railway line from Pratapnagar to Chota Udepur which is in the hinterland. If this railway is extended to Kuksi, which is in Madhya Pradesh, and from Kuksi to Indore, it will bring the distance to 75 miles as against 200 miles otherwise. This has also been surveyed, but nothing further has been heard about it.

**Shri Ranga:** Will the Minister of Parliamentary Affairs help the Minister to listen? All the three Ministers are having a special discussion when an Hon. Member is speaking.

**Mr. Deputy-Speaker:** They are discussing railway matters.

**Shri Ranga:** They would read the speech afterwards.

**Shri Swaran Singh:** We are all attention.

**Shri Narendra Singh Mahida:** There is lack of imagination on the part of the Railway Ministry.

As far as Saurashtra is concerned, it can be very easily connected through a ferry service from Broach to Bhavnagar, a distance of 30 or 40 miles. The Saurashtra Express leaves Bombay at about 8 a.m., reaches Broach at about 3 p.m. and if there is a ferry service starting from Broach for Bhavnagar—Broach is a small port on the river Narmada about 10 miles distance from the

open sea—it would greatly help the passengers. The distance between Broach and Bhavnagar would not be more than 40 miles across the gulf of Cambay.

**Shri Swaran Singh:** Some coastal shipping people are welcome to do that. I think it is hardly a matter for the railways.

**Shri Narendra Singh Mahida:** It is a public utility service.

**Shri Swaran Singh:** Public utility so far as railways are concerned, not in regard to coastal shipping. It does not concern railways.

**Shri Narendra Singh Mahida:** The Railway Board can pass it on to the Transport Ministry. If the railways are agreeable, it can be done.

**Mr. Deputy-Speaker:** The Transport Ministry Demands are coming up for discussion.

**Shri Narendra Singh Mahida:** This is my suggestion. The scheme cannot be taken up if the railways do not agree.

**Mr. Deputy-Speaker:** Railways have nothing to do with it.

**Shri Narendra Singh Mahida:** If they agree, it can be done. These are all public utility services. If necessary facilities are provided to passengers at Broach, this can be done. By this suggested short-cut, passengers can reach Bhavnagar in 2 hours from Broach, by the detour route, it takes 16-17 hours from Broach. I do not know why the railway authorities are lacking in such imaginative schemes. These are important suggestions and should be accepted. Instead of running us down, these suggestions might be considered. They should go into these matters and also take necessary action.

**श्री रामसेवक (जालौन) :** उपाध्यक्ष महोदय, रेलवे बोर्ड की जो डिमांड मान-

नीय रेल मन्त्री जी ने यहां रखी है, उनका मैं समर्थन करता हूं। मैं मानता हूं कि आज की एमरजेंसी में देश को अधिक से अधिक रुपये की आवश्यकता है। लेकिन बहुत सी टुटियां इस विभाग के अन्दर हैं जिनकी ओर मैं रेल मन्त्री जी का ध्यान आकर्षित करना चाहता हूं।

सबसे पहले मैं सेंट्रल गवर्नमेंट आडिट रिपोर्ट (रेलवेज) १९६३ के पेज १७ के पैरा २० की ओर माननीय मन्त्री जी का ध्यान आकर्षित करता हूं जिसमें एक ग्रंथ मूविंग यूनिट जो कि गंगा ब्रिज प्रोजेक्ट के लिए साउथ ईस्टर्न रेलवे ने मंगाया था, उसको नार्थ-ईस्ट फ्रण्टियर रेलवे को ट्रांसफर किया गया रंगा पारा नार्थ लखीमपुर प्रोजेक्ट पर काम करने के लिए। इसमें २७ लाख ८० हजार रुपये खर्च हुए लेकिन सिर्फ दस लाख रुपये का काम इस प्रोजेक्ट ने किया। इस पर चालीस हजार रुपये प्रतिमास रेकारिंग खर्च हुआ और दस हजार रुपये ग्रंथ जबकि यूनिट बंकार पड़ा हुआ है, माहवारी खर्च होता है।

इसके अलावा साउथ ईस्टर्न रेलवे में अनुपपुर कटनी के बीच ६५ मील लाइन डबल करनी थी। इसके लिए एक कांटेक्टर को ठेका दिया गया जिसका रेट रेलवे के एस्टीमेटिड रेट से सात परसेंट अधिक था। इसके अलावा कुछ एडोशनल वर्क होना था। उसके लिए ओरली उस कांटेक्टर से कहा गया कि एडोशनल वर्क करे। उसने टेंडर दिया जो एस्टीमेटिड रेट रेलवे डिपार्टमेंट का था, उस पर। लेकिन एक साल के बाद उसका टेंडर सैंकशन हुआ। इस पर उस कांटेक्टर ने काम करने से इंकार कर दिया और दुबारा टेंडर मांगा गया। फिर उसी कांटेक्टर को ४५ परसेंट से लेकर ८० परसेंट अधिक रेट पर ठेका दिया गया उसी काम को करने के लिए। इससे रेलवे को पन्द्रह लाख रुपये का नुकसान हुआ। इस तरह की जो बातें हैं, ये नहीं होने दी जानी चाहियें और इसकी तरफ हमारे

## [श्री रामसेवक]

रेल नंरी जी का ध्यान जाना चाहिये। इससे रुपये की बचत हो सकती है।

१९६१-६२ में दो लाख रुपये का अंडर चार्ज हुआ है। इस तरह की बातों की तरफ भी सरकार का ध्यान जाना जरूरी है।

अब मैं कुछ क्षेत्रीय बातों की ओर मन्त्री जी का ध्यान खींचना चाहता हूँ। माननीय श्री लाल बहादुर शास्त्री जी जब रेल मन्त्री थे तो वह जालौन कस्बे में गए थे और पच्चीस हजार लोगों के बीच में उन्होंने इस बात का आश्वासन दिया था कि उरई से जालौन तक रेलवे लाइन का टुकड़ा बनाया जाएगा। उसके लिए सँ के आर्डर भी हो गए थे। लेकिन पता नहीं उसके बाद फिर वह स्कीम क्यों ड्रॉ कर दी गई। सेंट्रल रेलवे में काल्पी पर जमुना ब्रिज बिटवीन झांसी एण्ड कानपुर बनाने के लिए ६२ लाख रुपये सैंकशन किए गए थे। पिछले वर्ष इस पुल के रिगर्डिंग के लिए सिर्फ पांच हजार रुपये खर्च किए गए और इस साल भी केवल पांच हजार रुपये का प्राविजन है। अगर इस तरह से रुपये खर्च करने की योजना बनाई गई तो शायद हमारी व आपकी जिन्दगी में यह पुल पूरा न हो सकेगा।

झांसी डिवीजन में सिलैक्शन ठेका बना है डे फोर के कंडीटेंट्स को छांटने के लिए उनका एप्वाइंटमेंट करने के लिए। उसमें यह प्राविजन है कि नान-आफिशल मैम्बर रखे जायेंगे, जनता के प्रतिनिधि रखे जायेंगे। लेकिन इसमें कुछ ऐसे लोग रखे गए हैं जो कि एक्स-रेलवे कर्मचारी हैं। मैंने इसकी शिकायत जनरल मैनेजर को की, माननीय मन्त्री जी को भी लेकिन इस पर कोई ध्यान नहीं दिया गया। मैं चाहता हूँ कि जिन लोगों को गैर कानूनी तौर पर रखा गया है, उनको हटा कर जनता के प्रतिनिधि रखे जाने चाहियें।

यह बात भी वहां सुनने में आई है कि र्थफोर्सेड की जो एप्वाइंटमेंट्स होती हैं, उनमें

से एक एक आदमी को पांच पांच और छ-छ-सौ रुपये रिश्त का देना पड़ता है और तब उनको एप्वाइंट किया जाता है। इस ओर भी माननीय मन्त्री जी का ध्यान जाना चाहिये।

अब मैं दुलखण्ड के बारे में कुछ कहना चाहता हूँ। वह एक पिछड़ा आ इलाका है। इस इलाके में रेलवे लाइनों की कमी है। इसमें गल्ला बहुत अधिक पैदा होता है। इस गल्ले को बाहर भजने के लिए रेल के साधन नहीं हैं। इसलिए मैं माननीय मन्त्री जी से कहूंगा कि कम से कम वह गुरसराय, एरच, समथर, माधोगढ़, राठ आदि में आउट एजेंसीज खोलें ताकि वहां का जो गल्ला है, वह इन आउट एजेंसीज के जरिये बाहर भेजा जा सके। इसके साथ ही साथ जो स्टेशन इन आउट एजेंसियों से मिले हुए हैं उनको ज्यादा से ज्यादा वैगन दिये जायें।

एक ट्रेन झांसी से डेढ़ बजे चलती है और सुबह ६ बजे कानपुर पहुंचती है। इस का समय बदलने के लिये मैं ने कई बार रेलवे ऐडमिनिस्ट्रेशन को लिखा। इस का कारण यह है कि ओरई डिस्ट्रिक्ट हेडक्वार्टर है और रोजाना वहां से सैकड़ों आदमी कानपुर जाते हैं और शाम को कानपुर से वापस आते हैं। यह ट्रेन सुबह ४.२९ पर ओरई पहुंचती है, जिस के कारण बहुत से पैसेन्जर कानपुर नहीं जा पाते हैं। इस के बाद ४ बजे शाम तक कोई ट्रेन नहीं मिलती है। अगर इस का समय बढ़ा कर उरई पहुंचने का ७ बज कर दिया जाय तो वहां के लोगों को काफी सहायित हो जाय।

झांसी कानपुर सेक्शन के बीच में जितने स्टेशन हैं उन के प्लेटफार्म और ऊंचे किये जाने के लिये मैं ने कई बार रेलवे ऐडमिनिस्ट्रेशन को लिखा, लेकिन उस के ऊपर उसने कोई ध्यान नहीं दिया। मैं चाहता हूँ कि यह जो रेलवे प्लेटफार्म हैं वे ऊंचे किये जायें।



श्री तुलशीदास जाधव (नांदेड) :  
उपाध्यक्ष महोदय, यह जो रेलवे की डिमांड आई है मैं उस को सपोर्ट करता हूँ। लेकिन सपोर्ट करते हुए कुछ बातों की तरफ ध्यान दिलाना चाहता हूँ।

आज रेलवे की आमदनी बहुत काफी बढ़ गई है। सन् १९६१-६२ में अगर क्लास की आमदनी १७ करोड़, ५४ लाख और ५६ हजार थी और थर्ड क्लास की आमदनी १३३ करोड़, ३३ लाख, और २९ हजार ६० थी। अगर सन् १९६३-६४ को देखा जाय तो अगर क्लास से १७ करोड़ के बजाय ३० करोड़ ६० की आमदनी का और थर्ड क्लास से १३३ करोड़ के बजाय १५२ करोड़ ६० की आमदनी का अन्दाजा है। मैं विनती करना चाहता हूँ कि जिस तरह की सहूलियतें फर्स्ट क्लास में दी गई हैं वही ऐमेनिटीज थर्ड क्लास के लोगों को भी दी जायें। थर्ड क्लास में हमारे यहाँ कोई पंखे नहीं हैं। हो सकता है कि सब ट्रेनों में ऐसा न होता है लेकिन मैजारिटी में यही स्थिति है। मैं दूसरी लाइन्स के बारे में तो नहीं जानता लेकिन जो गाड़ी बम्बई से दिल्ली और बम्बई से मद्रास जाती है, उन में थर्ड क्लास में कई जगह पर पंखे नहीं हैं। इसी लिये मैं कहना चाहता हूँ कि थर्ड क्लास को और भी सहूलियतें दी जायें जैसे कि फर्स्ट क्लास वालों के लिये होती है।

पूना मीराज लाइन को जो घाय ब्राड गेज करने वाले हैं उस के लिये मैं आप को धन्यवाद देता हूँ लेकिन इस के साथ साथ मैं चाहता हूँ कि लाटूर मीराज लाइन जो है उस की तरफ ज्यादा ध्यान दिया जाय। लाटूर से मीराज के बीच में २० एंजिन रखे गये हैं। उन को बहुत दिनों से तब्दील नहीं किया गया है। उन में से पांच, छः एंजिन तो हमेशा ही खराब होते हैं। दूसरे जो एंजिन हैं, चूँकि दूसरे स्टेशन में पानी का इन्तजाम नहीं होता है इस लिये उन को पंढरपुर और कुडवाडी में पानी लेना होता है। जो पानी वहाँ से वे लेते हैं

वह बहुत खराब होता है। एंजिनों में लीकेज होता है और रास्ते में एंजिन बन्द हो जाते हैं। इस के लिये लोगों ने बहुत तक्रार की, लेकिन इस की तरफ रेलवे विभाग का कोई ध्यान नहीं है। मेरी विनती है कि इस तरफ ज्यादा से ज्यादा ध्यान दिया जाय।

इस लाटूर मीराज लाइन पर बारसी, कुडवाडी, पंढरपुर और मीराज के होने से बहुत से लोग पंढरपुर यात्रा के लिये जाते हैं। लेकिन वहाँ पर किसी भी स्टेशन पर ऊँचे प्लेटफार्म नहीं है साथ ही किसी भी प्लेटफार्म के ऊपर, कम से कम लाटूर, बारसी, कुडवाडी, पंढरपुर और मीराज पर, शेड नहीं है। बरसात में और धूप में लोगों को बड़ी तकलीफ होती है। बरसात में तो भोगना पड़ता है। इस लिये इन चारों स्टेशनों पर प्लेटफार्म ऊँचे किये जायें और शेड्स बनाये जायें।

जो गाड़ी लाटूर से चलती है उस में जगह नहीं मिलती है क्योंकि उस में बोगीज कम होती है। इस लिये उस में वैगन्स लगा दिये जाते हैं और उन में आदमी बैठ जाते हैं। लेकिन उस में उन लोगों को बड़ी तकलीफ होती है। न तो उन वैगन्स में संडास होते हैं और न ही उन में चढ़ने उतरने की व्यवस्था होती है। जिस तरह से वैगन्स में जानवर भर दिये जाते हैं उसी तरह से उन की हालत होती है और वह अभी तक चल रही है। मैं जानता हूँ कि वहाँ के लोगों ने इस के लिये बड़ी तक्रार की लेकिन जब जनरल मैनेजर वहाँ गये तो स्टेशन पर रंग रोगन करने में हजारों रुपये खर्च किये गये लेकिन वहाँ के लोगों की हालत पर खर्च का विचार नहीं किया गया। इस लिये मेरी रिक्वेस्ट है कि पंढरपुर के लिये वर्ष में चार दफे लाखों लोग यात्रा करते हैं और उन लोगों को वैगनों में ले जाया जाता है जिन में कि उन के लिये बैठने का कोई इन्तजाम नहीं होता है, संडास नहीं होता है और न ही पानी का इन्तजाम होता है। अगर वे लाटूर में गाड़ी में बैठते हैं तो पंढरपुर तक बीच में उत्तर भी

[श्री तुलशी दास जाधव]

नहीं सकते। इतनी तकलीफ वहां औरतों और बच्चों को होती है क्योंकि उन में तो बैठने के लिये बैच भी नहीं होती। लोगों को तकलीफ भी होती है तो भी वे बोलते नहीं हैं क्योंकि पंडरपुर जाने के लिये लोगों को गाड़ी मिलती है। आप वहां गाड़ियों का इन्तजाम कर दें और इन बैगनों को बन्द कर दें।

श्री बड़े : आप भगवान से अपील कीजिये।

श्री तुलशीदास जाधव : इस मामले में यही हमारे भगवान हैं। मैं मंत्री महोदय से कहना चाहता हूं कि दूसरे कई स्टेशनों पर संडास नहीं हैं, पानी का कोई इन्तजाम नहीं है। लाटूर की जो गाड़ी है उसकी टंकी के अन्दर जब ताजा पानी डाला जाता है तो वह सिर्फ घंटे, दो घंटे तक रहता है, उस के बाद वह खत्म हो जाता है। उस का लीकेज हो जाता है। इस के लिये कई सजेशन दिये गये, कई दफे लिखा गया। मैं ने सुना है कि लाटूर मीराज लाइन को नैरो गेज से मीटर गेज किया जा रहा है। मैं कहना चाहता हूं कि लाटूर से काफी व्यापार होता है लेकिन वहां के लोगों को बैगन नहीं मिलते हैं और माल पड़ा रहता है नहीं तो ट्रक से जाता है। इस लिये वहां पर नैरो गेज की जल्दी से जल्दी मीटर गेज में बदलने की व्यवस्था हो।

मीराज से लाटूर तक जो लाइन है उस के फॉसिंग नहीं है। इस लाइन के साथ साथ दूसरी पब्लिक रोड है जिन से बहुत से लोग प्रवास करते हैं। जब बैल गाड़ियां आती जाती हैं तो वे एंजिन से टकरा जाती हैं और ऐक्सिडेंट हो जाते हैं। इस लिय इस लाइन पर फॉसिंग की जाये।

मीराज लाटूर लाइन पर और भी बहुत सी तकलीफें हैं जिन को मैं लिख कर दूंगा। लेकिन मेरी बार बार रिक्वेस्ट है कि जो बातें मैं ने कही हैं उन पर ध्यान दिया जाय और

वहां मीटर गेज करने का इन्तजाम जल्द ही किया जाय। वहां पर गाड़ियों में जगह न मिलने से लोग गाड़ियों के ऊपर बैठ कर जाया करते हैं जिस से कि उन लोगों को बहुत तकलीफ होती है।

शोलापुर और औरंगाबाद के बीच में रेल को शुरू करने का भी इन्तजाम किया जाना चाहिये। जितना मराठवाडा का इलाका है वह बहुत बैकवर्ड है, एकानमिकली। इस लिये इधर ध्यान देना बहुत आवश्यक है। आज अगर किसी को शोलापुर से औरंगाबाद जाना होता है तो पहले उस को शोलापुर-यॉड से मनमाड़ आना होता है उस के बाद मनमाड़ से औरंगाबाद जाना होता है।

इस के बाद में अदीलाबाद वल्लारशाह रेलवे लाइन की बात करना चाहता हूं। इन दोनों के बीच में लगभग ५० या ६० मील का अन्तर है। वल्लारशाह में कोयले की खानें हैं। अगर वह रेलवे लाइन बना दी जाय तो वहां से कोयला ले जाने में बड़ी आसानी होगी। वहां पर मराठवाडा की जो छः डिस्ट्रिक्ट्स हैं और उत्तर विदर्भ, उन को भी जोड़ा जाय। वहां के लोगों की यह मांग भी है कि इस चीज को पूरा करने का जल्द इन्तजाम किया जाय।

दूसरे नादेड़ स्टेशन बढ़ाने के बारे में मैं ने पिछली बार भी कहा था, उसके लिए एस्टीमेट मंजूर हो गया है यह बड़े आनन्द की बात है। अब मेरी प्रार्थना है कि इस स्टेशन को जल्दी से जल्दी बढ़ाया जाए।

दूसरे नादेड़ गांव के पूरव और पश्चिम बाजू दो गेट हैं यही दो आने जाने के रास्ते हैं। इन रास्तों पर एक एक घंटे और आधा आधा घंटे तक ट्रेफिक रुका रहता है। इसलिए मेरी प्रार्थना है कि नादेड़ में पूर्व और पश्चिम के रास्तों के लिए ओवर ब्रिज हो जाना चाहिए। इसके बिना लोगों को बड़ी तकलीफ होती है। शहर नजदीक है और लोगों का बहुत आना

जाना रहता है : सका इन्तिजाम होना चाहिए ।

दूसरे आदिलाबाद से जो गाड़ी परली के लिए चलती है वह आदिलाबाद से चल कर पूरना में 5हर जाती है और वहां से दूसरी गाड़ी पलड़ी को जाती है । लोगों का कहना है कि यह गाड़ी सीधी आदिलाबाद से परली तक जाया करे । और पूरना में न ठहरे । जनरल मैनेजर को लिखा तो उन्होंने जवाब दिया कि जब खंडवा हिंगोली लाइन बन जाएगी तब ऐसा कर दिया जाएगा । वह लाइन बन गयी है । इसलिए प्रार्थना है कि अब यह गाड़ी सीधी आदिलाबाद से परली तक जाने लग जाये ।

दूसरे मेरी विनती है कि कुडवाड़ी स्टेशन के पश्चिम बाजू के रास्ते पर प्रोवर ब्रिज बनाया जाए ।

शोलापुर डिस्ट्रिक्ट में बम्बई मद्रास लाइन पर दो स्टेशनों की जरूरत है । उनके नाम हैं बाकाउ और अहेरवाड़ी । इन स्टेशनों के लिए लोगों की बड़ी मांग है । इनके हो जाने से लोगों को बड़ी सहायित होगी ।

आपने कहा है कि हम लोगों को अमेनिटीज देने की व्यवस्था करेंग । मैं ने जो प्रार्थना की है उसमें लाइन बनाने के अलावा जो और बातें हैं उनको कोई ज्यादा खर्च की बात नहीं है । मेरी प्रार्थना है कि इन छोटी मोटी बातों को मान लिया जाए ।

बिछली बार मैं ने कहा था कि कुछ स्टेशनों पर जो लोग उतरते हैं तो उनके बाहर निकलने के समय बड़ी भीड़ हो जाती है जिसके कारण टिकट कलेक्टर की भी टोपी तक गिर जाती है । मुझे सूचना मिली है कि आपने १५-२० स्टेशनों पर इसके लिए पाइप का रेलिंग लगाकर प्रबन्ध कर दिया है । मेरी विनती है और भी जिन स्टेशनों पर इस प्रकार की भीड़ की शिकायत हो वहां भी यह प्रबन्ध

कर दिया जाए जिससे लोगों को तकलीफ न हो ।

श्री बड़े (खारगोन): मध्य प्रदेश में रेलवे बहुत कम है वहां ज्यादा लाइनें दी जाए ।

श्रीमती कमला चौधरी (हापुड़) : उपाध्यक्ष महोदय, मैं रेलवे की मांगों का समर्थन करती हूं । मुझे विशेष कोई भाषण नहीं करना है । मैं सदन का अधिक समय नहीं लेना चाहती । बड़े सौभाग्य की बात है कि हमारे रेलवे मिनिस्टर शाहनवाज साहब उसी कांस्टीट्यूएंसि के हैं जहां की मैं बात करना चाहती हूं । कई बार मैं ने अपने यहां की शिकायतों की रेलवे बोर्ड को लिखकर भी भेजा है । ये छोटी छोटी बातें हैं । उनकी ओर मैं मंत्री महोदय का ध्यान आकर्षित करना चाहूंगी ।

मेरठ एक अच्छा बड़ा शहर है लेकिन वहां के स्टेशन पर अभी भी टिन का शैड पड़ा हुआ है । यह अच्छा नहीं मालूम होता है । वहां के स्टेशन में सुधार की आवश्यकता है । जब कांग्रेस का अधिवेशन हुआ था तो हमने वहां केवल इतना निर्माण किया था कि एक फाटक लगवा दिया था । वहां भीड़ काफी होती है इसलिए मैं आपका ध्यान इस स्टेशन की ओर आकर्षित करना चाहूंगी

यही अवस्था गाजियाबाद की है । गाजियाबाद का पिछले दिनों में काफी विस्तार हुआ है और रेलवे लाइन के दोनों ओर शहर फैला हुआ है । अवस्था यह है कि शहर के बीचों बीच में मोटर गाड़ियों को घंटों खड़े रहना पड़ता है । यहां बड़ी आबादी है और यह आबादी लाइन के दोनों तरफ है । मालगाड़ियों के आने जाने के कारण वहां रास्ता बहुत देर तक रुका रहता है । इसकी कोई उचित व्यवस्था होनी चाहिए ।

हमारे मेरठ के क्षेत्र में ऐसी बहुत सी छोटी छोटी बातों की जरूरत है । उनकी ओर मैं शाहनवाज साहब का ध्यान आकर्षित

### [श्रोमती कमला चौधरी]

करना चाहती हूँ। शायद यह उनका अपना चुनाव क्षेत्र है इसलिए वे इसके सुधार में उत्साह नहीं दिखाते। इस समय माननीय रेलवे मंत्री भी उपस्थित हैं। इसलिए मैं ने सोचा कि उनके सामने विवेचना कर दूँ तो काम जल्दी हो जाए।

एक बात और निवेदन करना चाहती हूँ कि मेरठ से लखनऊ जाने के लिए कुछ थू. बोगीज लगायी जाए। रेलों में तीसरे दर्जे के डिब्बे इतने कम होते हैं कि जनता को बड़ी तकलीफ होती है। जब हम लखनऊ से लौटना चाहें और कोई स्लीपिंग बर्थ रिजर्व कराना चाहें तो बड़ी आसानी से रिजर्व करा सकते हैं, लेकिन मेरठ से ऐसा कोई जरिया नहीं है। अगर मेरठ से रिजर्व कराना हो तो उसके लिए दिल्ली जाना पड़ता है। यह भी एक कठिनाई है।

साथ साथ जो थू डिब्बे लगाए जाते हैं उनको काटकर मुरादाबाद में छोड़ देते हैं और जब बहुत देर तक स्टेशन पर गाड़ी खड़ी रहती है तो पंखे बन्द हो जाते हैं जिससे मुसाफिरों को गर्मी में बड़ी तकलीफ होती है। यह एक छोटा सा सफर है जो कि कुछ घंटों में पूरा हो सकता है लेकिन इसके लिए पूरी रात समाप्त करके सुबह सात साढ़े सात बजे लखनऊ पहुंचते हैं।

मैं माननीय मंत्री महोदय से प्रार्थना करूंगी कि ये छोटी छोटी बातें हैं और उनके क्षेत्र से सम्बन्ध रखती हैं। अगर इन कठिनाइयों को दूर कर दिया जाए तो वहां की जनता को बड़ी सुविधा हो जाएगी।

इस के अतिरिक्त मैं दुर्घटनाओं के सम्बन्ध में कहना चाहती हूँ। सम्भव है कि अगर कागज पर हिसाब फैलाया जाए तो आज दुर्घटनाओं की संख्या सम्भव है कम हो लेकिन इस जाग्रति के युग में इस तरह की दुर्घटनाएं आए दिन होने से जनता में आतंक फैल गया है। हम नहीं समझ पाते कि रेल में यात्रा करके हम सुरक्षित अपने स्थान पर पहुंच सकेंगे या नहीं। मैं निवेदन करूंगी कि अगर ये दुर्घटनाएं रेलवे कर्मचारियों की असावधानी के कारण होती हैं तो उनके लिए ऐसी सजाओं की व्यवस्था की जाए जिससे उनको अपनी जिम्मेवारी का अहसास हो। लेकिन अगर ये दुर्घटनाएं रेल की पटरियों की खराबी के कारण होती हैं तो इसकी सारी जिम्मेवारी सरकार की है। उसका प्रबन्ध होना चाहिए।

इसी तरह से चोरियों की बात है। आये दिन हम इस प्रकार की चोरियों के समाचार अखबारों में पढ़ते हैं। जो स्त्रियां पहले दर्जे में सफर करती हैं उनके लिए अलग स्त्रियों का डिब्बा नहीं होता है। उनके लिए अलग डिब्बा होना चाहिए। यह आपके सामने कहते अच्छा नहीं मालूम होता कि किस प्रकार की दुर्घटनाएं होती हैं। थंड क्लास में जो स्त्रियों के डिब्बे हैं उनकी अच्छी व्यवस्था होनी चाहिए। उनमें कुछ डब्बे ऐसे हैं जिनके दरवाजे भीतर से बन्द नहीं हो सकते। इसलिए उनमें चोरी हो जाती है। आज के यग में और राष्ट्रीय सरकार के समय में इस प्रकार की बातों का होना शोभनीय नहीं मालूम होता।

मैं आशा करती हूँ कि मंत्री महोदय इस पर ध्यान देंगे और इन कठिनाइयों को दूर करेंगे।

श्रीमती सहोदरा बाई राय (दमोह) :  
 उपाध्यक्ष महोदय, जो मांगें रेलवे मंत्री जी ने रखी हैं अच्छे ढंग से रखी हैं और रखनी ही चाहिए। अभी तो भारतवर्ष में पहली इमरजेंसी लगी है। हमें अपने राष्ट्र की रक्षा के लिए सीमा पर अधिक रेलें बनाने की आवश्यकता है। वहां रेलें जरूर बनायी जानी चाहिए। एक लाइन पठानकोट से काश्मीर और लद्दाख तक जानी चाहिए जहां हमारे जवान हैं ताकि उनकी आवश्यकताओं की पूर्ति हो सके। और हमारे देश की रक्षा हो सके।

इसी तरह मैं चाहती हूं कि एक लाइन हरद्वार से वद्रीनाथ को बनायी जानी चाहिए। हजारों की संख्या में यात्री वद्रीनाथ जाते हैं। इस लाइन से रेलवे को काफी आमदनी भी हो सकती है। उसको बनाना चाहिए।

अब मैं अपने एरिया की तरफ आती हूं। मध्य प्रदेश एक अभाग्य प्रदेश है। वहां के लोगों की आवश्यकता की पूर्ति के लिए मंत्री महोदय कदम नहीं उठाते हैं। मैंने उनसे इसके लिए कई बार व्यक्तिगत रूप से भी कहा है। हमारे क्षेत्र में सागर एक महत्वपूर्ण स्थान है, वहां स्कूल आदि हैं। वहां पर एक नदी है जिस पर पुल न होने से लोगों को आने जाने में असुविधा होती है। बूँक सागर स्टेशन पर पुल नहीं है इसलिए वहां पर पुल बनाना जरूरी है। मकरीनिया स्टेशन पर भी ब्रिज बनाया जाय और सागर स्टेशन पर भी ब्रिज बनाया जाय। वहां पर प्रतिवरसिटी है और दूर दूर से लड़के पढ़ने के वास्ते आते हैं। वहां पर पुन की व्यवस्था के अभाव में घंटों यात्रियों को खड़े रहना पड़ता है। इसलिए वहां पर इसकी बहुत आवश्यकता है ऊपर पुल बनाया जाय जिससे लोगों को आने जाने में सुविधा हो।

हमारे मध्य प्रदेश को रेलवे से काफी आमदनी है क्योंकि वहां लॉडिंग ज्यादा है, कोयला वहां से ज्यादा निकलता है, लकड़ी ज्यादा निकलती है, बीड़ी उद्योग भी वहां पर चलता है। इस सारे सामान की लॉडिंग अगर रेलवे व्यवस्थापूर्वक करे तो उसकी काफी आमदनी प्राप्त हो सकती है। भूसा भी वहां काफी होता है जो कि हर एक जगह को जाता है। लाखों मन भूसा, लकड़ी, कोयला और अन्य खनिज पड़े रहते हैं। उनकी लदाई के लिए डिब्बे नहीं मिलते हैं। इस तरह से जहां जनता का नुकसान होता है वहां रेलवे भी काफी आमदनी से वंचित रह जाती है। मुझे इसके लिए अपने लोगों के सामने शर्मिन्दा होना पड़ता है कि हमने तुम्हें दुबारा चुना है और तुम इतना भी यहां के लिए प्रबन्ध नहीं करा सकतीं कि यह पुल बन जाय और सामान ढोने के लिए बैग्स मिल जायें। वे यह भी कहते हैं कि बूँक अंग्रेजी पढ़ना लिखना नहीं आता और मैं हिन्दी में अपनी बात कहती हूं इसलिए वे उस पर कोई ध्यान नहीं देते हैं और तुम्हारी बात नहीं मानते हैं। ६ वर्ष मुझे यहां आये हो गये और जब मुझे वे इस तरह से लांछन लगाते हैं तो मैं शर्म के मारे गड़ जाती हूं। अब जहां तक मेरे अंग्रेजी न जानने का सवाल है, मेरे समय में अंग्रेजों की ढाई विशेष कर महिलाओं के वास्ते माकूल प्रबन्ध नहीं था इसलिए मेरी सरीखी स्त्रियां अंग्रेजी से वंचित रह गयीं। लेकिन अब जमाना बदल चुका है और हमारी नारियां बी० ए०, एम० ए० पास करके निकलती हैं। मुझे आशा है कि मैंने जो अपने क्षेत्र में सुविधा का प्रबन्ध करने के लिए कहा है उस और मंत्री महोदय अवश्य ध्यान देंगे और उसकी समुचित व्यवस्था करने के लिए शीघ्र कदम उठावेंगे।

मैं चाहती हूं कि एक रेलवे लाइन करेली से नर्मदाघाट होती हुई सागर और सागर से बंडा होरापुर छतरपुर होती हुई पन्ना में मिला दी जाय। हमारे पन्ने में हीरे की कानें

### [श्रीमती सहोदरा बाई राय]

हैं और अगर वहां तक रेलवे लाइन खोली जायगी तो वहां आपको हीरे मिलेंगे जिससे कि देश की आमदनी में बहुत वृद्धि होगी और इतनी आमदनी हो सकती है कि एक रेल ही नई बन सकती है। इसके अलावा काफी कोयला लकड़ी और दूसरे खनिज पदार्थ भी वहां पर होते हैं। उनकी लदाई की ओर रेलवे ध्यान नहीं देती है।

देखा यह जाता है कि रेलवे मन्त्रालय द्वारा बड़े बड़े शहरों जैसे बम्बई दिल्ली, कलकत्ता आदि की ओर ही अधिक ध्यान दिया जाता है और वहां पर जबकि काफी सुविधाएं पहले से ही मौजूद रहती हैं, अन्य नयी सुविधाएं बढ़ाई जाती हैं। अब बम्बई और दिल्ली में रेलवे की सुविधाएं और बढ़ाने से क्या विशेष लाभ होने वाला है? वहां तो पहले से ही काफी सुविधाएं मौजूद हैं। दरअसल बैंकवर्ड ऐरियाज जहां कि रेलों की सुविधाएं मौजूद नहीं हैं, लदाई और पुलों आदि की समुचित व्यवस्था नहीं है, उनकी ओर रेलवे मन्त्रालय ध्यान दे। दिल्ली और बम्बई के लोगों के लिए चाहे आप जितना भी क्यों न करिये उनको सन्तोष होने वाला नहीं है। रेलवे मन्त्री महोदय को उन उपेक्षित और पिछड़े इलाकों में सुविधाएं प्रदान करने की ओर ध्यान देना चाहिए। जहां पर प्लेटफार्म ऊंचे नहीं हैं, जहां बिजली और पानी की व्यवस्था नहीं है और जहां पर किसानों के लिए शैंड्स नहीं हैं जहां कि वह अपना अनाज रख सकें, वहां पर इन चीजों की व्यवस्था करें। दमोह स्टेशन पर कोई शैंड नहीं है। वहां शैंड बनना चाहिए। इसी तरह से पथरिया, गणेशगंज, जरूआखेड़ा और सैय्या स्टेशनों पर पुल बनाने चाहिए जिसमें कि जनता को कोई रुकावट न हो। इनके प्लेटफार्म भी ऊंचे नहीं हैं उनको ऊंचा किया जाय। वहां पर शैंड की व्यवस्था न रहने से लोगों को काफी असुविधा रहती है। वहां पर छाया का इन्तजाम होना चाहिए ताकि जो गल्ला किसानों का उनके

अभाव में पड़ा रह कर सड़ जाया करता है वह बर्बाद होने से बच जाय। ऐसा होने से जहां किसानों को सुविधा होगी वहां रेलवेज की भी ज्यादा आमदनी होगी।

अष्टाचार लदान के मामले में चलता है। मैं चाहती हूं कि लदान की व्यवस्था सन्तोषजनक की जाय ताकि यह अष्टाचार खत्म हो जाय। रेलवे मन्त्री महोदय इस ओर गम्भीरतापूर्वक ध्यान दें और इस अष्टाचार को जो कि रेलवे में अभायवश चलता है उसको खत्म करने के लिए सक्रिय कदम उठावें। ऐसा होने से ही जनता में सन्तोष उत्पन्न हो सकता है।

इसके अलावा जनता गाड़ी जो मद्रास और बम्बई से चलती हैं, उनमें एक फर्स्ट क्लास का डिब्बा सीधा दिल्ली के लिए जोड़ा जाना चाहिए ताकि एम० पी०, एम० एल० एज० जिनको जगह नहीं मिलती हैं वे यहां समय पर आ सकें और हमारी संसद् का काम सुचारू रूप से अटेंड कर सकें। इसी तरह कोई अधिकारी भी यदि यहां ड्यूटी पर आना चाहे तो वह भी उसमें बैठ कर समय से यहां पहुंच जाय।

एक माननीय सदस्य : फर्स्ट क्लास का नाम क्यों लेती हैं, थर्ड क्लास का नाम लीजिये ?

श्रीमती सहोदरा बाई राय : अब थर्ड क्लास तो सारे होते ही हैं। मैं अपने भाई लोगों से कहूंगी कि इस तरह से वे रोड़े न अटकावें। कई दफे मैं इस के लिए कह चुकी हूं। अगर अब भी बाज नहीं आयेंगे तो मुझे डांटना पड़ेगा। हम तो आपके साथ भाईवारा रखते हैं और आप रात दिन इस तरह से हमारी राह में रोड़े अटकाते रहते हैं। वे अच्छी तरह इस चीज को समझ लें कि आज की स्थिति क्या है? इसमें जैसी लगी हुई है। वे तो पढ़े लिखे आदमी हैं उनको इस तरह रोड़े अटकाने और पागलपन की बातें नहीं करनी चाहिए और सोच विचार कर आचरण करना चाहिए।

उपाध्यक्ष महोदय, यह लोग इस तरह से बीच में टोक कर मेरा समय ले लेते हैं और मुझे बोलने नहीं देव हैं। बहरहाल, चूंकि समय बहुत थोड़ा है इसलिए मैं और अधिक कुछ नहीं कहना चाहती। केवल इतना कहती हूँ कि सागर पर ऊपर ब्रिज बनाया जाय। दमोह से कटनी तक की लाइन में जो भारी गड़बड़ है और जिसके कि कारण जनता को भारी तकलीफ है और जिसके लिए कि वह हमें बराबर उकसाती रहती है कि आपने यह नहीं किया और वह नहीं किया, आपने सवाल नहीं उठाया, मैं प्रार्थना करती हूँ कि उधर की हालत में सुधार किया जाय ताकि जनता राहत की सांस ले। मैं ने जो मुझाव दिये हैं उसमें बहुत ज्यादा पैसे की भी दरकार नहीं है। बड़े पुल न बना कर छोटे छोटे पुल ही उधर बना दीजिये, प्लेटफार्म जहाँ ऊँचे नहीं हैं उनको ऊँचा कर दीजिये। गैरस बना दीजिये। पाताली नल और बिजली की वहाँ पर व्यवस्था कर दीजिये ताकि जनता की तकलीफ में कमी हो। इसके अलावा रेलवे विभाग में जो दरखास्त गरीब हरिजन और पिछड़े इलाके के लोगों की ओर से आती हैं उन पर सहानुभूतिपूर्वक विचार किया जाय और ऐसे गरीब आदिवासी और पिछड़े हरिजन लोगों को पहले रेलवे में नौकरियाँ मिलनी चाहिए।

रेलवे में फैले हुए भ्रष्टाचार का जहाँ तक सम्बन्ध है मेरा कहना है कि मंत्री महोदय को उधर विशेष ध्यान देना चाहिए और तुरन्त सक्रिय और प्रभावशाली कदम इसको बन्द करने के लिए उठाने चाहिए। यह बात नहीं है कि सारे के सारे कर्मचारी रेलवे के बेईमान हैं। जहाँ सैकड़ों और हजारों ईमानदार आदमी काम करते हैं वहाँ दो, चार बेईमान भी काम कर रहे हैं और उन दो, चार के कारण हमारे राष्ट्र का काम खराब होता है और हम वदनाम होते हैं इसलिए उधर तत्काल ध्यान दिया जाना चाहिए। जितने भी बैंकबडं ऐरियाज हैं वहाँ आवश्यक

सुविधायें तुरन्त पहुँचायी जाय जिससे जनता की तकलीफ कम हों। दिल्ली, मद्रास, कलकत्ता और बम्बई वगैरह के लिए और रेलवे लाइंस या अन्य सुविधाएँ मत कीजिये वहाँ तो पहले से ही काफी अच्छी व्यवस्था मौजूद है। जहाँ आवश्यकता हो, वहाँ आप यह काम कीजिये। इन शब्दों के साथ मैं उपाध्यक्ष महोदय, आप को समय देने के लिए धन्यवाद देते हुए अपने स्थान पर बैठती हूँ।

श्री प्रिय गुप्त : I have moved cut motions to Demand No. 1.

यहाँ पर अभी रेलवे मंत्री महोदय का जवाबी भाषण हुआ और उन्होंने अनेकों बातों का उस में जिक्र किया। मुझे एक चीज का दुःख है और दुःख की अनुभूति जरूर है कि हमारी लेबर साइड से लेबर प्राबलम्स की तरफ रेलवे मंत्री महोदय का ध्यान आकर्षित करने की कोशिश की गई थी, उस दिन जब लेबर की समस्याओं के बारे में कहा गया था तो हमारे रेलवे मिनिस्टर खुद तो मौजूद थे नहीं लेकिन उनको रेलवे नोट्स जरूर पट अप हुए होंगे, अगर उन्होंने उन बातों के लिए अपने वाइडिंग अप भाषण में एक भी शब्द कह दिया होता तो हम जाकर कह तो सकते थे कि हाँ, मिनिस्टर साहब ने वायदा किया है कि वे इन तमाम चीजों की देखरेख करेंगे, लेकिन दुःख का विषय है कि उन्होंने उन की बाबत एक शब्द भी नहीं कहा।

मैं उन की सेवा में फिर निवेदन करूँगा कि लेबर की तरफ वे ध्यान दें और आज के भाषण से जिसमें उनका कोई जिक्र नहीं किया गया मुझे बड़ा दुःख महसूस हुआ। मैं ने लेबर की प्राबलम्स रखी थीं, बतलाया था कि वहाँ कैसे चल रहा है, और उन के साथ किस किस का बर्ताव किया जाता है और उनकी क्या तकलीफें और दिक्कतें हैं। इन सब बातों के बारे में एक छोटा सा इतिहास रखने की उस दिन कोशिश की थी।

[श्री प्रिय गुप्त]

आज आप के सामने जितने सवाल रखे गये हैं, नउ उन को मद्देनजर रखते हुए आप उन को हल करने की कोशिश तो जरूर करते होंगे। यह ठीक है कि आप के सामने बहुत सी रुकावटें हैं मगर मेरा आप से एक ही निवेदन है, जैसा कि हर हालत में हर जगह कहता हूँ कि कम से कम आज की परिस्थिति में इस बात की बहुत आवश्यकता है कि अपने वर्तमान दृष्टिकोण में परिवर्तन करके लेबर को कौन्फिडेंस में लिया जाय। आज की विशेष परिस्थिति में लेबर का पूर्ण सहयोग आप के लिए और देश के हित में बहुत ही जरूरी है। जब हम लोग इस चीज को कहते हैं तो ऐसा हम बहुत सिसियर फीलिंग्स से कहते हैं। ऐसा नहीं है कि कुछ कहने के लिए ऐसा कहते हों, या कुछ तालियां लेने के लिए या पेपर्स में स्थान पाने के लिए हम ऐसा कह रहे हैं ऐसी बात नहीं है, न कभी इसके लिए कहा है और न आगे कभी कहने वाले हैं। यह देख कर बहुत दुःख होता है कि रेलवे मंत्री महोदय ने लेबर के लिए कुछ भी नहीं कहा। आप जैसे रेलवे मिनिस्टर जोकि सब जगह बहुत मुन्दर ढंग से बातचीत चलाते हैं, जहां किसी को बात छेड़ने की हिम्मत नहीं होती, वहां पर भी आप बात करने के लिए जाते हैं, आप से मेरा निवेदन है कि मजदूरों की हालत ठीक करने की कोशिश करें। मजदूरों की आज जो तकलीफें और कठिनाइयां हैं, उन पर सहानु-भूतिपूर्वक विचार कर दूर करने की कोशिश करें।

जब आप देश में सोशलिस्टिक पैटर्न आफ सोसाइटी कायम करने की बात करते हैं और जब हम आज की भारी असमानता को देखते हैं तो दिल को बड़ी ठेस लगती है। जब मैं बोलता हूँ तो मेरी आंखों में आंसू आते हैं लेकिन यह कोई सैटीमेंटल चीज नहीं है। आज बौटम्स स्कूल आफ पे और हाइएस्ट स्कूल आफ पे में कौन नहीं जानता कि जमीन-असमान का अन्तर है। इसको आप को

देखना होगा, निगाह रखनी होगी और इस अन्तर को कम करना होगा।

रेलवे में लेबरर्स के साथ अधिकारियों द्वारा कैसा बर्ताव होता है इसके बारे में मैं ने उस रोज काफी बतलाया था। वे लोग अपने केस की अपील करते हैं, तीन, तीन और चार, चार साल हो जाते हैं, उनको उस बारे में कोई जवाब तक नहीं मिलता है। रेल बिल्डिंग में जहां कि जनरल मैनेजर बैठते हैं, वहां के लोगों की अपीलों का तीन, तीन साल तक जवाब नहीं मिलता है तो भला लाइन वाला अपनी अपील का क्या जवाब पायेगा? चार्जगीट करके इनक्रिमेंट स्टोप कर देते हैं और जब वह अपील करता है तो उसका जवाब आज तक नहीं दिया जाता है।

I can give a case provided he is not victimised—Mr. S. Mukerjee, Head Clerk, Chief Engineer's office, Pandu. दूसरी बात, Our Union is a recognized Mazdoor Union. मैं उन मजदूर यूनियनों और रेलवेमेन्ज फ़ेडरेशन के कामों में बहुत भरसे से हिस्सा लेता रहा हूँ। हम जानते हैं कि लड़ाई किस तरह से होती है। रुकावट डालना भी हम जानते हैं। जवाब कैसे दिया जाता है, यह भी हम जानते हैं। लेकिन इमर्जेंसी के नाम पर आज हमारे हाथ बंधे हुए हैं और हमारे मुंह पर ताला लगा दिया है। मां की पुकार को वजह से हम-मजबूर हैं।

17.50 hrs.

[Mr. SPEAKER in the Chair.]

मेरे पास इस वक्त कुछ लैटर्स हैं। एक लैटर पर एन० एफ० रेलवे के जेनेरल मैनेजर ने लिखा है, "रेफ्यूज"।

Should this be the attitude of the top people? Does he want to put us to a position so that we may act otherwise? Does he want to see that the labour revolts? Does he want to prove that we are unfit for an organisation to the harm of the country?



वह कहते हैं कि हम लोग देश की क्षति के लिए मजदूरों को उक्साना चाहते हैं। इस बात का जवाब हम दे सकते हैं।

जिस रेलवे कालोनी में मीटिंग करने के लिए दस मील के अन्दर अन्दर कोई पब्लिक बिल्डिंग नहीं है, वहां पर दूसरे फंक्शंस के लिए इंस्टीट्यूट को किराये पर दिया जाता है। वहां पर नाच-गाना होता है। यूनियन वाले पानी और बारिश में मीटिंग कहां करेंगे ? उन्हें तो इंस्टीट्यूट किराये पर भी नहीं मिलता है। मैं इस बात को यहां पर न रखता, लेकिन हम लोग और हमारे जेनेरल सेक्रेटरी साहब इस बारे में काफ़ी पहले ही प्रार्थना कर चुके हैं, लेकिन अभी तक कुछ नहीं हुआ है। जेनेरल मैनेजर साहब कहते हैं, "हम तो आसाम के चीफ मिनिस्टर से दोनों वक्त मुलाकात करते हैं। हम नेहरू साहब के आदमी हैं। हमें क्या परवाह है ?" मैं झूठ कहने वाला आदमी नहीं हूं। मैं ने आज तक झूठ नहीं कहा है। मैं बहुत समय से ट्रेड यूनियन मूवमेंट में हिस्सा ले रहा हूं और मैं जानता हूं कि इस सिलसिले में क्या क्या क्षगड़े करने पड़ते हैं, लेकिन हम उन को करते नहीं हैं।

जहां तक १४६ का सम्बन्ध है, रेलवेमैन के लिए वह बहुत बड़ी परेशानी का कारण है। अगर कोई आदमी किसी दूसरे को मेजिस्ट्रेट के सामने भी गोली मार देता है, तो भी मेजिस्ट्रेट उस को गोली से नहीं उड़ा सकता है। उस की जुडिशल एन्क्वायरी करनी पड़ेगी, यह प्रमाण देना पड़ेगा कि उस ने खून किया है, तब जा कर उस का फ़ैसला होगा। लेकिन सेंट्रल गवर्नमेंट के बीस पच्चीस साल के कन्फ़र्म्ड एम्प्लॉईज यह नहीं जानते हैं कि कब उन को कह दिया जायेगा कि your services are no longer required. कम से कम उन लोगों को स्पष्टीकरण देने और अपना पक्ष रखने का मौका और टाइम तो देना चाहिए।

2875 (Ai)L.S.D.—8

**श्री शाहमबाब खाँ :** कल माननीय सदस्य बड़े जोर-शोर से करप्शन के बारे में बोल रहे थे। यह १४६ ऐसे केसिज में इस्तेमाल किया जाता है।

**श्री प्रिय गुप्त :** अगर ऐसे केसिज में १४६ का इस्तेमाल किया जाता है, तो यह ग़लत तरीका है। Corruption is a penal action. Corruption in the case of the other Central Government employees is an offence and each offence has got a sunwai.

उसकी मुनबाई होती है और हर एक व्यक्ति को अपना पक्ष रखने का अवसर दिया जाता है।

मैं आप को बताना चाहता हूं कि करप्शन कैसे होती है। व्हाफ़ेंज और डेमरेज पर माफ़ी कैसे होगी, इस के लिए कोई क्राइटेरिया ले डाउन नहीं किये गये हैं। आज दिल्ली रेलवे स्टेशन पर केवल एक गुड्ज क्लार्क है। इसलिए वहां पर क्या लग जाती है। इस के अलावा सब वेइंग मैश्रीन्ज आउट आफ़ आर्डर होती हैं। इन्हीं परिस्थितियों में करप्शन पैदा होती है मैं डिप्टी मिनिस्टर साहब से कहना चाहता हू कि मैं झूठ कहने वाला नहीं हूं। हर जगह यही हालत है। करप्शन तो न लोगों का क्रीएशन है। बेचारे गुड्ज क्लार्क क्या करेंगे ? कम्पेन्सेशन के क्लेमज के विषय में भी इसी प्रकार गड़बड़ है। आदमी नहीं दिये जाते हैं। काम के आइटम्ज बढ़ा दिये हैं। पब्लिक बेचा भी क्या करेगी ? इस में पब्लिक और रेलवे मजदूर दोनों की मुसीबत है।

अगर लीकेज को सिल करने का प्रबन्ध किया जाए, तो करप्शन आप ही आप बन्द हो जायेगी। १४६ से करप्शन बन्द नहीं होगा। आज कल करप्शन का पता लगाने के लिये इनकान्गनीटो आफ़िसर्स जाते हैं। बिहार या आसाम के आफ़िसर, जो कि साऊथ के रहने सहन को नहीं जानते हैं, साऊथ में और साऊथ

[श्री प्रिय गुप्त]

के आफिसर, जो कि नार्थ का रहन सहन और तौर तरीके नहीं जानते हैं, नार्थ में इनकौमनीटो जाते हैं। मैं आप को बताना चाहता हूँ कि एक बेचारा गाई इन्डोसेन्ट आदमी था बनारस का। वह अपने कंट्रोलर की फैमिली को साथ ले गया। टिकट बनाने के लिये उन्हें दस रुपया दे दिया गया। जब इनकौमनीटो आफिसर ने उसे नोट कर लिया। जब वे किसी जगह टी० टी० को सलाम करते देखते हैं, तो सोचते हैं कि जब सलाम किया है, तो जरूर पैसा लिया होगा और वह वान लिख लेते हैं। मैं यह नहीं कहता कि चोरी नहीं होती है। चोरी सब जगह है। We are also a cross-section of the society. वह नोट कर लेते हैं कि दस रुपया लिया और एन्टर नहीं किया। उस वक्त इतनी भोड़ होती है कि कोई चढ़ नहीं सकता है। वह अपनी रिपोर्ट दे देते हैं और उस रिपोर्ट के आधार पर वगैर किसी एन्क्वायरी के १४६ के अधीन गाई, टी० टी०, एस० एम०, ए० एस० एम०, टिकेट कलेक्टर आदि की नौकरी चली जाती है।

मैं यह कहना चाहता हूँ कि इनकौमनीटो आफिसर सेन्ट्रल गवर्नमेंट में भी आफिसरों के लिये रखे जायें। इस बात की जांच करने की कोशिश की जाए कि वे लाइन पर से मैनुअल में क्या क्या लेते जाते हैं। पब्लिक एका-उन्ट्स कमेटो ने एक वेस पकड़ा है, जिस में दिल्ली आफिस के एक आफिसर के दोषी पाए जाने पर उस को यह कहा गया कि the Railway Board expresses its displeasure. उस को इतना बड़ी पनिसमेंट दी गई जहां तक क्लास बी एम्प्लोई, चौफ क्लार्क, का सम्बन्ध है, उस का इन्क्विमेंट रोक दिया गया।

मैं चाहता हूँ कि रेलवे करप्शन एन्क्वायरी कमेटो की सिफारिशों को लागू किया जाए। साउथ ईस्टर्न रेलवे के सिवा उन को कहीं भी

लागू नहीं किया गया है। सरकार की ओर से देश में उचित वातावरण तैयार नहीं किया जाता है। इस लिए केवल सैल बनाने से, विजिलेंस सैल, इंजीनियरिंग सैल, मैनेजिकल सैल और ट्राफिक सैल बना देने से, और आफिसरों की संख्या बढ़ा देने से काम नहीं चलेगा। क्या एक भी आफिसरों को पनिसमेंट दी गई मैं ने उस दिन बताया था कि एक डिस्ट्रिक्ट आफिसर ने पास का अपनी मदर-इन-ला के लिए गलत इस्तेमाल किया। जब वह पकड़ा गया, तो वह छुट्टी ले कर घर चला गया। वहां पर पंचायत कर के उस ने लिखा कि यह हमारी माता है, यह करेशन कर दिया जाए। यह करेशन कर भी दिया गया। लेकिन प्रश्न यह है कि उस डेट से उस को पास कैसे इश्यु किया गया और जो कुछ उस ने किया, उस के लिए उसको क्या सजा दी गई। गाईज और पे-क्लाक्स की तनख्वाहों का भी मवाल है। उस तरफ भी ध्यान देना चाहिये।

जो कुछ मैं कहना चाहता हूँ, वह मैं भूल गया हूँ। मैं अन्त में सिर्फ यह कहना चाहता हूँ कि सरकार अपने और अपने आफिसरों के एंगल आफ विजन को, अपने दृष्टिकोण को, ठीक करे। अगर वह ऐसा करेंगे, तो ये सब बातें यहां पर कहने की जरूरत नहीं पड़ेगी। उस से ही रेलवे का प्रशासन अच्छा होगा और देश की तरक्की होगी। उम्मे के बिना कुछ नहीं होगा।

Mr. Speaker: We shall continue this discussion tomorrow.

18 hrs.

DISCUSSION RE: GOLD CONTROL

Mr. Speaker: We shall now take up further discussion on the statement laid on the Table of the House by the Minister of Finance on the 20th February, 1963, regarding the gold control scheme.

Shrimati Lakshmikanthamma may now continue her speech. I hope hon. Members would now probably agree to my request that none of them should take more than 10 minutes each. Most of the things have been said. We had 4 hours for this whole discussion, and now we have only one hour left.

Shrimati Lakshmikanthamma (Khammam): I hope I have got ten minutes' time.

Mr. Speaker: She has already taken two minutes, but she will have ten minutes today afresh.

Shrimati Lakshmikanthamma: A poor country like India cannot afford to lock up gold in bullion and ornaments in an unproductive manner. The keeping of gold is a luxury as far our country is concerned. The public, traders, goldsmiths and women should all realise that this Gold Control Order had come to stay and that a reform like this will initially create some distress in the beginning.

As far as the sufferings of the goldsmiths are concerned, it is more the jewellers that are creating this trouble to the goldsmiths. The Jewellers have suspended the manufacture of ornaments so that they can make use of the feelings of the goldsmiths for their own purposes. If this is to happen, ultimately, it is the jeweller that is going to suffer. Government will not see the sufferings of the goldsmiths for a long time. So, they will absorb them in some industry and offer them some employment. Once they are absorbed in some occupation, it will be very difficult for the jewellers to get back these people and it will be very difficult for them to train large numbers of people in this art once again.

Sir, I feel that the jewellers have no cause to complain because they had their boom. They were given one month's time within which they could sell their even unsold articles at fancy prices. As far as women are concerned, they are not perturbed because the existing ornaments are not touched and they had enough time of one

month within which they could purchase their requirements.

However, the main concern of the promulgators of this order is not to touch the *mangala sutra* or the bangles or the chains or the ear-rings or any of these things, but the large quantities of gold hoarded by certain people. The immediately affected persons by the gold order are the traders, the bullion merchants and the jewellers, who, along with hoarders of gold, have been responsible for the high price of this precious metal in this country. They were the first to protest against this order.

18.02 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

It is evident that ornaments could be produced at 14-carat purity. It is also exhibited here and one of the jewellers has said that they are as fine as the 22-carat gold. I would like to ask Shri Prakash Vir Shastri whether any *shastra* tells or prescribes that a certain purity of gold should be prescribed for the *mangala sutra*.

Investment in other forms of gold fetches interest and I would also suggest to the Government that they should make the gold bonds more attractive. Even in countries like U.S.A. and U.K. the supply is restricted. As soon as the Gold Order had been promulgated, in reply to a question in the Rajya Sabha, the Deputy Minister has said that smuggling has been stopped with consequent savings of foreign exchange. The demand for gold for making gold ornaments has fallen, there is downward trend in gold prices and there is increase of value of our rupee abroad. These are some of the results of the introduction of this order.

About export of gold articles, I wish to say something. Yesterday, Shri Prakash Vir Shastri has shown us some gem set article. It is expected that every year we will be exporting these articles to the tune of Rs. 1

[Shrimati Lakshmikanthamma.]

crore as against the import of the same quantity of gold. There was a meeting of the Gold Control Board at Bombay. The goldsmiths have not protested. They had only some grievance. At some meeting they said that they should get interest-free loan; that they should be exempted from profession tax; they should be recognised as backward class; and that they should be given quotas of iron, brass, copper etc. to start alternative industries. These are some of their points. I think it should not be difficult for Government to accede to their request. The State Government can take up this matter and they can help these persons.

I wish to say a few words as far as women are concerned. I would like to mention a small story.

It is said by Ramakrishna Paramahansa at one place that a husband and wife decided to become sanyasis. They were going about the world. The wife was following the husband. On the way, the husband came across a gold ring. He covered it with mud thinking that the wife might otherwise be attracted to it. The wife came and asked what he was doing. When he related what he was doing, the wife asked: 'Do you still feel the difference between mud and gold?' That is the tradition of the women of this country. They may be attached to gold, but once they give it up, they give it up for ever.

There are also certain disadvantages in keeping gold. Gold has almost become a social evil. While we were discussing the Railway Budget, we were concerned about the safety of women passengers and all that. I think much of the trouble will be over for the Home Department also if women wear only 14-carat gold because no thief will be attracted towards that gold.

Sometimes even murders take place because of gold. I know of instances where women have been murdered

brutally for the sake of these gold ornaments. Women who keep huge quantities of gold articles can never live in peace. Out of their love for their children, sometimes parents put gold ornaments on their children. And when they go to school, somebody kidnaps them and murders them for the sake of those ornaments.

There is also another evil. This breeds a competitive spirit among women. When rich ladies wearing gold ornaments and poor ladies without them attend the same function, there is an inferiority complex developing in the latter.

So far as the socialist aspect is concerned, we do not budge an inch from the socialistic ideal in the Gold Control Order. Gold is also dead capital. Now so far as payment of dowry is concerned, parents of daughters must be feeling inwardly happy because at least on this pretext they need not give their daughters all these things.

Also how many women in the country can afford these gold ornaments? Only 20 per cent can afford them, the other 80 per cent go without them.

Gold is almost like an opium for women. If you do not want women to progress, you must always keep them under this illusion and attachment to gold. I congratulate Morarjibhai on bringing about this radical change in that regard.

Somebody asked how I could represent the women of this country. If I do not represent women, whom else do I represent? Are women represented by those people who oppose the Hindu Code Bill? Or are they represented by people who want child marriages even today and want to keep women under subjugation? Do they represent women?

With these words, I support the Gold Control Order.

**Shri Tridib Kumar Chaudhuri** (Berpampur): I am not a Member given to strong words and expressing feelings in a demonstrative way. But I have no manner of doubt in my mind that this is an ill-conceived, ill-planned and, if I may say so, ill-fated measure. Ill-conceived because in the name of stopping smuggling of gold, it has opened the door wide for illegal transactions in gold and illegal hoarding; ill-planned because in the name of getting gold for defence and planning, it has thrown, on the admission of the Finance Minister himself, 5 lakh people out of employment and service, and with their dependents it would come to about 25 lakhs. I do not accept that figure. According to me, it would be much more, but even if we accept his figure, that also is a colossal amount of unemployment in these days, which we would be hard put to solve immediately. And ill-fated, because the performance of this Gold Control Order for the last two, three months that it has been in operation has shown that it has failed on every count. It has not got us any gold in the shape of Gold Bonds, it has not brought down the price to the international level. And as for smuggling it has yet to be seen. I do not think much is proved by the slight rise of the value of the rupee in certain markets outside India, because that phenomenon also occurred a few months ago, but again our rupee price sagged down and gold price shot up.

18.11 hrs.

[MR. SPEAKER in the Chair]

But it seems rather curious that that master strategist of the Congress Parliamentary Party, the hon. Minister of Parliamentary Affairs had put up a larger number of lady Members.....

**The Deputy Minister of Finance** (Shrimati Tarkeshwari Sinha): Why not? We are vitally concerned.

**Shri Tridib Kumar Chaudhuri**: I am coming to that.

**Mr. Speaker**: They are equally Members, whether they are lady Members or male Members.

**Shri Sheo Narain** (Bansi): On a point of order, Sir. It is an aspersion on the Chair.

**Shri Tridib Kumar Chaudhuri**: It is like putting up a *Pramila Vahini* in front of the Finance Minister to support these ill-advised Gold Control Rules.

There is very good reason why our sisters, and particularly those who are very ornament-loving among them, should be supporting the Finance Minister, because if you read rule 128(i) you would see that they have been permitted, not only they, in fact, everybody has been permitted, to keep an unlimited amount of gold in the form of ornaments above 22 carats, and for below 22 carats, of course, there is no limit.

Some lady Member was claiming yesterday that she had gone about and persuaded all the ladies to give up their gold. But there is such a thing as the gold market in the country. On the 8th February, the last day when the sale of 22 carats of ornaments was free, the price of ornament gold shot up in the Calcutta bullion market to Rs. 140. That does not show that our women were very eager to give gold the hands of the Government. They were purchasing them, they were so very busy purchasing them.

**Shri J. P. Jyotishi** (Sagar): Are not the blackmarketeers responsible for this? Are you sure that women make their purchases?

**Shri Tridib Kumar Chaudhuri**: That day it was not black market, Jyotishiji.

**Mr. Speaker**: Order, order. He will continue to address the Chair and not Jyotishiji.

**Shri Tridib Kumar Chaudhuri:** Any-way, nobody would be very much impressed by womenfolk coming forward to support this Order, because it does not restrict them in getting ornaments to an unlimited extent. They have been permitted, and not only permitted, the rule has been made in such a way that all non-ornament gold is to be transformed, it is being transformed, the Finance Minister knows it very well, and everybody who keeps himself informed about these things knows how non-ornament gold is being transformed into ornament gold. About the Gold Bonds we know how much he has got, but I would like the Finance Minister to enlighten the House about the amount of declared non-ornament gold about which he has got information in the form of these declarations.

That will show how things are moving.

About the unemployment caused by the enforcement of the 14 carat rule, I need not say much because other Members have already dealt with this point and I have very little time. I was pained to see in an evening paper in Delhi the other day that the Prime Minister said that he was disgusted at the reported suicides of some of these people. He is reported to have said: "Why not they join the Army and be useful to the nation instead of losing their lives like this?" Is it not a mockery to ask them to go to the Army? Is it possible for people who are 40 or 50 to do so? They have spent all their lives in this profession. If somebody asks the Prime Minister—nobody would be so foolish to do that—to shoulder a rifle and go to the front, how would it look?

**Shrimati Lakshmi Kanthamma:** What is that paper?

**An Hon. Member:** Newspaper.

**Shri Tridib Kumar Chaudhuri:** I would end by referring to one fact. There has been some curious order from the officers of the Gold Control Board about the release of pledged

ornaments. Here is an order; I can lay it on the Table of the House; it is a photostat copy; it is an order about pledged ornaments. The dealer is notified like this:

"This is to inform you that since you are a gold dealer registered with Sales-tax authorities, the gold ornaments of more than 14 carats purity pledged with you as security for loans cannot be returned by you to the pledgers after 8th February, 1963. However, there is no objection to your converting the aforesaid ornaments into ornaments of purity up to 14 carats and delivering the same (new ornaments not exceeding in purity 14 carat) to the parties concerned. In this connection the relevant provisions of Part IIIA of the Defence of India (Amendment) Rules, 1963 may please be referred to."

On 8th February, 1963 there was an order of the High Court of Jabalpur and there the learned judges very specifically say with reference to the rules:

"We are therefore of opinion that Rule 126 F is concerned with the capacity of a person *qua* a dealer alone, and consequently the return that he is required to furnish is of his stock-in-trade *qua* a dealer only and not of the gold possessed by him in his various other capacities, if any. On this reasoning, the pledged ornaments of which he is in possession as a pledgee or a moneylender have not to be declared because he is not in possession or control of them as a dealer as defined in the Rules.

On the other two points, we are of opinion that dealers are not prevented by any provision contained in Part XIIA from returning gold ornaments pledged with them to the owners or from accepting in future such ornaments as security for loans."

By these orders such a confusion has been created that now the registered dealers cannot deal in them but unregistered dealers are freely doing what they want. Unless these loopholes or similar other loopholes are stopped or plugged, the whole economy of the country is bound to go into confusion. They should not tamper with the economy of our country in the way they have done.

**Shri Morarka (Jhunjhnu):** Mr. Speaker, Sir, I am grateful to you for allowing this discussion on such an important subject because I hope that this debate will serve a useful purpose in removing some of the misgivings in the minds of the people. The leader of the Swatantra party, Shri Rajagopalachari, has accused, the Finance Minister of laying his violent hands on the hard-earned savings causing distress and robbing millions of people of this country of their savings. The leader of the communist party, Shri Dange, on the other hand, makes a grievance that the Finance Minister has not confiscated anybody's gold and that he has given too long a period of time for making the declaration, etc.

The main purpose of these Gold Control Rules is to stop smuggling. I repeat that the main purpose of these rules is to stop smuggling. People who want to criticise the Government have often confused this motive, this purpose, by saying that since no gold has come in gold bonds or in subscription or in declarations, the very purpose of the Gold Control Rules is defeated, they say. I beg to submit that this criticism is neither fair nor relevant. The smuggling of gold has been going on in this country for the last several years and every year a sum of Rs. 50-60 crores has been spent in foreign exchange for this purpose. When we do not have foreign exchange for buying our essential medicines, for purchasing our vital needs of defence, for implementing our main plan projects or even for importing the food for the infants, still every year we are obliged to pay the bill of these smugglers to the extent of Rs. 50-60 crores. The Government

has been criticised every year, in season and out of season, for not taking any action to stop this smuggling. In the past the Government had taken some steps which were less strict. These steps have only partially succeeded. For example, in 1959, the Government issued special currency for the Gulf countries; the Government also tightened the Customs vigilance and they also by law transferred the onus of proof on the smugglers namely, to prove that the gold in their possession is not smuggled gold. All these steps of the Government did not yield sufficient results. The smuggling is still going on. What was the remedy to be followed? The emergency came and it made the need for conserving and augmenting the foreign exchange resources all the more vital.

It is against this background that the Government was obliged to take this step. All the hon. Members who have spoken before me have criticised the Government, but I am sorry to notice that not even one has come before the Government with any concrete suggestion as to what the Government should have done by way of some step to stop smuggling. They all agree that smuggling is bad and that it should be stopped. When the Government does not take a step they blame the Government, but when the Government initiate some steps, these are the very people who, in the name of the people, in the name of the masses, in the name of democracy, come and blame the Government for taking these steps. It would have been more impressive and more useful in this House if even one Member had come out with a concrete suggestion as to how smuggling should be stopped. The only suggestion which some of the Members have made is that this 14 carat should be made 22 carats, that this process should have been slow instead of giving a shock to the people all of a sudden, and that they should have phased this programme and so on.

[Sri Morarka]

If you remove this restriction in respect of having only 14 carats and if you allow 22 or 24 carats, the Government may as well withdraw the scheme. The essence of the scheme is to reduce the demand for gold. The only way of doing it is by reducing the gold content in ornaments. The leader of the Swatantra party here who has been most vocal on this subject has said that this scheme has caused a lot of distress and difficulties. Please bear with me for a minute, and let me examine what these difficulties are, that the scheme has caused. The first thing is that the scheme requires that hereafter no ornaments can be made of more than 14 carat gold. A very impressive argument was advanced by one of the Movers of the Motion yesterday that the chemical reaction of 14 carat gold would be that the skin of the wearer would become dark. I was surprised to hear it. That shows the lack of knowledge on the part of the hon. Member concerned. Without these rules, without these regulations, the tendency of the people is to go towards costume jewellery which does not have even one carat gold—leave alone 14 carat gold. Costume jewellery is becoming more and more fashionable. It is synthetic stones and artificial gold that is becoming more popular. What about pearls? Real pearls are now out of fashion. The pearls which are purchased, worn and extensively used are cultural pearls. Leave aside those things. What has made stainless steel popular in our houses? Before these stainless steel utensils came, we were all using brass and copper utensils. There may be many slokas, shastras and authorities supporting the use of brass and copper vessels. The Government did not by rules enforce the people to use stainless steel utensils. Today we see people going in the blackmarkets and purchasing stainless steel utensils at Rs. 22, Rs. 30 and Rs. 32 a kilogram rather than use copper or brass utensils which they have been using. God knows for how many centuries.

An argument has been advanced that a lot of unemployment would be caused. I respectfully agree that this scheme would cause unemployment. But I do not agree that the magnitude of it would be such as is being voiced in this House. In the first place, before the scheme came into effect, every goldsmith was not employed. Similarly, after the scheme was announced, every goldsmith has not become unemployed. Even assuming for a moment that all these goldsmiths are unemployed, does not that by itself prove that the demand for gold ornaments and the availability of gold has gone down to such an extent that they have all become unemployed? Does not that by itself mean a success of the scheme? Assuming for a moment, if you like, that these people, this section of the society, would remain unemployed, if the employment of these people can be sustained only by smuggled gold, only by paying a bill of Rs. 60 crores every year, the House has to judge carefully whether it is worthwhile maintaining that employment. When you do not have foreign exchange for the purpose of raw materials for your industry, does not the industry stop? When the industry stops, does that not cause unemployment, and when it causes unemployment, do we not shed our tears for them? These are all various factors which one has to take into consideration.

Another hardship mentioned is that the refineries have been asked to take licences before they can refine any gold. To whom has that caused hardship? It has caused hardship not to the citizens, because they are not concerned with the refineries, but to the smugglers because they can no more get their smuggled gold refined in those refineries. It was in these refineries where smuggled gold was being refined, and it was only through these refineries that we could make our estimate of what the amount of smuggled gold was.

Since you have already rung the bell and time does not permit me to go to the other points in support of this



scheme of the Government, I will conclude by saying that gold, which is a precious metal, has acquired glamour not only out of the instincts of self-preservation or because it is a commodity which always appreciates in value, but also because gold has value in the international world. Our international balance of payment is always corrected by means of gold. Not only that, even the backing of paper currency throughout the world is provided by gold. In our own country also the value of gold has been constantly rising. Our Finance Minister, our Government is trying to reduce this glamour for gold. It is a hard task. It is not an easy thing. If anybody thinks that the success or the failure of the scheme can be determined in the course of two or three months, he is mistaken. I think the scheme must remain at least for two or three years before the ultimate result of the scheme can be assessed. I think the Government must not modify the scheme now. Once they modify it, that would show their weakness and people would not take the Government's scheme seriously and the very purpose of the scheme would be defeated.

**श्री बागड़ी (हिसार) :** अध्यक्ष महोदय, कल से इस सोने पर चर्चा चल रही है, या जूलूम टूट रहा है। पक्ष और विपक्ष दोनों की तरफ से दलीलें दी गई हैं और दोनों तरफ से नाम गरीबों की हिफाजत का लिया जा रहा है। हाँ, आज के राजाओं की तरफ से देश की हिफाजत का भी नाम लिया जा रहा है। जहाँ तक सोने के कंट्रोल के समर्थन का सवाल है, हमारी कुछ बहनें यह सोच रही हैं कि अगर सोना इकट्ठा हो जायेगा, तो पीकिंग को फतह करेंगी। कुछ सदस्यों का यह भावना और यह ख्याल है कि देश भवित और देश के फायदे के लिए सोने को इकट्ठा करना है और इस कानून से सोना इकट्ठा हो जायेगा। दूसरी बात कहते हैं कि सोने के स्मगलिंग को रोकने के लिये यह कानून बनाया गया है। मैं अर्ज करूँगा कि यह सोने की चर्चा आई कहां से है। सोने की चर्चा किस गर्भ में से निकली

है। पहले तो सोने की चर्चा अखबारों में ही सुनाई दिया करती थी। अखबारों से पढ़ कर पता चलता था कि पंजाब में, राजस्थान में कोई वजीर, किसी वजीर का लड़का स्मगलिंग करता है या कोई कांग्रेसी नेता स्मगलिंग करता है। इसके सिवा और कहीं सोने की चर्चा सुनाई नहीं देती थी। इसके बाद जब चीन का हमला हुआ तो सोने का जिक्र चला और कहा जाने लगा कि आज प्राइम मिनिस्टर साहब को सोने में तोला जायेगा, आज हमारे मोरारजी भाई को सोने में तोला जायेगा। लेकिन अब तो इस सोने का जिक्र इस सदन में ही नहीं बल्कि सारे देश में चल रहा है। मेरे ख्याल में मुरारजी भाई के दिमाग में भी इस सोने की बात उसी तरीके से आई जैसे कोई प्यासा राजा जंगल में चला गया और किसी किसान के खेत में जा कर कहने लगा कि पानी चाहिये। पानी तो था नहीं, इसवास्ते उस किसान ने कहा कि तरबूज है, मतीरा है, इसको ले लो और उसने वह तरबूज उनको काट कर दे दिया। उसको खा कर वह राजा कहने लगा कि कि क्या इस पर कोई टैक्स लगता है? जब किसान ने कहा कि नहीं लगता है, तो उस राजा ने कहा कि यह गलत बात है, इस पर भी टैक्स लगना चाहिये और वापिस जा कर आर्डर दे दिया कि इस पर टैक्स वसूल किया जाये। इसी प्रकार से मुरारजी भाई ने किया है। भूखे नंगे लोगों ने, गरीब लोगों ने उनको सोने में तोला और अब उन्हीं का सोना लिया जा रहा है। उन्हीं के सोने की बात आप अब कर रहे हैं।

मैं दो बातें जानता हूँ। पहली बात तो यह है कि सत्तर साल से सोने का स्मगलिंग चल रहा है और यहां इसी सदन में माननीय सदस्यों ने कहा कि तीस चालीस स्मगलर्स हैं, उनको पकड़ा जाय। कौन है ये स्मगलर्स यह पता लगना चाहिये। अगर आज केन्द्र की सरकार उन स्मगलर्स को पकड़ नहीं सकती है तो स्पष्ट और साफ है कि मोरारजी भाई इतने निकम्मे साबित हुये हैं, जो इन

[श्री बागड़ी]

स्मगलजं को भी पकड़ नहीं सके हैं या फिर दूसरी वजह यह हो सकती है कि सरकार का उसके अन्दर हाथ है और वह उनको पकड़ना नहीं चाहती ...

**Shri R. S. Pande (Guna):** Sir, on a point of order. The hon. Member has used the word *Nikamma* which is definitely unparliamentary.

**श्री बुजबिहारी मेहरोत्रा (बिल्होर) :** उपाध्यक्ष महोदय, माननीय सदस्य मुरारजी भाई के नाम के साथ "श्री" शब्द नहीं लगा रहे हैं, यह अनुचित है।

**Shri R. S. Pande:** Sir, what is your ruling on my point of order?

**Mr. Deputy-Speaker:** I will look into it.

**श्री बागड़ी :** ठीक शब्द नहीं है तो चलो प्रच्छा है।

मेरे ख्याल में यह कानून स्मगलिंग रोकने के लिये नहीं है बल्कि इसे सरकार की सत्ता के सहारे जिन स्मगलजं ने नूट मचाई है, उनकी अधिक चर्चा न चले, इसलिये बनाया गया है। चर्चा अगर कानून बनता तो ऐसा बनता कि जिन्होंने लूटा इस देश को, उनके खिलाफ एक्शन लिया जाता। मुरारजी भाई जिस सिंहासन पर बैठे हैं, उस राज सिंहासन के दौर के अन्दर इस देश का दिवाला निकला, यह देश दिवाला हुआ, इस देश का विदेशी सिकका खत्म हुआ, यह देश गरीबी के अन्दर गया और उनको सिंहासन पर बैठने का कोई हक हासिल नहीं था। उनको चाहिये या कि वह इस्तीफा दे देते। अब इस कानून के द्वारा क्या उन ४०, ५० या ५५ लोगों को बख्शा जा रहा है? इस कानून से दो बातें बनेंगी। मैं छोटे छोटे लोगों की बात नहीं करता हूँ। मैं गरीबों की दुहाई नहीं देता हूँ। वह तो एक बहाना है। इस कानून से इस देश के जो पुराने जीपति हैं और इस देश के कांग्रेस गार्डी गर्म में निकले हुए नए जीपति हैं, इस

देश के पुराने राजे हैं और इस देश के नये राजे हैं, इन राजाओं का सोना क्या बाहर निकल सकेगा? हार्गज नहीं निकल सकेगा। मैं पूछना चाहता हूँ कि जब से यह कानून बना है तब से आज तक कितना निकला है, किस में दिया, कौन देता है? कहा जाता है कि लोगों को सोने से क्यों प्यार है। मैं कहता हूँ कि जो लोग हैं, वे अपनी जान तक दे देंगे जैसे बेचारों ने सोना दे दिया है। मैं चाहता हूँ कि जब मुरारजी भाई अपना जवाब दें तो बतायें कि कितने मिनिस्ट्रजं ने सोना दिया है, कितने दूसरे भाईयों ने जो कांग्रेसी हैं, सोना दिया है, कितने जो राज्य मंत्री हैं उन्होंने सोना दिया है, प्रांतों में कितने मंत्रियों ने सोना दिया है और जो सोना इन सब ने दिया है, वह कितना... (Interruptions.)

**Shri Morarji Desai:** May I point out that nobody is deaf in this House? Why should he shout like that?

**श्री बागड़ी :** गांधी नाम जपना, पराया माल अपना, अब नहीं चल सकता है। मैं चाहता हूँ कि जब मुरारजी भाई जवाब दें तो बतायें कितने मंत्रियों ने और कितने देश-भक्तों ने जो देश भक्ति के ग्राम बहाते हैं, इस गोल्ड कंट्रोल आर्डर आने के बाद सोना दिया है और कितनों ने अपनी देशभक्ति के जज्बात को मुकम्मिल किया है। कितने बड़े लोगों से, कितने राजाओं से, कितने महा-राजाओं से, कितने पूंजीपतियों से आप सोना ले सके हैं। न तो गरीब लोगों पर इसका असर पड़ेगा और न दूसरों पर, ऐसा भी कहा जाता है। लेकिन जो खाना बंदोश लोग हैं, जो मजलूम लोग हैं, जिन बेचारों के घर और दर नहीं है ...

**श्री बे० शि० पाटिल (यवतमास) :** भ्रान ए प्वाइंट ऑफ आर्डर, सर। पार्लियामेंट का बिजिनेस चलाने के बारे में जो रुल [हैं, उन में यह है कि साधन देते वक्त किसी

माननीय सदस्य को कैसे बोलना है। मैं जानना चाहता हूँ कि नाम ले कर इतने जोर से इतनी बड़ी आवाज से भाषण करने के बारे में भी क्या कोई रूल है ?

श्री बागड़ी : जोर से बोलता हूँ इस-लिए कि गुनाह अगर किसी ने किए हैं, तो वे सचेत हो जायें।

उपाध्यक्ष महोदय : यह कोई प्वाइंट आफ आर्डर नहीं है। माननीय सदस्य इतनी जोर से न बोलें। धीरे-धीरे बोलें।

श्री बागड़ी : यह मेरी आवाज है, अगर इस पर भी प्रतिबन्ध लगाना है, तो लगा दीजिये। अगर आप मेरी आवाज को रोकना चाहते हैं तो यह रुक नहीं सकती है। मेरी यह आवाज उन की कोठियों तक जा रही है, कोठियों में सुनाई दे रही है। मैं अपनी इस आवाज को वहाँ तक सुनाऊंगा। यह मेरी ही आवाज है, नहीं है, जनता के दिल की आवाज है, हिन्दुस्तान के करोड़ों भूखे, नंगों की आवाज है, जिन का नाम यहाँ लिया जाता है . . . . . (Interruptions.)

Mr. Deputy-Speaker: I do not see why an hon. Member should be disturbed like that.

Shrimati Farkeshwari Sinha : Then you ask him not to shout.

Mr. Deputy-Speaker: Please speak less loudly.

Dr. M. S. Aney (Nagpur): Sir, I have heard, in the old House, Sir Surendranath Banerji and Shri Bipin Chandra Pal speaking in the stentorian tone; that was their tone. He is no exception to that.

Shri Joachim Alva (Kanara): Sir, there is one point of order that I want to raise. It is against all parliamentary decorum to call another hon. Member by name without either pre-

fixing 'Mr.' or 'Shri'. In the British House of Commons they call an hon. Member by the name of his constituency, like, the hon. Member for Buckinghamshire. But he calls the hon. Finance Minister by his first name. He can call him like that in the public maidan if he likes, but not here.

Shri Kapur Singh (Ludhiana): What is wrong in that?

उपाध्यक्ष महोदय : कम जोर से बोलिये, आराम से बोलिये।

श्री बागड़ी : यह सफरंगी तो घड़ाके से टांट पर बजेगी। मैं मोरारजी भाई से कहना चाहता हूँ

उपाध्यक्ष महोदय : किसी भी मੈम्बर का जब नाम लें, तो श्री कहें।

श्री बागड़ी : लेडी मੈम्बरज को भी श्री से पुकारें या श्रीमती कह कर पुकारें ?

मैं अज्ञ कर रहा था कि अगर इस ग्लोब के कानून से स्मर्गलिंग रुकता है तो दर्द किस बात का है। किसी को भी दर्द नहीं हो सकता है। लेकिन मैं देखता हूँ कि इस देश के पूज्यपति, इस देश के सरमायेदार, इस देश के पुराने राजे और कुछ नए राजे सोने से चिपटे बैठ हैं, सोने का मोह उन को उसके साथ चिपटाये बैठा है। यही नहीं, यह यह भी चाहते हैं कि किसी तरह से दूसरा सोना भी इन के पास आ जाये। मैं अज्ञ करता हूँ कि सोना लेना है तो लो, जरूरत है तो लो, देश के निर्माण के वास्ते लेना है तो लो लेकिन सोना लेने वाली बात तो करो। सोना उन गरीब लोगों के पास नहीं है, जिन्होंने अपने पेट काट कर गलती की जो आप को सोने में तोल दिया। सोना है उन लोगों के पास जिन लोगों ने सरकार के सहारे स्मर्गलिंग किया है, पदों के साथ चिपक कर और पदों की इनायतों से अमीर बने हैं या फिर उन के पास है जो पुराने

[श्री बागड़ी]

राजे महाराजे और पूंजीपति हैं, उन से तो लो, उन को भी तो हाथ लगाओ ।

उपाध्यक्ष महोदय : अब खत्म कीजिये ।

श्री बागड़ी : अभी पांच मिनट बोला हूँ । कितना ही समय तो इन इंटरप्शन में चला गया है ।

चौदह कैरट की बात यहां कही जा रही है । यह चौदह का हिंदसा हमारे मुरारजी भाई को कैसे याद आया । अगर फूल-फलैण्ड मिनिस्ट्रज को लेना है तो भी वे १७ या १६ हैं और एक एक कैरट भी उन के हिस्से में नहीं आता है और अगर चार-चार और पांच-पांच का हिसाब भी लगायें तो भी काफी अधिक हो जाता है । यह चौदह की याद उन को कैसे आ गई है, जबकि यहां पलटनों की पलटनें वजिरों की बैठी हुई हैं । मैं अर्ज करूंगा . . . . .

Mr. Deputy-Speaker: Shri D. C. Sharma.

श्री बागड़ी : मैं खत्म कर रहा हूँ । मेरा सारा टाइम तो इंटरप्शन में चला गया । दस मिनट में से उन को कम कर दीजिये ।

उपाध्यक्ष महोदय : आप के दस मिनट हो गये ।

श्री बागड़ी : मैं दो मिनट में खत्म कर रहा हूँ । मैं श्री मोरारजी देसाई की खिदमत में अर्ज करूंगा कि यह गरीब लोग, जिन को रोजगार मुहैया किया जाता है, या किसान लोग . . . . .

उपाध्यक्ष महोदय : श्री बागड़ी, अब आप पुनरावृत्ति कर रहे हैं, आप बैठ जाइये ।

श्री बागड़ी : मैं अभी खत्म करता हूँ । आप और लोगों को टाइम देते हैं, लेकिन मुझे नहीं देते ।

मैं श्री मोरारजी देसाई को एक पुरानी बात याद दिलाता हूँ । इस देश में एक राज-वंशी ने सोने का छल कपट किया था तब वह सोने का हरिण बन कर आया था, जिस ने कि सीता का हरण कराया था । लेकिन उस सोने के हरिण का अंजाम क्या हुआ ? सोने का हरिण मारा गया और लंका खत्म हुई । यह सरकार सोने के हरिण रुपी १४ कैरट को जनता को दिखा कर उस की मन रुपी भावना का हरण कर रही है, यह उस के नाश की बात है । मोरारजी भाई, आप सोच लीजिये । पंडित जी आप को बख्शें नहीं । इसीरास्ते शख अब्दुल्ला गये, इसी रास्ते से कृष्ण मेनन गये और इसी रास्ते से आप को गड्डी पर चढ़ा देंगे जब देश की जनता चाहेगी ।

Shri D. C. Sharma (Gurdaspur): Mr. Deputy-Speaker, no measure during the last 16 years has raised so much controversy as this Gold Control Order. I feel that this Order is being discussed in every hamlet of India and every bazaar and street of India.

श्री बागड़ी : मैं सुन नहीं पा रहा हूँ, माननीय सदस्य जरा जोर से बोलें ।

Mr. Deputy-Speaker: Order, order.

Shri D. C. Sharma: It has provoked untold controversy and I feel that that controversy is, to some extent, justified. It has been said that it is a social measure of far-reaching consequences. I cannot understand how it is going to benefit society either today or tomorrow and in what way it is going to bring good to the people at large. It has been said that it is a psychological measure and we are going to educate the people in a way which takes away from them the lure for gold and the glamour for gold. I think these are very tall things that are being said about this. I do not think anybody has been able to change the psychology of mankind so far. So many prophets have come and gone and they have not been able to change

human nature. Love of gold has been there amongst the people, is there today, and I believe, will continue to be there in spite of all these Gold Control Orders. Therefore, I believe that the psychology of mankind cannot be changed overnight by any kind of legislation.

We have seen the fate of social legislation. We have come to the conclusion that social legislation has not proved to be a remedy for our social ills. It has not even proved to be a palliative for our social ills. It has not proved to be a remedial measure in any sense of the word. I do not think that this Gold Control Order is going to do all these things which we are thinking of bringing into being on account of this. The psychological approach that it makes is almost nil. The social good that it is supposed to do is there only in the mind or imagination of some persons. It is not there inherent in this.

It has been said that this Gold Control Order is going to put an end to smuggling. I do not know any smuggler; Gold forbid that I should run into a smuggler. But, I can assure you that smuggling will go on on a greater scale than before and that this Gold Control Order will only prove to be an incentive to the smugglers. They will devise other ways, other methods to have smuggling going on. Therefore, I want to know for what purpose this Gold Control Order has been promulgated.

Of course, the hon. Minister has said somewhere that we had been talking about smuggling of gold all these days, and he wanted to bring forward a measure which would put an end to smuggling. I do not think that human ingenuity can be so barren as to put an end to this time-honoured though pernicious and anti-social practice in such a way. Therefore, I think that this Gold Control Order is not going to achieve any of these purposes,

say what we may about it. But it has done one thing, and it is this.

The menace from China united all the people of India, irrespective of the State to which they belong, and irrespective of the profession which they practise and irrespective of whatever they do. The Chinese aggression has achieved that. And I believe that this Gold Control order is going to put the process in the reverse direction. It is going to be disruptive of the unity of the people. It is going to do something which is going to divide the people again.

The lady Member of this House have made very great speeches, saying 'We do not love gold, we do not love to do this, we do not love to do that, we do not love to hoard gold' and so on. They have made all these fine speeches. But I tell you that you must understand two things. There are hoarders in this world. I have no brief for those hoarders. Those hoarders must be put an end to. Hoarding must be put an end to. But can we do that? Have we been able to achieve the nullity of the hoarding all these days? We have not been able to do so. I have no brief for blackmarketeers. But have we been able to stop blackmarketing in the different commodities? So, I think that the only purpose that this Gold Control Order has achieved is this, namely that it has brought about a kind of social disturbance in all the ranks of society in this country, and I think that this measure which was thought to be full of great promise has not been able to achieve anything of the kind.

It is said that the goldsmiths can take to watch-making, and they can take to this thing or that thing. Can you uproot people from their professions in such a way? I believe that

[Shri D. C. Sharma]

this order should be taken in the light of our Constitution. Our Constitution says that nobody can be deprived of the privilege of practising his profession. But I think that with this order we are trying to deprive so many persons of the freedom of practising their professions. The estimates vary in regard to the number, but so many persons are going to be deprived of their professions.

**An Hon. Member:** How?

**Shri D. C. Sharma:** I do not know how. I am not pleading the case of goldsmiths though I want to plead their case. I think that so much has been said about goldsmiths. Those goldsmiths are there. They also want changes in the order. They cannot manufacture jewellery with 14 carat gold. This is what they say. They also say that they cannot go to the refineries which are in Ahmedabad and other places to get the gold refined. They say further that they cannot pay the licensing fee. And they say also that they cannot keep accounts. Most of them are illiterate. They say that they cannot overnight change their methods.

Unemployment is also one aspect of the situation. If we remove a man from a particular employment, then we must promise him and provide him with some alternative employment. But that has not been done. Therefore, I would say that this Gold Control Order which has been promulgated in a great deal of hurry should have been thought out in a very comprehensive way. I think that it suffers from so many defects and lacunae that I do not think it is going to achieve even one-hundredth part of the good which our esteemed and honourable Finance Minister has in mind. I think that it has only been a case of social disturbance, and

I do not think that it is going to achieve any good.

Therefore, I would request the hon. Minister to take back this order and bring forward a comprehensive order before the House which would enable the smugglers to cease to practise their nefarious trade, and which would enable the gold hoarders to bring out their gold.

After all, what have we got out of the gold bonds scheme? Only 7 crores of rupees worth of bonds have been bought. Therefore the Gold Control Order has not achieved even a very small fraction of the purpose it was designed to achieve. I would therefore ask the Finance Minister to take back this Order and bring an order for the control of gold, if he thinks it necessary—perhaps it is necessary—which is comprehensive, which can act as an effective check against smugglers, against hoarders, against black-marketeers, against profiteers and against all those persons. I do not think that this Gold Control Order which would cover a small section of the population would serve any useful purpose.

**Shri Sezhiyan (Perambalur):** We are told that the Gold Control Order has been promulgated to put down smuggling of gold into India and to mobilise the gold within India. We hold no brief for the smugglers and hoarders. We fully support Government in taking the severest measures possible to root out smuggling and hoarding of gold. In fact, not only smuggling of gold, but smuggling of anything is bad and anti-social and should be dealt with heavily.

Instead of bringing these anti-social and corruptive elements to book, the Finance Minister has come down

18-52 hrs.

[MR. SPEAKER in the Chair]

heavily on the poor goldsmiths and artisans.

Even at the conservative estimate of the Finance Minister, there are 5 lakh goldsmiths. Then there are 25 lakh people dependent on them. These three million people are being punished for the sins and evils of the smugglers.

To say that we can find employment for these goldsmiths in other vocations is not so easy as it appears to be. The figure of unemployment at the beginning of the Third Five Year Plan has been given as 9 million. Underemployment, in the sense of those who have some work but need to have full work, is of the order of 15 to 18 million. The number of new entrants to the labour force during the Third Plan period is estimated at 17 million. So against the unemployment of 26 million and underemployment of 18 million, additional employment expected during the Third Plan period, if everything goes well and if the targets are reached in time, will be 14 million only. When there is so much unemployment outside, when millions of people, skilled and unskilled, stand in a long queue, it will be impossible for the goldsmiths thrown out of their work wherein they have been trained, to find employment.

The Gold Control Order has created many difficulties, some of them not even anticipated by Government. I have one particular problem in my place. Tiruchirapalli in Tamilnad is the principal centre of synthetic diamond jewels. About 50,000 people are employed in cutting, grinding, polishing and making stone-set jewels. The synthetic diamond jewels are being made on a large scale at Tiruchirapalli and sent to various retailers throughout South India. About 90

lakhs of rupees worth of synthetic stone jewels are lying as a dead stock with the wholesalers and retailers. To convert them to 14-carat is a financial loss as the fragile synthetic stones will break if you take them out of the present set-up, thus entailing a loss of 40-45 per cent of the present value. All that they want is some way to dispose of this dead stock. They are prepared to hand over these stone set jewels to the Government or to a Government-controlled store for selling. They are even prepared to take any value for the gold content, international or otherwise. But to convert them to 14-carat or to keep them as dead stock will cause utter financial ruin to them. Credit basis is the basis of their business and keeping a dead stock is no pleasure, for they will be paying high interest for the borrowed capital.

The villager keeps gold not out of love or craziness for gold nor for ornamental or artistic values. But it is a mode of saving for them, a saving which is secure and durable and easy to handle. It helps him to raise a little bit of a loan now and then. Savings schemes and the banking system are unknown and understandable to the villagers.

I would plead that instead of prohibiting the use of 22 carat gold, the Government can best achieve its objective by declaring a quota for each individual's use. At least, they can allow 18 carats if not 20 carats.

*Prima facie*, the Gold Control Order is an open admission of the helplessness and ineffectiveness of the governmental machinery to deal with the smugglers. Supposing at some stage, the price of gold comes down appreciably in India, what will the Government do to deal with the smuggling of gold out of India? The Government cannot impose the gold control policy on other countries where the ruling price may be higher.

[Shri Serhiyan]

In his statement in the Lok Sabha on the 20th February, the Finance Minister has stated that "no social reform worth the name can be put through without any trouble to the country". That might be true, but the converse is certainly not true. Just by giving trouble to everybody one does not bring about a social reform. I may add that social reform does not begin and end with gold. There are more urgent and pressing problems in social reform.

**Mr. Speaker:** I am sorry I cannot call any other hon. Member. Now I am going to call the Finance Minister. Before that I would like to know whether the Home Minister is going to make a statement. I have sent him three notices about the statement on Nepal. One was from Shri Kamath, and the two others I received subsequently.

**The Minister of Home Affairs (Shri Lal Bahadur Shastri):** Yes, Sir. The Call Attention Notices have come, and Shri Kamath is very particular that I should make a statement. He has said that in the morning. I shall do so tomorrow, and I shall be grateful if you permit me to make the statement at about 1 O'Clock.

**Mr. Speaker:** All right. He may make it at 1 O'Clock.

Shri Morarji Desai.

**The Minister of Finance (Shri Morarji Desai):** I hope I will have the indulgence of the House to hear patiently my views or my reasons for the measures that have been taken.

There has been some sort of violence in words seen in this debate. It is not unusual, it happens on some occasions, but I did not expect that my hon. friend Shri Prakash Vir Shastri, who moved the motion, would get so much excited. He was not his normal self, but became very abnormal in his tone and in his language.

श्री प्रकाशवीर शास्त्री : सारे देश में ही ऐसी है ।

**Shri Morarji Desai:** Shri Prakash Vir Shastri is not the whole country. Neither I nor he can ever claim that we represent the whole country. Therefore, it is futile for anybody to talk in the name of the country like that.

It was even argued here by my hon. friend Shri Gopalan that there was so much agitation in this country on this that there had never been any precedent for it. Has he forgotten the agitation which took place in Kerala against their Ministry? Is this even one-hundredth of that? Has there been any procession even one-twentieth of that procession which took place in Kerala at that time?

All States have seen many processions. These processions have been led by goldsmiths. I know they have a grievance. I do not say that they have no grievance, but that grievance can be dealt with in a different manner, not by shouting as was done by the hon. Member whose name I would not like to take, because he spoke here, abused and went away. He may do what he likes. After all, a person can say only what he is qualified or trained to say. Therefore, I cannot have a grievance about it, and I do make a grievance of it.

19 hrs.

**Mr. Speaker:** It has been observed many a time by my predecessors and even by myself that Members who criticise the Government here or make speeches here should normally be present to hear the reply also. It is a bad practice to make speeches here criticising the Government so strongly and using violent language and then go away without listening to the reply. I think the hon. Members will bear that in mind in future.

**Shri Morarji Desai:** I was also surprised that my hon. friend the Maharaja Sahib of Bikaner . . .



**Shri Karni Singhji:** My name is Karni Singh.

**Shri Morarji Desai:** He should bear with me. I say that it is how he spoke, he spoke as Maharaja Sahib of Bikaner and not as Karni Singh.

**Shri Karni Singhji:** May I humbly submit that I have been in this House for eleven years and I do not think a single man in this House will stand up and say that I spoke as Maharaja except yourself.

**Shri Morarji Desai:** I am saying it this time; I was surprised that he spoke as Maharaja Sahib of Bikaner; I have never found him so before. Even he was excited. Not only excited. He warned me and threatened me of extinction. Well, Sir, he is entitled to do this. On that score, I have no quarrel. But should one take to a measure considering his political career? Should one take to a measure because it is popular or because it is unpopular? Or, should one take to a measure because it benefits the country? After all that is the only criterion that I have before me in all the public work that I have done in my life. I have had many such warnings in my life. I have been receiving some warning letters, abusing letters outside the House also—even threats to kill me. That is not the first time that I have got these threats but I have had them during the last fifty years of my life. I am still alive—God be thanked I shall remain alive as long as God wills. When He Does not will it, I will disappear. Therefore, I am not bothered about it . . . (Interruptions.)

**Shri Karni Singhji:** Sir, may I submit that my objective was not to oppose this measure at all? What I tried to submit to the House was that it was at an inopportune moment. The attention of the country was focussed on the Chinese war. I did not oppose this measure.

**Shri Morarji Desai:** That need not be repeated; I am going to mention it . . . (Interruptions.)

**Shri R. S. Pandey:** This is the appropriate time.

2875 (Ai) LSD—9.

**Shri Morarji Desai:** I request them to bear me if they want to hear me; if they do not want it, they can even forget what I say. But at any rate they will have to give me a hearing. After all they cannot say that they are all wise men and I am certainly senseless as hon. Member Shri Prakash Vir Shastri said:

इस में बुद्धिमत्ता नहीं है ।

It means that. I am prepared to be senseless; let him have all the sense; I wish him all the pleasure of it. I have no objection to it. I am prepared to learn even from him. But let him show better sense in how he wants to improve me.

श्री प्रकाशवीर शास्त्री : जिन की रोखी आप ने छीनी है, वह सिखायेंगे, मैं आप को क्या सिखाऊंगा ?

श्री मोरारजी देसाई : सिखाने की कोशिश काफ़ी की, धमकी भी दी और गालियां भी दीं

श्री प्रकाशवीर शास्त्री : जो मेरा कर्तव्य था उस का मैं ने पालन किया ।

**Mr. Speaker:** Order, order. Let us hear him.

**Shri Morarji Desai:** I am also now carrying out my duty. It has been said that my political career will be at an end; it will be in jeopardy. Well, I have never believed in a political career; I have never believed in any career. When I joined public life, I joined only in order to do whatever humble service I could do to whatever position I was assigned by my leader. And I am content to do so. And if it comes to an end I do not think that I am going to be sorry about it. I will have as much pleasure in sweeping the streets as I have in carrying on as Finance Minister. I do not see any difference between the two. Therefore, that is not a thing which is going to threaten me and frighten me about. Therefore, why try this kind of tricks? I do not know.

[Shri Morarji Desai]

I consider it merely a trick. It is nothing else. That is not the way things can be achieved. I hope God will give me strength enough to be humble about it and not to be frightened by these things. And the Congress had been made of this kind of mettle. I have got this courage from the Congress to which I have the honour to belong. If the Congress was made of softer mettle, as some hon. friends think, it could not have brought Independence to this country, and it will not be able to raise this country to the height to which we all want to raise it.

It is now argued that no law can break any tradition, can make any change, and therefore it is wrong. It is not argued that a change will be very disastrous; it is argued that a religious tradition should not be broken. How is this a religious tradition? Where is it prescribed in religion? My hon. friend, Shri Kamaiah, is in many things a brilliant person. But brilliance sometimes becomes very difficult to contain; and therefore he began to quote and said that I have a heart of gold. I am very thankful to him. He meant it and I do not think that he did not mean it. But that does not mean any great thing because gold is held in that light, and therefore that comparison is made. But it is also said "*Sarve Jana Kanchanam Ashrayante*". Does he believe in that? What is the use of quoting this kind of things? After all, comparison to gold is not a good thing at all to my mind.

It was argued also that this brings in adulteration, when we are against all adulteration. There is no unadulterated gold in any ornament that you see anywhere. After all, unadulterated gold cannot be turned into an ornament. It has to be mixed with something—maybe very little. 24 carat gold also is not pure, hundred per cent., gold. I wonder why my hon. friends forgot this. Whether the adulteration is a little more or less, when it is recognised that it should be there, that

there are different things, why should this kind of thing be argued?

One can argue many things, but one should argue sensibly. That is all I have to say. After all, it must have some meaning in it. By "sensibly", I do not mean that the argument was senseless. I only want to say that it must have some value in it. It must explain its meaning. If that is not done, what is the good of doing that?

Let us examine why this has been done. That is a question which has been asked of me. It is primarily brought in to remove smuggling of gold which is hitting this country economically in a very bad way and for several years past, and it is growing. As prosperity grows, the lure for gold increases, and more and more gold goes and is being smuggled and more and more foreign exchange is getting lost. I am being asked for the last four or five years, in consultative committees, outside, and even here, what I have been doing to check this smuggling; why I am not taking steps in respect of gold. We did take some steps two years and more to check this. That was the first step that we took. We tried to locate the smuggling; we tried to find out the *modus operandi* of it, and we found that unless this smuggled gold is paid in foreign currency it could not be brought in. No amount of rupee payment will be able to buy gold in other countries. Therefore, there must be a method of getting that foreign currency. At that time, going into it, we found that there was a lot of our own currency which were current in the Persian Gulf. It was a legal currency by arrangement between us and them, and we were legally bound to transform whatever currency, whatever Indian currency was presented at the banks there, into foreign exchange, into pounds or dollars. That being so, the smugglers got rupees which they got transformed into foreign exchange in those banks under the name of the currency going on in the Persian Gulf. It took quite some time before we could take this decision, because it

meant a question of relations between the Persian Gulf countries and ourselves. There was a question of their taking it ill. Therefore, we had to be very careful about it. We considered this question for a long time. First we decided against it. Then we found that whatever may be the case we cannot go on considering merely feelings in this matter or our prestige alone when a matter of this type is concerned. Therefore, we decided, after consulting them—the British Government was also concerned in this—and with the agreement of everybody we stopped that circulation and we prescribed special notes for the Persian Gulf. That stopped smuggling for about four months or six months. But, immediately the smugglers found another method, and they were taught this by some friends from here who used to go out on foreign travel without getting any foreign exchange. We were wrong, I think, in allowing many people to go out on foreign travel without giving any foreign exchange. But we did so. We had not sufficient foreign exchange. Therefore, we allowed only on business, and we did not want to stop anybody from going out if he could go with friends or other people. But we found that this was misused. They paid rupees and bought pounds, and this was the method which was then taught to the smugglers. The smugglers now took pounds from Indians who used to transfer those pounds to India for the relatives and other people. They paid those pounds there, brought gold here and sold it for rupees and transferred those rupees here to the relatives of those people and their friends. It is an easy way of doing it. That is what they found and this is what goes on, from wherever it is done.

**Shri Hari Vishnu Kamath:** It has gone on for many years?

**Shri Morarji Desai:** It has been happening for the last three or four years. Money that is obtained legally also, in underinvoicing and over-invoicing, is also utilised for this purpose.

It was a problem how to stop this. We had to stop this. There was only one method whereby the prices could be brought down and smuggling could be completely stopped. That method was to import as much gold as was required in this country and sell it here so that nobody could smuggle gold if we sold it at Rs. 52:60 at which we would get it or even by increasing the rate by Rs. 5 or Rs. 10 more for costs. Then there could be no smuggling. But could we afford to buy Rs. 50 crores to Rs. 60 crores worth of gold every year? And, it will be rising every year when it is sold like that, because there is a glamour for gold. Even my friends here think that there should be this glamour for it and they do not want to get out of it. This is what they are saying and they are frightening me. They are all my friends. I do not say they are my enemies. They are all my well-wishers. Even they are so much lured by gold and its tradition that they think that I am doing something sacriligious. Sir, far be it, from me to do anything which is sacriligious. If I want to take away this lure of gold, it is only because unless this is done this country will be suffering in two ways.

I came to this conclusion eight months ago. I had said always that I was thinking about it in the last four years as to what was to be done. Eight months ago I found out the causes, I found out the *modus operandi*. I found out that if I had to stop this smuggling, this economic drain in two ways, I had to take certain steps. One of the two ways of stopping this economic drain was to stop the straight drain of Rs. 40 crores to Rs. 60 crores of rupees by way of foreign change destroying our prestige in our currency in those countries. That has got to be done. The other drain which had to be stopped was the very uneconomic investments in gold in this country which was due to the long established custom and tradition. It has covered up the minds of my hon. friends there and made them dis-

[Shri Morarji Desai]

courteous, excited and violent. What else it would not do? Let us examine what gold is doing to us. It is argued that gold ornament is a safety for the womenkind and in times of adversity it can be easily utilised. My hon. friend, Shri Prakash Vir Shastri went so far as to tell me that it is a religious thing, that a father gives away his daughter bedecked by ornaments and then alone the religion is observed or carried out. I cannot see a more perverse interpretation of religion than this. How can there be any injunction by religion which compels a father to give his daughter away in marriage to the son-in-law for the benefit of the son-in-law, bedecked by gold ornaments? We have passed a law against dowry. Why have we done so? Because we consider it an evil custom of oppression. And nothing can be a more evil custom than this. Therefore, we have got to fight it. But, how are we to fight it? He went so far as to say that I am going against the custom of writing on the tongue of every child with a gold *Shalaka*. I never had that luxury. He may have been born in that luxury. My tongue was not written or engraved like that by any gold *Shalaka* or even silver *Shalaka*. That is not the custom everywhere. How many or how few families do it? I would like to know how many families use ornaments. If every family in this country has gold, we need not work for the economic upliftment of this country.

श्री प्रकाशवीर शास्त्री : मैं के सम्बन्ध में आप कब से प्रमाण पत्र देने लगे ?

श्री मोरारजी देसाई : जब से आप देने लगे तब से ।

श्री प्रकाशवीर शास्त्री : आप की बात तो एक दिन भी नहीं हर सकती । हमारे धर्म के सम्बन्ध में प्रमाण-पत्र हमारे ऋषि दे गये हैं जोकि हमारे धर्म सूत्रों में लिखे हुए हैं वह ही आगे भी होंगे ।

Mr. Speaker: Order, order. Let us hear him now.

श्री मोरारजी देसाई : : मैं धर्म की व्याख्या आप से लेने के लिए तैयार नहीं हूँ ।

श्री रा० शि० पांडेय (गुना) : हमारे ऋषियों के पास तो एक तोड़ा सांता नहीं होता था । लंगोटी पहना करते थे और अपरिप्रीही थे ।

Mr. Speaker: Order, order. Why should they get excited? Let us listen to the reply now.

Shri Morarji Desai: Why should my hon. friend get excited if I speak about religion? I do not get excited if he interprets religion. He has every right to do so, as he thinks. Rishis and munis are dead and gone. The writings are there. They can be interpreted according to the light and sense of everybody.

श्री प्रकाशवीर शास्त्री : यही तो मुसीबत है ।

श्री मोरारजी देसाई : मुसीबत हर एक के लिये है, सिर्फ आप के लिये नहीं है ।

Why should it be the privilege of my hon. friend? Is it because he is called a Shastri? I do not think it is the privilege of any person to propound religion to anybody. I think those days are gone in this country when only Shastris will propound religion.

Shri Hari Vishnu Kamath: What about your colleague, the Home Minister, Shri Shastri?

Shri Morarji Desai: My hon. colleague is a qualified Shastri; he is not a shastri by heredity. He is Lal Bahadur. Shastri is the title he has got because he is qualified. He is qualified to speak about it, because he has

learn it. But heredity is not a qualification for saying that.

श्री प्रकाशवीर शास्त्री : अध्यक्ष महोदय, शायद मोरारजी भाई को यह पता हो या न हो कि मैं शास्त्री किसी जापानी स्कूल से ले कर नहीं आया हूँ। संस्कृत यूनिवर्सिटी का मैं स्नातक हूँ जहाँ बिल्कुल २४ कॅरेट के सोने के समान शुद्ध प्रमाण-पत्र दिये जाते हैं। मैं वहाँ से शास्त्री हूँ।

श्री मोरारजी देसाई : २४ कॅरेट का सोना शुद्ध सोना नहीं है। आप भी शुद्ध नहीं है।

I am prepared to accept the qualification of my hon. friend. I did not know that he was a Shastri not by heredity, that it was not his surname and that it is also a qualification. I am certainly prepared to grant his qualification. I have respect for it, and I have no objection to it. Yet, I am not prepared to take from him my interpretation of religion. That is for me to do. I do not think anybody should take it from anybody else. It would be a bad day for anybody to take religion from anybody like that and get into superstitions.

Therefore this is a matter where one has got to examine with patience and objectivity. Let my hon. friend examine it with objectivity. Why is he excited even now? Excitement does not keep the senses calm and then one loses the capacity to judge. Therefore, I am saying, let there be objectivity about it. He would not make me excited by any chance because then he will succeed and I will lose. I do not want to do that. I want to argue. It is possible that I am not able to convince him. That also is possible. He can hold his view and I would perfectly grant that he is honest about it. I have no quarrel about that. But why does he not want to grant that I am honest in what I believe? Why does he want to think that this is done with some motive or with some purpose or completely carelessly, uselessly or senselessly? After all, God has given sense to everybody and every-

body acts according to the sense that is given to him. If it is given to me to be the Minister of Finance—for which I am not obliged to him; I am obliged to the Congress and to my leader—I have got to act according to my tenets which I have got from the Congress and I am going to work according to that. Therefore this measure has been brought to remove this foreign exchange drain and that can be done only if the lure of gold disappears. If the lure of gold remains, it can go on happening.

How is that to be done? It is said that no law can do it. We have passed many laws in this country to change many customs and they have been changed. The other day I gave the illustration of rupee notes and rupee coins. When the notes were introduced, everybody wanted rupee coins and not notes. But now what has happened? Now everybody takes only notes and nobody wants the rupee coins because they consider them a burden.

There was the custom of sati. No religious custom was considered more than that. But sati was abolished by law. If it had not been abolished by law, it would never have been abolished. It was a monstrous custom. It may originally have been a very great thing for a sati, but all the satis that were happening were happening only by custom and by operation. Therefore, it was abolished.

Then, take other cases, as many cases as you like. We have abolished the evil custom of debarring daughters from inheriting their fathers' property. That was a great onslaught on the Hindu Law and custom. That was also considered religious. People were threatened about it at that time.

The law of monogamy has been introduced. That was done by law. The law of divorce has been introduced. More than that, there was the custom of child marriage in this country. Children were married, all on the ground of religion.

**Shri Hari Vishnu Kamath:** But many great social reformers had prepared the ground for it.

**Shri Morarji Desai:** Let my hon. friend have some patience. I wish he gets more patience.

**Shri Hari Vishnu Kamath:** I am listening to you very patiently.

**Shri Morarji Desai:** He invariably loses it at times. He has a lot of patience but he loses it sometimes.

**Shri Hari Vishnu Kamath:** I never lost patience. I was never excited. I only told you that they had prepared the ground for it.

**Shri Morarji Desai:** That is what I am saying. Therefore, it is futile to argue that things cannot be changed by law. These are customs which have got to be changed by laws and destroyed by laws because without the law nothing can happen. Mahatma Gandhi began a crusade for removing untouchability. It was considered that it had the sanction of religion. But that also could not be destroyed until the law was passed.

**Shri Hari Vishnu Kamath:** The law has been successful because of Gandhiji.

**Shri Morarji Desai:** It is going on. It is also an educative process. I do not believe that I am going to succeed immediately within two months. But it is the process whereby the education of the country begins and it will go on. I am quite sure, whatever my hon. friend, Shri Chaudhuri, may say or whatever others may say about its being ill-fated or ill-planned, I have every hope that this will succeed and it is succeeding even today. For that I have only to quote my hon. friends. They say that all the goldsmiths are out of employment. If smuggling has not stopped, as they say, and gold is coming in, certainly all the goldsmiths are employed because they must be working on all that gold. Then how are they unemployed? What is the

use of arguing like that? The fact that they are un-employed shows that they are getting no gold. It is absolutely there. What is the use of arguing like this? But, they do not see the fallacy of their argument in the heat of the passions by which they are governed, the passion of gold.

**Dr. M. S. Aney:** Their starvation is your success?

**Shri Morarji Desai:** If in the process of it, any people are starved, I am very sorry for them. I am intensely pained for them. I am trying to take steps to see that they get employed. Government gives such help as I can. My hon. friend is such a learned person. He is always a most studious person. I suppose more than him there is nobody who is a more attentive Member in this House. I have the highest respect for him, even though I do not agree with him in several views. That is bound to be. There is perhaps a difference of 20 years between him and me. Naturally, therefore, he has more wisdom than I have. I may differ on account of my ignorance. Sometimes he may differ on account of the conservatism that he may have on account of 20 more years. These are all things possible. But, I have the highest respect for him, and therefore I want to win him over in this matter. I do not think he is a person who is not amenable to argument. If we argue with him for an hour colloquially I am quite sure that he will accept my position that nothing different can be done than what I have been doing today. I have no doubt about it in my mind.

If I were not so convinced, I would certainly give up the order. I do not believe in prestige. Prestige is the bugbear of lawyers.

**Shri Narendra Singh Mahila:** We all want you to be more sympathetic to goldsmiths.

**Shri Morarji Desai:** I have every sympathy with them. I have no bugbear of prestige. Any person in office or power, who, on account of prestige

refuses to change any action when it is found it is wrong, I would say, he does not deserve to remain in that office, because he is not a good public servant. That is what I believe in. I also believe, at the same time, that anybody who is in public service, who wants to do service to the people, should not be afraid of the agitation not of one or two or a thousand but of 5000 or 50,000, and if he thinks that it is in the interests of the country, he must be prepared to be stoned and killed but not yield. That is what I have believed in. This is what I believe in in the matter of public service and public life.

My hon. friend the Maharaja Saheb of Bikaner said that I have broken—he has charged me with a very heinous thing—the unity in this country which was forged. Which is the unity which he has forged? Would he have talked in the manner he talked if there was unity? Would the hon. Member Shri Bagri have talked in the manner he talked? This is not the first time. He has been talking like this ever since the emergency has arisen. Would the Congress have been condemned, abused and criticised in the vulgar manner in which it is criticised? The leader of the Congress, the Prime Minister, the way he has been criticised—would that have been done if there was that real unity which is claimed by my hon. friend? I do not want to speak about it. Because, it is we along who are believing in unity and not my hon. friends over there. When they have charged me.... I am going to do that.

**Dr. L. M. Singhvi:** That is too sweeping and unfortunate.

**Shri Morarji Desai:** I am bound to say that; I am charged with it. Let nobody be excited about it. I have every right to give my view. I do not say that everybody is like that.

**Shri Hari Vishnu Kamath.** I suppose he does not charge the entire opposition.

**Shri Morarji Desai:** am not charging the whole opposition, nor even a whole party. I am talking of people. Some people will never want that kind of unity. What is the use of saying this kind of a thing that I am breaking this unity? How can this unity be broken? Is unity to be maintained by doing wrong things or by patronising wrong attitudes, or by making wrong promises? I do not think that that unit will save this country.

We are at a very critical stage in our country when we have to defend our freedom, when we have to defend our integrity. I do not say that if I get all the gold, I will defend my country better than without that. Even if I do not get any gold, I will certainly defend my country and with success. That is not the stake at issue. What is at issue is prevent the drain on the economic life of this country through the drain of foreign exchange and the senseless sinking of all surpluses and savings into gold which remains locked up in their houses. Now, as regards those people who they say are getting succour at times of adversity what do they get? They get half the money, with perhaps 25 or 30 per cent or hundred per cent interest to pay. And what have we seen? Many of the moneylenders have become very rich, and all those who have pawned with them have become paupers. This is the result of this gold business.

My hon. friend Shri Bishanchander Seth made a severe castigation of the Gold Control Rules. And what did he say in the telegram that he sent me when I promulgated these rules? He seems to have forgotten it. I shall just read it out for your knowledge. He says there:

“SHRI MORARJI DESAI UNION FINANCE MINISTER NEW DELHI ACCEPT MY CONGRATULATIONS TODAY FARSIGHTED AND REASONABLE BROADCAST CONCERNING HOARDED GOLD AND SETTING ALL INDIA GOLD CONTROL

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BOARD KINDLY ACCEPT MY SINCERE SERVICES AND KNOWLEDGE IN THIS FIELD FOR NATIONAL EMERGENCY PLEASE INCLUDE MY NAME IN PANEL."

Of course, he sent me some objections afterwards. He raised some objections afterwards. After the objections also he wrote to me another letter, in which the following is the last paragraph. And this was the last thing that he said there:

"अन्त में मुझ यह लिखने में संतोह रहा है कि स्वर्ग के संभ्रमों में जा परम्परागत भारतीय जगत्, विश्वतः महिलाओं, में रह रहा है, आप के इस विषय में निश्चय निश्चय व इस समय में नगण्य हो जायेगी।"

श्री बिशन चन्द्र सेठ (एटा) : मैं बतलाना चाहता हूँ कि मैं ने यह भी लिखा है कि जब तक आप इस काम का करने बातों का साथ नहीं देंगे तब तक मैं ने कल बाला सा था, तब तक काम ठीक नहीं चल सकता है। तब ही आप का ठीक एडवाइस मिल सकती है, कि किस तरह से इस चीज का आप लेंगे। आप शायद उस बात का भूल गए हैं।

श्री रा० शि० पांडेय : आप की बधाई स्वीकार है।

Mr. Speaker: Order, order. Let us proceed now.

Shri Morarji Desai: I feel that I have been wise in not taking him on the board, because after knowing the advice that he had, if I had taken him on the board, he would have scuttled the board; nothing else would have happened.

श्री बिशन चन्द्र सेठ : जब आप जानते थे तब स तार की ल्यू क्या रह जाती है। अगर आप फील करते हैं कि हम इस के खिलाफ थे तब तो इस तार को सुनाने का कोई मौका ही नहीं था।

श्री मोरारजी देसाई : मौका था इसी लिए मैं ने सुनाया है।

श्री बिशन चन्द्र सेठ : मैं समझता था कि अगर आप मेरी सविस्तर लगे तो इस के रूप में परिवर्तन हो जायगा।

श्री मोरारजी देसाई : परिवर्तन मैं नहीं चाहता हूँ।

He did not say that he would enable me to change the whole thing and bring a new thing. He never told me that. He only said this is his telegram that this was farsighted, and that the mothers would lose the fondness for gold,

निश्चय-निश्चय व इस ही समाप्ति।

This was what he said.

If this is the attitude of opposing a measure a measure like this, what can I do?

श्री बिशन चन्द्र सेठ : अभी हमारे मिनिस्टर साहब ने कहा कि हम चाहते थे कि किसी दूसरे के का इस्तेमाल करें। अब हम ने दूसरा वे इस्तेमाल किया तो उस की धोखालेदर हो रही है। जब कोई बात साफ साफ कही जाती है, तब वह आप को नागवार लगती है। मैंने आप की खुशामद नहीं की। मैंने तो गद्दी कहा था कि आप हमारी बात मान लीजिए।

श्री रा० शि० पांडेय : आप की बधाई स्वीकार है।

अध्यक्ष महोदय : दूसरे माननीय सदस्यों को दखन देना नहीं चाहिये।



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

**Shri Morarji Desai:** I would never have mentioned this telegram and his statements if he had not challenged me about it. He said that he had offered to be a member of the board and I did not take him. That was what pinched me.

**Shri J. P. Jyotishi:** It is good that you have warned the country against such persons.

**Shri Morarji Desai:** Therefore, I had to mention it. Otherwise, I would not have mentioned these things. Why should I have to mention these things? Since he himself mentioned it, I had to come out in explanation as to why I did not take him in the Gold Board. Otherwise, I would not have mentioned it at all.

This smuggling of gold, as I said before, can be stopped, therefore, only if I go on spending every year Rs. 40 to 60 crores in foreign exchange in buying gold outside and selling it here.

This will go on mounting. Therefore, we cannot do it.

The other question, therefore, remains, that unless this fascination for gold disappears, nothing can be done. Therefore, I had to prevent ornaments of gold being made, and that is why I came down to the 14-carat gold, because it would consume less of gold in the beginning and then people will go down to costume jewellery, as they have done in almost all other countries.

My hon. friend said that I am trying to impose the traditions of the West here. What are the traditions which I am supplanting? I am not supplanting any spiritual traditions, I am not supplanting any traditions of truth, I am not supplanting any traditions of sacrifice in this country. But in the matter of dress, in the matter of food and so on, things have gone on changing always. My hon. friend's is

not dressed as his father was or his forefathers were. My dress is not the same as that of my ancestors. We are all changing. Only my hon. friend, Dr. M. S. Aney, keeps the same dress for the last many years. But we see only one turban here. That turban also will not be seen after ten years—I am quite sure of that. That is the change which takes place.

**Dr. M. S. Aney:** They have already changed.

**Shri Morarji Desai:** Everything will go on changing.

Therefore, these are matters where a change ought not to be objected to. Why should it be objected to?

**Mr. Speaker:** I am sure the Finance Minister is not referring to my turban.

**Shri Morarji Desai:** I call it a I do not call it a turban.

**Shri Hari Vishnu Kamath:** Pheta.

**Shri Morarji Desai:** Safa or Pheta. I do not call it a turban. Only Englishmen can call it a turban. I do not think that will disappear as long as the Sikhs keep their things. But if they lose it, I do not think there is anything sacrilegious about it. There are some people among the Sikhs who do not keep beards or moustaches. They are not irreligious. They have not lost their religion. I would not say that they have lost their religion. This may be quarrelled with some of the Qurns of the Sikhs. After all, reforms have got to face all sort of ignominy.

**Shri Hari Vishnu Kamath:** Obloquy.

**Shri Morarji Desai:** No reform has been effected without the reformer having to suffer. I am prepared to suffer in this matter in my reputation. But I do not want my parent body to suffer in any way. This is a matter where I have not been led up the garden path by anybody. This is a matter which I have thought of consistently and have come to these conclusions. It has not been done in a

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hurry. I decided this eight months ago. After that, I have been making rules. I have been examining all the various implications and consequences of it, and then have formulated these.

It was argued: why did I allow the jewellers to sell their ornaments for a month and why did I not give the same facility to the goldsmiths? If the goldsmiths had any ready-made ornaments, they had the same facility. I did not allow the jewellers to make any gold ornaments during that period. How could I allow the goldsmiths to do that? It was asked: why did I not warn the goldsmiths beforehand so that they could have already taken steps to counter the whole action? How could I do it? Yes, it has suddenly put them in a difficulty. I am very sorry to have been the instrument having done so. But if in the interest of the country one has got to do it, one has got to do it. I do not say that the number of 5 lakhs is a small number. When I say that the number is exaggerated, I do not say that 5 lakhs is a small number. I would not call even 5,000 a small number if it comes to unemployment. Even if one man is unemployed, I would not consider it a small or insignificant thing. So where is the question of small number? But some things are inevitable. What am I to do?

I do not know why my hon. friend, Shri D. C. Sharma—Professor as he is—launched himself into this. That is what I do not understand. But that shows the liberty with which Congressmen think. That is a tribute to the democracy in the Congress body. I am quite sure he will also learn a lesson from this, whether this was thoughtfully done or was thoughtlessly done. I am only trying to persuade him to see that this was not thoughtlessly done. What is it going to achieve? It has already achieved something. Smuggling has gone down. There may be a little smuggling. The only thing is it has to be kept up.

Then there are questions which are asked: why have you not put a ceiling

on possession? If for taking the primary step I am attacked in this manner, I do not know what my friend the Maharaja Saheb of Bikaner would have said if I had taken all the steps together. He would have said something else altogether.

**Mr. Speaker:** This word "together" might be very significant.

**Shri Morarji Desai:** It is significant. These orders are not going to remain where they are, and there are going to be various steps taken as time goes on. I have said that often, but let me assure everybody that I do not want to take away the gold of anybody, whether they are Maharajas or whether they are any other people. There are some people who would be very happy if I take away the gold of Maharajas and nobody else. That is what my hon. friend Shri Banerjee would want to be done. He has jealousy of all people who have some money, but if he gets money, then he will not show it. These are all matters in human nature. What can I do about it? But one cannot go on doing that. Let there be no suspicion about it. There is no question of taking away anybody's gold, but when the prices go down, they are bound to sell it, and if they sell it, Government will buy it at the value. If they do not want to sell it, let them keep it. Why do I want to have it? It is in safe custody there. Why should I be their safe custodian, I do not know. Therefore, if it is with them, I do not mind. It is in the country.

Then people thought I was going to drain the country of gold. Why should I drain it of gold? But we do require money. This will be a credit. It is not a question of selling away Rs. 200 crores and then afterwards what is one going to do. But if that remains here as a security, as we have got Rs. 118 crores worth of gold, a little more than that, if I get Rs. 500 crores more worth of gold, it will increase my security better, it will

increase my credit better. What is the use of selling it out? I do not want to be bankrupt in this country. Far be it from the Finance Minister of this country, whoever he is for the time, to think of bankruptcy or desperate measures. This country is rich enough in every way, even though momentarily it is poor. But it is rich enough in its potentialities, and there is no reason for any Finance Minister to be afraid of bankruptcy at any time or think of it. This country is marching ahead, there is no question about it in my mind. Therefore, I do not think that any such steps are under contemplation, but certainly steps are being considered, they are already there in my mind. They will be taken as time comes on, so that those who are trying to circumvent it will learn a lesson, they will suffer. Let my hon. friends not have then any sympathy for them. That is all that I am asking them to do. Otherwise, if they again show sympathy for them, this unity will be broken, and for it the responsibility will be that of the Maharaja of Bikaner and nobody else. That is all that I want to say.

**Shri Karni Singhji:** What would I be responsible for?

**Shri Morarji Desai:** For the breaking of the unity.

**Shri Karni Singhji:** I do not think you quite understood me. What I told you yesterday was that if we took steps that went against the feelings of the people, there was a fear that we might jeopardise the unity that we had built up because of the war. I do not think the Finance Minister has read through my speech, and since I have not received the copy of it today myself, I am not in a position to read it out.

**Shri Morarji Desai:** I am glad my hon. friend has corrected me, but I heard him very definitely. He said it was broken, not that there was a fear. If he had only said there was a fear, I would not have said anything.

**Shri Karni Singhji:** I hope the Lok Sabha will circulate my speech.

**Shri Morarji Desai:** Then I will stand corrected, but I am quite sure he will himself admit when he sees that because I know he is truthful enough to admit his mistakes. I have no doubt about it. In the heat that is what he spoke. I have never seen him speaking in that tone. He is always very quiet, calm and serious in what he says.

**Shri Karni Singhji:** Is it a quality for a Member of Parliament to be quiet?

**Shri Morarji Desai:** To be quiet in speaking, I did not say quiet in the meaning of being silent. I did not say that. But to be quiet is a great virtue. To be excitable is no virtue. I do not think my hon. friend wants to be excitable. When I give him a virtue, he is quarrelling with me!

Then the question of pawn brokers came up. Let me first deal with the goldsmiths. When it is said that all the five lakhs of goldsmiths are idle, I am afraid there again it is a wrong statement. All the five lakhs do not deal in gold. There are many who deal only in silver. They could not be out of employment; there is no ban on silver. Silver has not been taken away; nothing has been done about it. All these ornaments are not touched at all.

I was told the other day when I went to Lucknow by a friend that he accepted all that I said and that he was in favour of gold control order. But he also said that goldsmiths in the hills have become unemployed. He himself said that in the hills there is very little gold and they use only silver ornaments. Then, I asked: how are these goldsmiths unemployed then? Then he had no answer to me. But there are many people like that.

Then again, those who deal in gold do not deal in gold only; they deal in silver also and silver fashion goes on increasing. Therefore, where is the question of their being idle? My hon.

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friend Shri Bishanchander Seth deals in gold; he is not idle. There are many like that who are not idle. What is the use of involving everybody and whenever the question of imaginary un-employment comes, my hon. friend Shri Banerjee becomes the greatest advocate . . . (Interruptions).

श्री बिशन चन्द्र सेठ : अध्यक्ष महोदय, मैं मंत्री जी से कहना चाहूंगा कि उन की जा इतना है वह गलत है। वे इस बात पर विश्वास करें। मैं खुद डील करता हूँ, मैं कहता हूँ कि उन की जो इतना है वह गलत है। इस देश में लाखों आदमी बेकार हो गये हैं। मैं महज दिखाने के लिए यह नहीं कह रहा हूँ, मेरा विश्वास है कि वास्तविकता यही है।

Shri Morarji Desai: I am only showing by facts what is happening. He is only giving me an assurance by words. Are these facts controverted? Is it not true that there are many goldsmiths who deal only in silver? They are not goldsmiths they are silversmiths but they are all included in this category of goldsmiths. They are not unemployed. But as I said, even if only one is unemployed I should like to help him.

I have written to the State Governments that they should help them and their children by books, by fees, by training and if these people want to be trained in any profession or in any other ways, money should be spent on it. If they want loans for buying sewing machines or other machines and things like that, loans should be advanced to them and I am prepared to give these amounts to the State Governments.

Dr. L. M. Singhvi: By what time will these arrangements be finalised?

Shri Morarji Desai: When the agitation dies out. Till then it is impossible to deal with a question like that. What is happening today? There are several goldsmiths who

have informed me that 14 carat gold can be turned into any ornament. There is a gentleman here whose name I gave in order that others may learn from him. He came to the House yesterday, here. What happened to him? He was attacked by members of his tribe outside the House, filthily abused and man-handled. He had to seek the protection of the police. He has written to me; here is his statement. I have received such statements from other people also. Are these the methods to be employed? These people get encouraged because of the advocacy which is taken by several hon. friends of mine. Not that they want to encourage this kind of thing. Let me make it clear. I can never think that my hon. friends for whom I have respect can ever take to these methods. But they must also see the consequences of the encouragement they give to wrong people. They are not good causes. If causes like this are taken up and developed into national causes as they say, Sir, this country will have no future left. My hon friends also will be doing harm to their parties by taking up wrong causes. They may threaten me that I will lose in the elections. I have been threatened like that several times at every election. In the last election also the Congress was threatened with extinction. Well, the people knew better and they showed confidence. They are a great people. It may be that sometimes the Congress may get out of elections and may get defeated. The Congress has not the monopoly of it and we should be perfectly willing to do so. But these are not the ways in which one can put out the Congress. The more they try to do like this, the worse will be their fate. And the better will be the fate of the Congress. But this is not good for us also because we like to be told and corrected in the proper manner and not to be made indifferent to criticism. But when there is perpetually wrong criticism one becomes indifferent.

That is also a human foible. I do not say that this is justified, but after all, we are all weak people. I cannot say we are very strong people. My hon. friends cannot say that they are very strong people. All of us are equally human. Therefore we suffer from all these foibles, and that is why I am saying that when wrong causes are taken up and agitated over and pleaded for then it is not the cause which prospers; it is not the right cause which will become ill-fated or ill-planned. But it is the agitation which is ill-fated and ill-planned, which will vanish. I have no doubt about it in my mind.

Then there is the question raised by my hon. friend Shri Prakash Vir Shastri, that all works of art are going out of our existence. This is happening only temporarily, just now, when things have to be stabilised. There is absolutely no intention of allowing this to go out of existence. I have told all those people who came and saw me that we are going to make arrangements to get these prepared in bonded warehouses so that they can be prepared and exported. They can be sold here to tourists also for foreign exchange. These things can be done. I also want to explore if silver goods can be made, goods of art, and if they can be exported. Many of these people can turn themselves into this and can get more money out of it, and these can be exported. I want to explore that possibility also. I can explore these possibilities only if I am allowed to explore these possibilities. But if I am abused, which it is perhaps their privilege to do, how am I going to do anything? I will certainly not abuse in return. Why should I have to do so? I have no boil in myself; those who have boils in themselves can abuse me, but why should I have to do so? Therefore, that way, nothing will be served. But I would certainly like to help; I want co-operation in this matter so that we can find today ways and means whereby we can certainly settle all these problems. But let it be understood that this is not

an order which has been hastily thought of. It is not an order which is going to do any harm to the country. It is on the contrary, an order which will do great good to the country, and its economy, and it will change also the wrong economic habits which have been ingrained and which have become wrong today. I do not say that they were wrong in the hoary past. They are wrong today. All other facilities are available for people to invest their monies which can be useful on a rainy day. There was no insurance in the earlier days; there was no banking facility in the earlier days; there were no savings certificate in the earlier days; there were no loans; there were no savings banks. But today these are all there. If a person, instead of putting his money into gold, in order that it may be useful on a rainy day, puts that much amount as a premium on his policy he will get the whole amount with interest when the term is over, and if, God forbid, the man passes away his dependants will get the full amount without even paying one-fourth of that amount and that will be a security for his own family. Instead of propagating these things and changing wrong customs, my hon. friends try to threaten me and frighten me. Well, I may assure them that they are not going to succeed, and I am not going to threaten them or frighten them in return. Therefore these things ought to be considered differently.

There was another question, namely, that the pawn-brokers are not being allowed to return the gold ornaments which were pawned to them. That is true at present, but that also requires to be properly arranged and settled. If a person is only a pawn-broker, it becomes easy to allow him to return the ornaments that he has got when the amount is received. But many of these people are both dealers and pawn-brokers. They have gold which they are dealing with. There are these pawns which are with them as mortgaged ornaments. If I allow

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them to be returned just now, the other things will be returned and these things will be turned into something else. Because this is what is being done. I have got to be careful. I know it is some inconvenience to these people. I am very sorry for it. But, in the national interest, I would only beg of them to bear with this inconvenience. I will certainly remove this inconvenience as soon as they enable me to do so by giving up agitational methods and taking to co-operation in this matter so that their good is achieved and the nation's good is achieved. This is the co-operation which I request by hon. friends to give me. This is the co-operation which I request all those who are affected by this to give me.

Sir, there was a run for purchasing ornaments for a month from 10th January to 9th February. It was a mad rush, that is all I can say. But why was that mad rush there? It was because of the fondness for gold, because of the attempt of some of my friends who went on saying that this was a wrong thing. So some people thought that things would disappear and they could take away as much gold as they could at that time. But my enquiries have shown that many people have been duped. They deserved to be duped. They went and purchased ornaments thinking that they were of 22 and 24 carats whereas several of them were not even of 14 carats. Well, they will begin to repent at leisure. Sir, I had a friend who went to Hong Kong once. He wanted to buy gold from there. He went to one of the most prominent men there and bought gold from a properly established shop. He bought gold and came back to Bombay. He kept it in his box. After a month he took it out to show to his friend. But the moment he took it out he found that it was of brass. This is what happens in the dealings in gold.

Let us not be encouraging people to invest more and more on gold. Let

us destroy this lure of gold as fast as we can. And, that is what this Government is doing. Instead of supporting me in this matter, I am being threatened with dire consequences. I am prepared to take the consequences. If my disappearance enables this cause to prosper I am prepared to do so with the greatest satisfaction, but if that does not do so and if the execution of this order in a proper and peaceful way and the carrying out of these arrangements is going to benefit this country not only now but permanently, I will be highly thankful to my hon. friends if they help me in this matter. If they do not help me, I am not going to curse them as they curse me. I am not going to find fault with them. I am only requesting them for co-operation. I will certainly go on single-handed even if I have to go on like that, because this is a matter which, I believe with complete certainty and conviction, if given up, will ruin the country. What happens now? Rs. 50 crores to Rs. 60 crores of savings are sunk in the ground with no benefit either to the persons concerned or to the country. We want to develop fast. How are we going to develop fast unless we deploy all the savings on attempts to increase our production? It is also to help that that it is necessary to destroy this custom and tradition which has grown into superstition.

Sir, I request for co-operation in this matter from all my friends including my hon. friend, Shri D. C. Sharma.

**Mr. Speaker:** The discussion is over and the House stands adjourned to meet again tomorrow at eleven o'clock.

19.59 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 7, 1963/Phalguna 16, 1884 (Saka).*

[ Wednesday, March 6, 1963/ Phalguna 15, 1884 (Saka)]

## COLUMNS

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A copy of Notification No. F. 16/36/60 Delhi II published in Delhi Gazette dated the 6th December, 1962 containing the Delhi Terminal Tax (Second Amendment Rules, 1962, under subsection 479 of the Delhi Municipal Corporation Act, 1957, was laid on the Table.

REPORT OF BUSINESS ADVISORY COMMITTEE  
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Fourteenth Report was adopted.

RAILWAY BUDGET—GENERAL DISCUSSION . . . . . 2450-2532

General Discussion on the Budget (Railways), 1963-64 continued. The Minister of Railways (Shri Swaran Singh) replied to the debate. The discussion was concluded.

DEMANDS FOR GRANTS (RAILWAYS) . . . . . 2532-94

Discussion on Demand for Grant No. 1 in respect of the Budget (Railways) for 1963-64 commenced. Seven cut motions were moved. The discussion was not concluded.

DISCUSSION RE: GOLD CONTROL SCHEME . . . . . 2594-2650

Discussion on the statement laid on the Table of the House by the Minister of Finance on the 20th February 1963 regarding the gold control scheme continued. The Minister of Finance Shri Morarji Desai replied to the discussion.

AGENDA FOR THURSDAY, MARCH 7, 1963/PHALGUNA 16, 1884 (SAKA)

Further discussion on Demands for Grants in respect of the Budget (Railways), 1963-64.