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LOK SABHA DEBATES

Tenth Session
(Second Lok Sabha)



LOK SABHA SECRETARIAT
New Delhi

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LOK SABHA DEBATES

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LOK SABHA

Tuesday, March 1, 1960/Phalgun 11,
1881 (Saka)

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Dandakaranya Scheme

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"485. { Shri Sanganna:
 { Shri S. C. Samanta:
 { Shri P. K. Deo:

Will the Minister of Rehabilitation and Minority Affairs be pleased to refer to the reply given to Unstarred Question No. 1263 on the 10th December, 1959 regarding Dandakaranya Scheme and state:

- (a) the progress made so far in the development of the four roads; and
- (b) whether the work is being executed departmentally or otherwise?

The Deputy Minister of Rehabilitation (Shri P. S. Naskar): (a) (i) Road from Kota to Malkangiri in Orissa and (ii) Roads from Pappadhandi to Umerkote and 5 miles beyond (which is a part of the road from Pappadhandi to Likma):

Work orders for supply of stone metal for these roads have been issued and work has been started.

(iii) The portion of N.H. 43 in the Dandakaranya area in Madhya Pradesh:

The road is being maintained properly.

389(A1) LSD—1.

3322

(iv) Road from Amraoti to Umerkote—Upgrading of:

Work orders for supply of stone metal have been issued. The work on road formation is also in progress.

(b) Departmentally.

Shri Sanganna: Are Government aware that the wooden bridges that are on the road are putting up a hurdle for the free transport facilities?

Shri P. S. Naskar: Yes, Sir. The wooden bridges in N.H. 43 were not strong enough. The Dandakaranya authorities are taking all possible measures to keep this main lifeline N.H. 43 going even during the monsoons.

Shri Sanganna: May I know why this road development programme has not been given priority in the Dandakaranya scheme?

Shri P. S. Naskar: I know the hon. Member comes from that area. The hon. Member will definitely agree with me that the roads were not of the proper grade to take the heavy traffic. The Dandakaranya authorities have, from the very beginning, taken up this matter seriously and they are doing everything possible.

Shri S. C. Samanta: May I know whether the displaced persons of the locality are working under the scheme as it is being done departmentally?

Shri P. S. Naskar: Yes, the work on the roads is done by the local people and the settlers.

Shri Chintamoni Panigrahi: May I know whether it is a fact that Rs. 2 crores were placed at the disposal of the Dandakaranya Development Authority for road construction and for improving the National Highways? May I also know how much of this money has been spent so far?

Shri P. S. Naskar: I have not got the figures with me to say how much money has been spent so far. But I can give the hon. Member what the sanctioned amount is. The amount sanctioned so far is about Rs. 149 lakhs.

Shri Chintamoni Panigrahi: The hon. Minister knows the sanctioned amount but he is not in a position to let us know what exactly is the amount spent so far.

Shri P. S. Naskar: The work has begun only from November 1959. The work is going on and we are not in a position to know exactly what the amount spent so far is.

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): Sir, these roads are there in Madhya Pradesh and also in Orissa. We are working new tracks through jungles and dense forests. It is a continuing process. If information is required about any particular road, efforts will be made to collect it. And, in deference to the wishes of the hon. Speaker, as he desired me to do, at the beginning of each Session I propose to lay a statement on the Table of the House giving the progress under various heads in the Dandakaranya project.

Mr. Speaker: That is enough.

Shri Sadhan Gupta: May I know what is the time schedule for the completion of these different roads?

Shri Mehr Chand Khanna: The time schedule may be—God knows how many years; but we are working on a project. (Interruptions).

Mr. Speaker: 'God knows' is an ordinary expression.

Shri V. P. Nayar: God is not sitting in this House.

Mr. Speaker: It means, it will not be possible to say.

Shri Braj Raj Singh: He can give some indication.

Shri Mehr Chand Khanna: I am not even allowed to finish my answer.

Mr. Speaker: The hon. Member said nobody can invoke God. The hon. Minister invokes God for his answer. Order, order.

Shri Mehr Chand Khanna: I did not know it was something undesirable to take the name of God. I was trying to tell the House that as far as the present programme is concerned, we are working on the basis of a three years' programme. But, as far as this project is concerned, this is going to be a very long term project.

Some Hon. Members rose—

Mr. Speaker: How many on this? It is coming every day. Hon. Members may kindly reserve their questions for a discussion.

Shri Raghuban Singh: One question about the tractors, Sir. Yesterday we asked some questions from the Defence Minister about tractors. He is also responsible.....

Mr. Speaker: The hon. Member should not become a little too obstructive. He will kindly resume his seat.

Next question.

फिल्म उत्पादन अंगूरो

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श्री भक्त दर्शन :
*४८६. { श्री राम कृष्ण गुप्त :
श्री श्री० चं० शर्मा :

क्या सूखना और प्रसारण मंत्री २४ नवम्बर, १९५६ के तारांकित प्रश्न संख्या २६८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि फिल्म उत्पादन अंगूरो स्थापित करने के बारे में इस बीच क्या प्रगति हुई है?

सूखना और प्रसारण मंत्री के सभासचिव (श्री श्री० चं० शोशी) : फिल्म उत्पादन अंगूरो की स्थापना का प्रश्न विचारगीती है।

Some Hon. Members: In English also.

Shri A. C. Joshi: The question of the establishment of the Film Production Bureau is under consideration.

श्री भक्त दशानं : क्या माननीय मंत्री जी उन कारणों पर प्रकाश ढालने की कृपा करेंगे जिन की बजह से इस मामले में इतनी देरी हो रही है, जब कि यह प्रश्न वर्षों से विचाराधीन रहा है ?

The Minister of Information and Broadcasting (Dr. Keskar): In an earlier answer I indicated that there are legal implications of the scheme which have to be examined. The producers have raised certain legal points which, I think, have great substance. And, unless we are sure that these can be clarified that the work the Bureau will undertake will not be challenged, it may not be desirable to proceed further with it. In fact, we are having discussions on these questions with producers to see whether we can find out a practical way so that this work can be taken up.

I may say one thing that this was being taken up purely from the point of view of practical utility; and even the programme that is at present proposed is on a voluntary basis.

श्री भक्त दशानं : क्या माननीय मंत्री जी के ध्यान में यह बात आई है कि पिछले कुछ वर्षों से भारतीय फ़िल्मों का और विशेष-कर हिन्दी फ़िल्मों का स्तर गिरता जा रहा है और इस लिये इस तरह की मंस्था की प्रत्याधिक आवश्यकता है प्रतः क्या इस सम्बन्ध में जितना मम्भव हो सके, शीघ्रता की जायगी ?

डॉ. केसकर : फ़िल्मों का स्तर गिर रहा है और उस को सुधारने के लिये फ़िल्म प्राडक्षन व्यूरो जरूरी है, इन दोनों बातों को अलग अलग से ही देखना होगा । हो सकता है कि ऐसे व्यूरो की स्थापना से फ़िल्मों का स्तर ऊंचा करने में थोड़ी बहुत सहायता

हो, लेकिन फ़िल्मों का स्तर उठाने के लिये व्यूरो सब कुछ काम नहीं कर सकता ।

सेठ गोविंद दास : जहां तक फ़िल्मों के स्तर का सम्बन्ध है, क्या माननीय मंत्री जी इस बात को जानते हैं कि पिछले दिनों में जब कि "भ्रमृतमंथन" और "भ्रमर ज्योति" वर्तीर्ह फ़िल्म निकले थे, उस ममय फ़िल्म का स्तर काफी ऊंचा था और क्या इस बात का भी पता लगाने का प्रयत्न किया जा रहा है कि एक दफा स्तर ऊंचा हो जाने के बाद किर यह स्तर क्यों गिर रहा है ?

डॉ. केसकर : मवाल फ़िल्म व्यूरो के बारे में है, फ़िल्म के स्तर के बारे में नहीं है । फ़िल्म प्राडक्षन व्यूरो का उद्देश्य फ़िल्मों का स्तर ऊंचा उठाना नहीं है बल्कि यह है कि फ़िल्म बालों को शिकायत थी कि उनकी फ़िल्में तैयार होने के बाद कटती हैं तो उसमें उनका बहुत नुस्खा हो जाता है । इसलिये अगर पहले से ही उसको मालूम हो कि अमुक चीज़ उसमें रहने से वह कटेगी नहीं तो उनको आर्थिक हानि उठानी नहीं पड़ेगी । उनको आर्थिक हानि पहुंचने से बचाने के लिए और दूसरी प्रकार की सुविधायें देने के लिए फ़िल्म प्राडक्षन व्यूरो का विचार किया जा रहा है ।

Shri Ram Krishan Gupta: The hon. Minister says that some legal objections have been raised by the producers. What are those objections and what is the precise proposal put before them?

Dr. Keskar: There is no need to put a precise proposal before the producers. The proposal of the film production bureau is very simple and understandable.

The legal points raised are too many to be answered in a short question and during the course of the Budget discussion they shall certainly be referred to in detail. The main point is that there is censorship at present. The film production bureau's work will

practically be pre-censorship. To what extent the censors will be bound by the decision of this pre-censorship, that is a question which will have to be settled before we proceed further.

Shri D. C. Sharma: How many meetings have been held with the producers and when was the last meeting held?

Dr. Keskar: There is no formal meeting held because the producers are organised into many different associations. There have been discussions, formal and informal and I cannot give the dates on which discussions took place. It is not a formal question only to be discussed. We are trying to understand the difficulties of the producers and find out whether we can devise a way by which this question can be settled satisfactorily.

Shri Joachim Alva: The hon. Minister talks of practical utility for the public. Is he not aware of the common tricks of the trade on both sides? When the price-page schedule is talked of, there are legal difficulties created by the Press barons. Now, there are legal difficulties raised by the film magnates. The hon. Minister kept the public feeding with this idea for about three years and then difficulties come in the way. Why should not the Ministry take sufficient powers to fight them on both these fronts?

Dr. Keskar: This is not a matter in which the public is so directly concerned. The trade is concerned. We have considered this and have given some facilities to the film trade. In fact we will have to see that any work done by the bureau is not vitiated by some legal objections raised.

Shri Tyagi: I was anxious to know at what stage is this pre-censorship affected? Are these stories and themes of the proposed films procured by this bureau in advance and pre-

censored and is it at the time when the film is being taken?

Dr. Keskar: It is really the examination of the scripts and themes and not of the film. Then it will be censorship and not pre-censorship.

सेठ गोविन्द वास : अभी माननीय मंत्री जी ने कहा है कि इसका काम फिल्मों का स्तर ऊंचा करना नहीं होगा। ऐसी हालत में जब स्क्रिप्ट को देखने का और उस सम्बन्ध में मुझाव देने का अधिकार इस व्योरो को रहेगा तो क्या उस समय फिल्मों के स्तर को ऊंचा करने का काम भी यह व्योरो नहीं कर सकता है ?

डॉ केसकर : मैंने कहा था कि यह उसका मुख्य उद्देश्य नहीं है, इसका यह मतलब नहीं है कि उसके बारे में कुछ भी नहीं हो सकता है, उसका इंडियरेस्टली यह भी असर होगा और मुख्यतः इसीलिए प्रिंसेपरशिप रखा गया है। वैसे तो मैंशराशिप में भी वही काम यानी स्तर को ऊंचा उठाने का हो सकता है।

श्री भक्त दर्शन : जहां तक मुझे मालूम है कई वर्षों पहले फिल्म इनकवायरी कमेटी ने फिल्म प्रोडक्शन व्यूरो की स्थापना की सिफारिश की थी और सरकार ने इस बारे में सोच विचार के बाद सिद्धान्ततः इसका निर्णय किया था। अतः मैं जानना चाहता हूँ कि क्या कोई नई कठिनाइयां इस बीच उट खड़ी हुई हैं जिन की वजह से यह देरी हो गई है।

Dr. Keskar: I said that the difficulties were legal. We have to remember that there is no country where such pre-censorship exists, except in the U.S.A. where it is a pre-censorship imposed by the trade privately on itself. No such statutory or Government pre-censorship exists anywhere. If we want to institute it, we have to examine all the legal implications.

Slum Clearance

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*487. { **Shri Ram Krishan Gupta:**
Shrimati Ila Palchoudhuri:

Will the Minister of Works, Housing and Supply be pleased to refer to the reply given to Starred Question No. 382 on the 27th November, 1959 and state:

(a) whether Government have considered the recommendations of the fourth conference of Housing Ministers of various States regarding the extension of Slum Clearance/Improvement Scheme to other towns and cities; and

(b) if so, the result thereof?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) and (b). The question of extending the scope of the Scheme as also the benefit of enhanced Central subsidy to any city or town at the discretion of the State Governments has been considered. In view of the desirability of intensifying slum clearance operations in the six major cities at this stage, the Government of India feel that the existing procedure which does allow slum clearance and improvement outside these six cities, where special justification exists, with the concurrence of the Central Government, should continue to be followed.

Shri Ram Krishan Gupta: In reply to a previous question, the hon. Minister stated that some States raised objection against Central assistance to these six cities. May I know whether that objection has been considered and if so, what action has been taken?

Shri Anil K. Chanda: Apart from the six States which have raised specific objections to this decision, this matter was also discussed at the last Housing Ministers' Conference at Hyderabad. The Conference recommended that the State Governments at their discretion should be allowed to sanction slum clearance projects in other cities also. In the answer, I

have indicated that where special justification exists, slum clearance may be permitted in other cities also.

Shri Ram Krishan Gupta: The question is whether these new cities will receive Central assistance.

Shri Anil K. Chanda: Yes. If a scheme is sanctioned, certainly it will be entitled to Central assistance also.

Shri Tangamani: How much assistance has been given to these six cities? What are the cities which are now included as a result of the Hyderabad Conference?

Shri Anil K. Chanda: So far as the six major cities are concerned, an additional allotment of about one crore for each city has been sanctioned. So far as the other cities are concerned, it is a long list.

Shri Raghunath Singh: May I know whether there is any scheme for fixing a ceiling on the income of the land-lords of this slum area?

Shri Anil K. Chanda: It is a question of constructing tenements for the slum dwellers and certain rents have been prescribed according to the cost involved.

लक्षणीवद वास: जहाँ तक मध्य प्रदेश का सम्बन्ध है इन छ: शहरों के प्रतिरक्षित क्या मध्य प्रदेश की सरकार ने भी कृच और शहरों के सम्बन्ध में सरकार को निलंबित किया है और क्या उस पर भी विचार किया जा रहा है।

Shri Anil K. Chanda: Yes, Sir. From Madhya Pradesh, we have received the Ratlam slum clearance project and the Bhopal slum clearance project. They are under consideration.

Shri D. C. Sharma: I want to know whether we can put questions about all the States of India. The hon. Member put a question about his own State. Can I put a question about my own State?

Shri Anil K. Chanda: So far as Punjab is concerned we have now under scrutiny the proposal of the Amritsar Municipality.

Mr. Speaker: It is a general question and general questions may be asked. If a question relating to Madhya Pradesh or other States is to be asked, he may put a question separately. That is the best method. Otherwise, I will have to exhaust all the fourteen States and if we take the Territories also, that will come to a large number.

Shri Palaniyandy: May I know how many slums have been cleared so far and how many houses have been built under this scheme?

Shri Anil K. Chanda: Up till now 147 schemes have been sanctioned totalling an expenditure of nearly Rs. 12½ crores, and it is expected that 40,000 units would be constructed.

Shri Nanjappa: Under the existing scheme for slum clearance, may I know how many States have fully utilised the amounts set apart, and others to what extent? May I also know the reason why they have not fully utilised the amounts?

Mr. Speaker: Matters of such details.....

Shri Anil K. Chanda: I would request the hon. Member to table a separate question.

श्री रामसिंह भाई वर्क्स: क्या श्रीमान् को यह जात है कि जहां पर यह स्लीम शूर की गई है वहां पर जो सहायता भीर सह-लियत इंस्ट्रियल वर्क्स को दी जाती है वह उन से कम आमदानी वालों को नहीं दी जाती ?

Shri Anil K. Chanda: The question is not with regard to subsidised industrial tenements scheme, this is with regard to slum clearance.

Shri Basumatari: May I know whether under this scheme any recommendation has been received from

the State Government of Assam; if so, what towns have been included there?

Shri Anil K. Chanda: A separate question may be tabled.

Shri Sonavane: May I know whether in Bombay City the Bombay Corporation has taken up any schemes so far sanctioned, if so, whether the progress in the execution of those schemes is satisfactory?

Shri Anil K. Chanda: Only recently a very big scheme costing over Rs. 2 crores has been sanctioned for the Bombay City, and the Bombay Municipal Corporation will also participate in this scheme.

Shri Jadhav: May I know whether all the municipal boroughs will be covered by this scheme?

Shri Anil K. Chanda: Which scheme?

Shri Jadhav: Municipal boroughs all over India.

Mr. Speaker: The question is about slum clearance and whether any central assistance will be given.

Shri Anil K. Chanda: As I said, it is for the State Government concerned to put up a proposal if slum clearance in any city outside the six major cities already indicated is involved. If it is sanctioned by the Central Government, central assistance will be available.

Heavy Machine Building Plant

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*488.	Shri S. C. Samanta:
	Shri Subodh Hansda:
	Shri R. C. Majhi:
	Shri Ram Krishan Gupta:
	Shri Morarka:
	Shri Jhulan Sinha:

Shri Madhusudan Rao:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 137 on the 19th November, 1959 and state:

(a) whether adequate organisation has since been set up by the Heavy Engineering Corporation to carry out the site work, civil engineering works

and erection of the Heavy Machine Building Plant;

(b) whether any phased programme of construction has been finalised; and

(c) the amount spent so far on the project?

The Minister of Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) The programme for different products is being finalised and the contracts for the supply of machinery and equipment are being entered into. I may also add that the detailed project report for both the stages has been approved by Government and contracts for the working drawing of plant and equipment have also been entered into.

(c) Rs. 49 lakhs approximately.

Shri S. C. Samanta: May I know whether subsidiary contracts also have been given?

Shri Manubhai Shah: Yes, as far as equipment and plants are concerned about half a dozen subsidiary contracts have been given. Also, contracts for construction of local places like hostels for experts and others also have been given.

Shri S. C. Samanta: May I know whether sufficient money has been allocated for the next year so that these works may be done?

Shri Manubhai Shah: Obviously, Sir, all programmes are being properly financed so that no time is lost on execution.

Shri Subodh Hansda: What is the total quantity of foreign exchange that will be involved for the construction of this heavy machine building plant?

Shri Manubhai Shah: For the whole plant the foreign exchange required may be of the order of Rs. 30 crores to Rs. 35 crores because investment might range from Rs. 80 crores to Rs. 100 crores.

Shri Jaipal Singh: When the hon. Minister was last at Ranchi—Hatia—he gave a public assurance that jobs below Rs. 500 would go to the local people. May I know whether he has any specific machinery for recruiting local people?

Shri Manubhai Shah: This is in line with our general public policy of employment in the public sector projects, that for unskilled jobs and smaller jobs below Rs. 500 or so, as far as possible, preferentially local people should be recruited. As far as the machinery is concerned, we associate representatives of State Governments in practically all the selection committees. For superior jobs, of course, people are recruited on an all-India basis depending on merits and competence.

Shri Braj Raj Singh: "As far as possible" is a dangerous term.

Shri Tangamani: May I know whether young men are going to be given special training before this project actually starts; if so, what is the sort of training they are going to receive, and when?

Shri Manubhai Shah: Within a period of seven years 9000 people will be trained in different jobs.

Shri Tangamani: I want to know whether some young men are going to be sent abroad.

Mr. Speaker: They are all young men.

Shri Manubhai Shah: None of them is old.

Shri Tangamani: In reply to a question on a previous occasion it was stated that training of personnel in USSR may be necessary. I want to know whether they have selected these engineers and whether they have been sent to USSR for training.

Shri Manubhai Shah: For the present, I may say, all the people who went were really the top authorities who will be in charge of the project. As far as other cadres are concerned,

selections have yet to take place and that will be done after contracts have been entered into for the plants and equipments.

Export of Indian Textiles

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*489. { Shri D. C. Sharma:
Shri Pangarkar:
Shri Rameshwar Tantia:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether there has been any improvement in the export of Indian textiles to foreign countries in the recent months; and

(b) whether any further steps are being taken to improve export of textiles to foreign countries?

The Minister of Commerce (Shri Kanungo): (a) and (b). Yes, Sir. Under the export incentive scheme the quantity of imported cotton which could be retained by the Mills has been recently increased from 20 per cent. to 30 per cent. Government have also set in motion a scheme for the installation of 3,000 automatic looms for the production flawless cloth for export. The export incentive scheme is under Government's constant review.

Shri D. C. Sharma: May I know whether the markets which were our traditional markets for export of textiles have been studied by some delegation or some officers of the Government; if so, whether they have submitted any report about the export promotion in this matter?

Shri Kanungo: The traditional markets have been more or less held on and new markets have also been opened up. Our efforts are to diversify the markets.

Shri D. C. Sharma: May I know whether our Trade Commissioners in these countries, where our exports have not been doing very well, have been alerted; if so, in what ways they have been asked to step up our exports?

Shri Kanungo: Yes. There is the Export Promotion Council which keeps this factor under constant review. The main question is of production of goods which will be competitive in price and quality.

Shri Rameshwar Tantia: क्या सरकार के ध्यान में यह बात आई है कि हमारा कोरा कपड़ा दूसरे देशों में धुलाई और गाई के बाद ऊचे दामों पर नियर्ति किया जाता है? अगर ऐसा है तो क्या सरकार हमारे देश की मिलों को प्रोत्साहन करने और रंगने के लिये नई मशीनें लगाने के लिये लाइसेंस देगी जिस से हमारे ही कपड़े का नियर्ति ऊचे दामों पर हो सके?

Shri Kanungo: Sir, several questions have been clubbed into one. The point is, processed cloth as also grey cloth are in demand. We do not want to forget the demand for grey cloth; we also want to get into the processed cloth market as well.

Shri Raghunath Singh: May I know whether textile dealers of Indian origin in South-East Asia, West Asia and East Africa were contracted to step up our exports of textiles?

Shri Kanungo: Yes, Sir, textile traders of all nationalities and belonging to all countries are contacted.

Shri Raghunath Singh: My question was about Indian dealers. They are in a majority in South-East Asia, East Africa and West Asia. I want to know whether they have been contacted by our Government.

Shri Kanungo: The Export Promotion Council maintains an office, and they constantly contact the textile traders in every country including the Indian traders there.

Mr. Speaker: The hon. Member wants to know why special considerations may not be shown to Indian traders settled outside.

Shri Kanungo: I have replied that Indian traders are also contacted.

Mr. Speaker: "Also" means, along with traders belonging to other countries. The hon. Member's suggestion is that the Indian traders ought to be contracted in the first instance, before other people are contracted.

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): They are contacted. But I might inform the hon. Member that they are not always very helpful.

Shri Raghunath Singh: I want to know why they are not helpful. Their complaint is that our Embassy and our Trade Commissioners do not contact traders of Indian origin.

Mr. Speaker: Our experiences are different.

Shri Lal Bahadur Shastri: It is quite different.

Mr. Speaker: I also went to West Asia and other places.

Shri Damani: May I know what efforts have been made by our Government to increase our exports of textile goods in West Germany from which country we import huge quantities of capital goods?

Shri Kanungo: As I said earlier, our efforts are to diversify exports. West Germany is one of the potential markets to which we want to export more and, therefore, special attention is being paid to that country.

Shri C. R. Pattabhi Raman: Are the Government taking steps to prevent spurious goods of other countries being claimed as goods of Indian origin?

Shri Kanungo: There is one case in the United States and legal steps are being taken.

श्री रामसिंह भाई बर्मा : क्या यह मही है कि कपड़े का एक्सपोर्ट बढ़ने के कारण देश में कपड़े का भाव बढ़ा है इसलिये यह ज़रूरी है कि बन्द पड़ी हुई मिलों और शिफ्टों को चालू किया जाय इसके बारे में सरकार का क्या न्याय है ?

श्री कानूनगो : वह तो बन्द मिलों के सवाल के लिये बहुत से और कारण होते हैं। एक्सपोर्ट की बजह से कुछ प्रसर भी होता है उसके ऊपर लेकिन पूरा प्रसर नहीं होता है ।

श्री रामसिंह भाई बर्मा : मेरा निवेदन यह नहीं है कि मिले बंद पड़ी हुई हैं एक्सपोर्ट के कारण बल्कि मेरा तो यह कहना है कि भाव न बढ़ सके, कपड़े की बहुतायत देश में रहे इसलिये बंद पड़ी हुई मिलों और शिफ्टों को चालू करने के बारे में सरकार का क्या विचार है ?

श्री लाल बहादुर शास्त्री : यह सवाल कही बार पूछा जा चुका है। जहां तक बन्द मिलों की बांत है उसके लिए अलग कांशिया की जाती है और उसके रास्ते हैं। अलग-अलग कमेटियां बैठती हैं कह मिले खुली हैं और अगर मिलों की हालत सुधरे और उसमें इंडस्ट्री अपनी मदद करे तो सरकार उन को और ज्यादा मदद करेगी ।

श्री रामसिंह भाई बर्मा : मेरा निवेदन तो यह है

अच्युत महोदय : आँडर, आँडर, यह अलग बात है ।

Shri Damani: In West Germany there are restrictions and due to those restrictions we cannot export our textile goods. May I know whether any special efforts have been taken or any negotiations have been made with the West German Government to remove these restrictions or liberalise Indian exports?

Shri Kanungo: Yes, Sir. There are restrictions in West Germany. Efforts are being taken to remove them and as a result of our efforts, an Indo-German Commission has been agreed to and it will go into these cases.

Shri Jadhav: May I know how many of the automatic looms that were sanctioned for the purpose of exports have been installed so far?

Shri Kanungo: I have not got the figures. Because of our foreign exchange restrictions, we have not been able to permit the import of the looms which have been allotted.

संठ गोविन्द दास : अमी मंत्री जी ने यह कहा कि हम नये नये बाजारों का भी प्रयत्न कर रहे हैं तो क्या मैं जान सकता हूँ कि और किन किन नये बाजारों के लिये प्रयत्न किया जा रहा है?

श्री कांगो : अमरीका, बेस्ट जर्मनी, फ्रास, साउथ इंड ऐशिया, ईस्ट योरुग और रूस।

Shri D. C. Sharma: May I know what special improvements have been effected so far in the import of textile goods and whether the shortfall that has been experienced has been made good by these improvements?

Shri Kanungo: The improvement in the last half-year of 1959 has been about 30.8 per cent. but the targets set have not been achieved yet.

Mr. Speaker: Shri Abdul Salam.

Shri Abdul Salam: Question No. 490.

Shri Ajit Singh Sarhadi: I request that Question No. 516 may be taken up, since it is very important.

Mr. Speaker: A number of hon. Members have written to me to give priority to Question No. 516. Usually, before the questions are printed, if such requests come, I consider those requests and try to see that such questions come up in the top. But I am afraid that one thing may happen. It may happen that everytime some hon. Members may request that top priority be given to such questions as they consider very important.

Yesterday, I allowed a question after the Question Hour was over and Shri Tyagi raised an objection that the official hour or time is being encroached upon by taking up questions. I

thought that hon. Members did not fully realise that the Question Hour is a non-official hour. I wondered why a private Member should have taken objection to it instead of welcoming such an occasional inroad into the official business. Of course, there may be very many important questions which hon. Members would like me to take up for answering on the floor of the House. So, I propose one thing. Hereafter, I shall reserve five minutes in the end of towards the end of the Question Hour for such questions. Instead of asking the Government and then allowing them, if any hon. Member says or a group of Members says that such and such a question is very important and that it may be taken up, I shall consider their request and allow those questions to be answered. Let us try that. Question No. 516 will therefore be taken up at five minutes before the Question Hour is due to be over, that is, at 11.55.

Shri Braj Raj Singh: After 12 noon, five minutes can be given for this purpose.

Sardar Sukam Singh: At 11.55, when a particular question is due for answer, and if the other important question is specially taken up at that time, even then, there would be objection that the question which was reached in the ordinary course was not taken up.

Mr. Speaker: It may be so. But there is difference between one question and another. Some questions may be more important than others, and a larger number of hon. Members may be interested in a particular question. You cannot deny that kind of concession.

Shri Hem Barua: May I make a submission? A particular question comes up at 11.55 and if that question is brushed aside and another question is taken up for answer—it may be more important—then the Member whose question came up at 11.55 in the ordinary course might lose his case.

Mr. Speaker: It is not the peculiar privilege of a single Member to have his question answered. When questions are tabled in the House, the whole House gets seized of them. Whichever questions are not answered here, the answers are printed and are made available. The only point is some hon. Members would like to have supplementaries with respect to some questions which are more important than others. That is all the difference. You cannot say that all questions are of the same importance.

Shri Braj Raj Singh: If it is the wish of the House that five minutes can be allotted for such questions after 12 noon.....(Interruptions).

Mr. Speaker: Question No. 490 will be taken up now.

Bullock Power Project in Khanpur Village

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*490. { **Shri Abdul Salam:**
Shri Ajit Singh Sarhadi:

Will the Minister of Planning be pleased to state:

(a) whether the experiment in Khanpur Village near Delhi to generate power with the help of bullock power has succeeded; and

(b) if so, what are the results of the experiment?

The Parliamentary Secretary to the Minister of Labour, Employment and Planning (Shri L. N. Mishra): (a) and (b). The project in Khanpur Village is still under experiment and trial.

Shri Abdul Salam: May I know whether the Ford Foundation is interested in supporting similar pilot projects in Madras State?

Shri L. N. Mishra: We are not aware of any such project in the Madras State.

Shri Ajit Singh Sarhadi: This project has been in the experimental stage for a long time. May I know whether there is any prospect of success or is the experiment going to be conducted elsewhere also?

Shri L. N. Mishra: It is in an experimental stage at present. It has made some progress and so far the experiments have been encouraging.

Shri Subbiah Ambalam: May I know what is the estimated cost of this project and what is the estimated financial return from this project?

Shri L. N. Mishra: So far as this scheme is concerned, it is being managed and run by the Ford Foundation, and so far we have spent Rs. 3,53,000. So far as the financial return is concerned, it is difficult to say anything at this stage.

Shri Tangamani: In Khanpur village, electricity was generated even six months ago with the help of four bullocks. May I know why there is so much delay in assessing the economic value of such a project?

Shri L. N. Mishra: So far, electricity has been generated at one rupee per unit. Therefore, it is difficult to assess anything at the present moment. This is in an experimental stage.

Shri Achar: Is it not a fact that a number of bullocks are required for this purpose and that therefore they have stopped the work? They were using a large number of bullocks—eight to twelve—and were finding it very difficult to work the scheme. They have stopped the work. Is it not correct?

Shri L. N. Mishra: This is in an experimental stage. The experiments have been giving encouraging results. I would request the hon. Member to visit that place.

Shri Heda: Since I have visited the place eight months ago, I came to know that at that time electricity was being generated. May I know how much electricity has been generated from time to time and how long this experiment will be needed?

Shri L. N. Mishra: So far, 4.55 kw. of power has been generated, and arrangements have been made to fit 25 watt bulbs in 170 houses and 45 watt bulbs in 20 houses.

चीन का मानवित्र

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*४६१. श्री लक्ष्मी नाय :
श्री सं० अ० मेहदी :

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि चीन सरकार की ओर से काहिरा में "चाइना रिकॉर्ड्स" नामक पत्रिका का एक विशेषांक निकाला गया है जिसमें भारत-चीन सीमा का मानवित्र दिया हुआ है;

(ख) क्या यह सच है कि इस मानवित्र में भारतीय सीमा पर घारह ऐसे स्थान दिलाये गये हैं जिनके बारे में यह कहा गया है कि भारत ने इन पर आक्रमण करके इन पर कब्जा कर लिया है;

(ग) क्या यह भी सच है कि मानवित्र में चार अन्य स्थान दिलाकर उनके बारे में यह कहा गया है कि वहां भारतीय सेना दाखिल हुई थी; और

(घ) इस विषय में क्या कायंवाही की गई है ?

वंदेशिक-कार्य उपमंत्री (श्रीमती लक्ष्मी मेनन) : (क) से (ग). जी हां।

(घ) भारत सरकार ने, अन्य सरकारों के सामने भारत-चीन सीमा समस्या के बारे में अपनी स्थिति स्पष्ट कर दी है और सूचना सेवाओं के जरिये भी, ताकि चीनी प्रचार के कारण यदि कोई भ्राति पैदा हुई हो तो उसका निराकरण हो जाये।

(a) to (c). Yes, Sir.

(d) Government of India have made their position clear regarding India-China border problem to other Governments as well as through the Information Services with a view to correct any erroneous impression created by Chinese publicity.]

श्री लक्ष्मी नाय : क्या मैं जान सकता हूं कि चाइना रिकॉर्ड्स नाम की कोई पुस्तक काहिरा में ढापी गयी है ?

Shrimati Lakshmi Menon: Yes, Sir; I have said in reply to the first part of the question that it was published by the Chinese Government and distributed not only in Cairo, but also in New Delhi.

Shri S. A. Mehdi: May I know whether it was widely circulated in Kalimpong and what steps have Government taken in that regard?

Shrimati Lakshmi Menon: Under the rules, anything which is prejudicial to our border question can be banned and if it comes to the notice of the police, it can be confiscated?

Mr. Speaker: He wants to know whether it is widely circulated in Kalimpong.

Shrimati Lakshmi Menon: I do not know whether it was widely circulated in Kalimpong.

Shri S. A. Mehdi: Has there been any arrest in this connection?

Shrimati Lakshmi Menon: I want notice.

Shri Braj Raj Singh: May I know whether the Government of India have made attempts to circulate the atlas published by the External Affairs Ministry in foreign countries, so that the propaganda of the Chinese Government might be counteracted?

Shrimati Lakshmi Menon: Every step has been taken to counter the Chinese propaganda. Also, the atlas recently published by the Government is being given to the Governments to which our representatives are accredited.

Shri Hem Barua: Except issuing that concise brochure for foreign consumption presenting our case with China, what other special steps have Government so far taken to counteract the Chinese propaganda and present the Indian case not only amongst the people of the foreign

countries, but also amongst the Governments?

Mr. Speaker: General propaganda does not arise out of this.

Shri Hem Barua: The Deputy Minister said that they have taken all measures. But as far as I know, they have only issued a concise brochure. Except that, I want to know what other steps they have taken to counteract the Chinese propaganda.

Shrimati Lakshmi Menon: Our representatives in the various missions have tried to counteract the propaganda whenever it comes to their notice, besides distributing the literature that the Government of India have put out like the White Papers, the brochure to which the hon. Member referred, the atlas, etc.

Shri Tyagi: Does the External Affairs Ministry appreciate that foreign countries apart, even Indians are not well acquainted with our case and there has been no proper propaganda in India?

Shrimati Lakshmi Menon: Our Publications Division puts out material and it is open to anybody to buy it in the market, read it and also tell it to other people.

Mr. Speaker: The Minister in charge of Publications should be here to find out what exactly the hon. Members want during the Question Hour. He should be here to find out what are the reactions and find out methods for proper publicity. But he is the one Minister of all the Ministers who is rarely present. (*Interruptions*). How can he understand? Does he go through all the reports to find out what the current here is? It is strange that neither he nor his assistant is here.

The Parliamentary Secretary to the Minister of Information and Broadcasting (Shri A. C. Joshi): I am here, Sir.

Shri Dinesh Singh: His Parliamentary Secretary is here; he may be able to tell us what has been done.

Mr. Speaker: I am afraid our country suffers for want of more and more publicity.

Shri Hem Barua: Most of our officers in NEFA have doubts about the McMahon Line. I have met several of them.

Shri Tyagi: They have promised the circulation of a map to Members of Parliament at least.

Shrimati Lakshmi Menon: The atlas is a priced publication and it is available for Rs. 15.

Mr. Speaker: About 7 or 8 copies are placed in the library.

Shri Tyagi: I want a cheaper map to be supplied to Members and also to be put out on sale to the people, so that they may buy it at a cheaper price and study it.

Shrimati Lakshmi Menon: That is a suggestion for action.

Shri Radha Raman: The hon. Deputy Minister just now stated that all such literature including maps which are prejudicial to India's interests have been banned. As a result of the banning, may I know how many maps or books have been prescribed and taken possession of by the Government of India?

Shrimati Lakshmi Menon: I want notice for answering that question.

Textile Mills in Rajasthan

*492. **Shri Rameshwar Tantia:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that eleven textile mills in Rajasthan are lying idle; and

(b) if so, the reasons therefor?

The Minister of Commerce (Shri Kanungo): (a) Two textile mills in Rajasthan have closed recently. The other mills are reported to be working normally.

Three mills which are very old and have remained closed for a long

time are being scrapped and new units in place of the capacity of these old mills, to be scrapped, are being considered for licensing.

(b) The closures were for reasons such as labour-trouble, uneconomic working and acute financial difficulties.

Shri Rameshwar Tantia: What will be the expected rise in the wages and D.A. in the Rajasthan mills according to the wage board's recommendation? Are Government aware that this extra burden on these mills will cause more closure?

Shri Kanungo: I am not aware of the recommendations of the wage board.

Shri Rameshwar Tantia: May I know whether Government will examine the new recommendations on the basis of the capacity of each unit to bear the extra burden and if some units cannot bear it, may I know whether any concession will be given to them?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): The hon. Member might wait for a day or two, when I hope the hon. Labour Minister will be able to place the Government's resolution on the Table of the House.

Shri S. M. Banerjee: May I know whether some of these mills are suffering because of mismanagement and if so, whether any enquiry has been instituted against those mills.

Shri Kanungo: The locational factor is very important in Rajasthan. There are also acute financial difficulties.

Mr. Speaker: He is asking about mismanagement.

Shri Kanungo: So far as those units are concerned, they have not shown any wrongful management.

Shri Damani: The question about these mills has come before the House very often. May I know, out

of these mills, how many are not in a position to be restarted and by what time Government will take a final decision to withdraw their licences?

Shri Kanungo: I have already said that three mills are to be scrapped and Government are considering the question of issuing further licences for new mills so far as Rajasthan is concerned.

Shri Damani: Why not for the whole of the country?

Shri Kanungo: This question is concerned only with Rajasthan.

श्री रामसिंह भाई बर्मा : क्या यह बात सही है कि राजस्थान की टैक्सटाइल मिलों में बम्बई, मध्य प्रदेश और उत्तर प्रदेश में बेज़ज़ बहुत कम है, और वहां की मिलों को चानू करने के सम्बन्ध में राजस्थान गवर्नरेंट ने दो बड़त एन्वायरी कमेटीज़ बिठायी थीं, उनकी सिफारिशों पर भी भेनेज़मेंट ने अमल नहीं किया है ?

श्री कानूनगो : एक कमेटी बिठायी थी उसकी सिफारिशों की राजस्थान गवर्नरेंट जांच कर रही है। और दूसरे जो बेज़ज़ और बर्कलोटों के बारे में माननीय सदस्य ने प्रश्न किया, उसके लिये अगर अलग सैबैल दिया जाये तो उसकी जांच की जायेगी।

श्री रामसिंह भाई बर्मा : मैं कहता हूँ कि दो कमेटियां राजस्थान सरकार ने बिठायी थीं, जिनकी सिफारिशों राजस्थान गवर्नरेंट के पास कभी की पहुँच नहीं है, लेकिन उन पर भेनेज़मेंट ने अमल नहीं किया है ?

श्री सास बहादुर शास्त्री : यह जो कमेटी बैठी थी उसने राजस्थान की टैक्सटाइल मिलों के बारे में सिफारिशें की हैं। उस कमेटी ने कहीं भी यह नहीं कहा है कि भारतीय सरकार, या केन्द्रीय सरकार इन मिलों को नेटवर्किंग उस कमेटी ने आम तौर पर यह कहा कि इनका इन्तजाम अच्छा नहीं है औ उनको प्रार्थिक कठिनाई है। इसलिये राजस्थान

की प्रदेशीय सरकार इस सिलसिले में कुछ इंडस्ट्री वालों में बातचीत कर रही है और मुमकिन है कि वह अपना कोई रास्ता निकाले। अगर भारतीय सरकार के पास वह किसी सहायता के लिये आयेंगे तो हम उनकी मदद करेंगे।

Shri K. N. Pandey: Is it not a fact that the mills which are closed have been closed down due to mismanagement and not due to giving a higher wage, as they are required to pay?

Shri L. B. Shastri: The mills are old, the machinery is old and they are not economically running. It is also true that their management is very unsatisfactory.

Shri Sonavane: What is the firm decision of the Government to see that those mills, other than those which are to be scrapped, are running efficiently, as that will solve the unemployment problem and the fall in production of textile goods.

Mr. Speaker: That is a general question whereas this relates to Rajasthan.

Shri Kanungo: The question of any establishment closing, or reducing a shift, depending upon the economic conditions and the market conditions. Therefore, no decision can be taken for all time to come. When situations arise, they have to be surveyed and decisions taken.

Shri Sonavane: There is no firm policy.

Mr. Speaker: There cannot be a single policy for all mills; that is the answer of the hon. Minister, and there is no question of any argument about it.

Shri Harish Chandra Mathur: May I know whether the Rajasthan Government have been consulted regarding the implementation of the recommendations of the Wage Board in Rajasthan because of its peculiar circumstances, or whether the Government has taken a unilateral decision irrespective of the local conditions prevailing and the difficulties which may arise out of it?

Shri L. B. Shastri: I am sorry, I did not follow fully the question.

The Minister of Labour and Employment and Planning (Shri Nanda): The persons who sat on the board on behalf of the employers in this industry were there in a representative capacity. I suppose the textile industry in Rajasthan are also constituents of that Federation. Therefore, that was one way in which they could place their viewpoints. In addition the Wage Board had a look at the industry in all the regions in the country, apart from issuing questionnaire and receiving information.

Shri Harish Chandra Mathur: I want to know whether the Rajasthan Government has given any view or reaction in the matter and, if so whether it has been considered or is likely to be considered.

Shri Nanda: No.

Shri Rameshwar Tantia: The hon. Minister just now stated that one representative of the Federation was there, and so the Rajasthan mills are also represented. I think the Rajasthan mills have no representation in the Federation.

Shri Nanda: Apart from the constituents of the Federation, in a meeting later on, I had called the representatives of all mill-owners' Associations in the country.

Displaced Persons in W. Bengal

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Shri Tridib Kumar Chaudhuri:

Shri S. M. Banerjee:

Shri C. K. Bhattacharya:

Shri P. G. Deb:

Shri Prabhat Kar:

Shrimati Ila Palchoudhuri:

Shri Subiman Ghose:

Shri D. R. Chavan:

Shri Muhammed Elias:

Shri Aurobindo Ghosal:

Shri B. Das Gupta:

Dr. Ram Subhag Singh:

Shri Hem Barua:

*493. Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether it is a fact that following a Ministerial level con-

ference held between him and the Minister for Rehabilitation and Relief of the State Government of West Bengal on the 4th January, 1960, the West Bengal Government have agreed to issue quit notices to 2,000 additional displaced agriculturist families now residing in camps in that State after giving them the alternative of proceeding to Dandakaranya for rehabilitation or leaving the camps by accepting six months' cash doles;

(b) the total number of displaced persons in camps in West Bengal to whom such quit notices were already issued before this Ministerial level conference and whether the Government of West Bengal had concurred with the policy of issuing such quit notices or had opposed this policy;

(c) the total number of people to whom such quit notices have been served till now, and whether Government are satisfied that the Dandakaranya Development Authority are in a position to receive that number for rehabilitation in the Dandakaranya area; and

(d) what would be the position of the other refugees living in camps for whom Government have not been able to make any arrangements for rehabilitation?

The Deputy Minister of Rehabilitation (Shri P. S. Naskar): (a) Yes. At the meeting held on 4th January, 1960 it was decided that 2,000 additional agriculturist families residing in camps should be given notice to exercise their option to move to Dandakaranya within 60 days or leave the camps on payment of six months' doles.

(b) 9,437 families. The notices were issued after the matter had been discussed with the State Government who were in agreement with the policy.

(c) About 11,400 families. All aspects of the matter are taken into consideration before notices are issued.

(d) It is intended to issue notices to all the families living in camps according to a phased programme.

Shri Tridib Kumar Chaudhuri: In view of the fact that on the 9th of February, on the very first day of this session, the hon. Minister informed the House that his programme is that in the next three months he would be able to move three thousand families so that they may be settled before the monsoon sets in, why is it that notices have been served on so many people though they are certain that they would not be able to receive such a large number of families in Dandakaranya?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): In reply to the question we have said that all aspects of the matter were taken into consideration before taking a decision.

Shri Tridib Kumar Chaudhuri: I could not hear the answer.

Mr. Speaker: There is so much of noise here.

An Hon. Member: There is a cat in the Chamber.

Shri Tyagi: It has come out of the bag.

Dr. Krishnaswami: Who has let it out of the bag?

Mr. Speaker: All hon. Members will keep silent for a minute so that we can hear the reply.

Shri Mehr Chand Khanna: What I said was that all aspects of the matter are fully taken into consideration; that is to say, the capacity in Dandakaranya in the matter of accommodation and employment and education etc. before a notice was issued to a family residing in a camp in West Bengal.

Shri Tridib Kumar Chaudhuri: In view of the categorical statement that his programme is to move three thousand families in the next three months, that is, before the onset of monsoon, what other factors came

into the picture to make him increase the number?

Shri Mehr Chand Khanna: If we issue notice to about hundred families, roughly the percentage of people who are willing to go to Dandakaranya is between 30 to 40 per cent., because the rest have found gainful employment in and around Calcutta.

Shri Hem Barua: May I know whether it is a fact that the displaced persons so far transferred to Dandakaranya from West Bengal on arrival at Dandakaranya found to their disappointment that the promises made at the time of the transfer are not redeemed and they are faced with the situation of no land, no jobs, no home and not even a plough to cultivate the land with and, if so, what steps have been taken to improve the conditions there before a pressure is haphazardly made on the displaced persons of West Bengal to move to Dandakaranya?

Shri Mehr Chand Khanna: We provide work, we provide accommodation and we provide medical and other facilities. The only unfortunate difference between the questioner and the Minister is that the Minister had been there and the questioner has asked questions from information based on some press reports.

Shri Hem Barua: Does that make a difference? If somebody has some information, some very reliable information, he is not to be condemned merely because he has not been there.

Mr. Speaker: Order order. The hon. Member gives arguments here and makes suggestions which, according to the Minister, are absolutely incorrect. He only suggests that whoever goes there would have a different tale and would not put such a question as this. He has gone there whereas the hon. Member has not gone there.

Shri Hem Barua: This information comes from a person who has visited Dandakaranya and made a detailed study of the problem.

Mr. Speaker: Answers can be given in hundred ways. The hon. Minister says that whoever goes there would not come to that conclusion, and, therefore, what the hon. Member suggests is wrong. That is the answer.

Shri Hem Barua: He is taking shelter under cover of that.

Shrimati Renu Chakravarty: Is it right for the hon. Minister to say? He can say outright that it is incorrect and give a straight answer. But to say that unless you have visited that area your source of information is completely incorrect, is that the right way of saying?

Mr. Speaker: I shall certainly see to it that both sides keep to the right. (Interruption). What I mean to say is this. If it is a simple question eliciting a simple answer, the hon. Minister would not go out of the way to say that if hon. Members had gone there, they would have a different tale to tell. But the hon. Member started with every kind of an inference instead of asking a straight question as to whether these things have been provided for before. . . . (Interruption). This is not right. Therefore if insinuations are being made by one side, I cannot prevent the hon. Minister only and thus put himself in the bad books of the country at large. . . . (Interruption): No, I am helpless in this matter. If hon. Members make insinuations, I will allow the hon. Minister to make hundred insinuations. . . . (Interruption).

Shri Hem Barua: May I make a submission?

Mr. Speaker: Let us keep to this point. Hon. Members ought not to start with a preamble or a conclusion or make suggestions or insinuations in their questions. Questions should be short, restricted to a single point and designed to elicit an answer. If that rule is followed, I would not have any trouble like this and would not have to reconcile between the hon. Minis-

ter's answer and the questioner's question.

Shri Hem Barua: May I make a humble submission?

Shrimati Renu Chakravarty: Would you permit those who have been to Dandakaranya to ask questions although we are members of the Estimates Committee?

Mr. Speaker: I have allowed the hon. Member to ask questions even though she has not seen certain parts of the country.....(Interruption).

Shri Hem Barua: I would like to say that with all the grey matter that I have in my scalp, I fail to find as to where there was an insinuation in my question.

Mr. Speaker: That is for me to decide.

Shri Sadhan Gupta: The hon. Minister has not answered a very important part viz. part (c) of the question, as to whether Government are satisfied that the Dandakaranya Development Authority are in a position to receive that number for rehabilitation in the Dandakaranya area. What is the precise answer to that?

Shri Mehr Chand Khanna: I undertake to provide every single family that I take to Dandakaranya with shelter, medical and educational facilities, work and ultimate rehabilitation.

Mr. Speaker: The Question Hour is over.

Shri Raghunath Singh: There is one important question.

Shri Prabhat Kar: There is another question regarding displaced persons.

Mr. Speaker: When I came to the last question, I found that this question about D.P.s. from Bengal is also equally important. Therefore I am not able to call that question. The answer to that question will be there. If hon. Members are not satisfied with the written answer, they will give notice of another question or take it up some other time.

Shri Prabhat Kar: They ought to have been clubbed together.

Shri T. B. Vittal Rao: With regard to your suggestion that the Question Hour will end at 11:55 and five minutes will be left over for answering a question which any hon. Member feels is important, may I submit that it will lead to some complications. Apart from going into the merits of this suggestion of yours, I would respectfully suggest to you that when there is some change to be made in the rules you better consult the leaders of the groups and then come and put it to the House. If you suddenly put it before the House, it leads to all sorts of complications.

Mr. Speaker: For everything we need not have a rule. Everyday an important question does not arise. Actually, when any hon. Member brings some important question to my notice, I always take the sense of the House. If Members also agree then I allow it. If there is a volume of opinion against it, I do not allow it. For every matter we need not go into the rules.

Shri Ajit Singh Sarhadi: Question No. 516 may be allowed to be answered.

Mr. Speaker: I would not allow it.

WRITTEN ANSWERS TO QUESTIONS

Fire in Mecca

*494. { **Shri M. B. Thakore:**
Shri Yajnik:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that a fire broke out in Mecca (Saudi Arabia) in 1959; and

(b) if so, the loss incurred by the Indian pilgrims and the assistance given by the Indian Embassy there?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Government

are aware that a fire broke out in Mecca in 1958. There is no report of any fire in Mecca in 1959.

(b) About 150 Indian pilgrims lost their belongings partially or wholly in the fire in 1958. All possible assistance including financial was rendered by our Embassy.

South-West Africa

495. **Shri Shree Narayan Das:**
Shri Radha Raman:
Shri Raghunath Singh:
Shri P. K. Deo:

Will the Prime Minister be pleased to state:

(a) whether Government are aware of the serious disturbances and casualties having taken place in the mandated Territory of South-West Africa by the forced wholesale deportation of Africans to special reserves, the action being contrary to the U.N. Charter and Universal Declaration of Human Rights;

(b) if so, whether Government have done anything in this regard through the agency of the Trusteeship council or through the agency of any other U.N. Organisation; and

(c) if so, the precise nature of steps taken?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon):

(a) We have seen press reports to this effect.

(b) and (c). When the matter was brought before the Fourth Committee of the General Assembly, the representative of India supported the request of the petitioners that they should be heard, and expressed the hope that the appeals made by the petitioners would be communicated to the Secretary-General.

Financial Assistance to Small Scale Industries

496. **Shri Harish Chandra Mathur:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government of India have taken any decision to give finan-

cial assistance in the form of Equity Capital to Small Scale Industrialists; and

(b) if so, what is the nature of the scheme finalised in this connection?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The recommendations of the Sub-Committee of the Small Scale Industries Board on this matter are awaited.

चीनियों द्वारा सुरंगे बिछाना

*४९७. श्री बालपेयी : क्या प्रशान्त मंत्री, यह बताने की कृपा करेंगे कि :

(क) वया सरकार का ध्यान पत्रों में प्रकाशित इन समाचारों की ओर गया है कि चीनी सेना की टुकड़ियों ने भारतीय सीमा के दूसरी ओर विशेषतः ग्रन्डोडा और गढ़वाल जिलों में मिलने वाली सीमा के सभी पुरांगे बिछा दी हैं; और

(ल) यदि हां, तो इस विषय में तथ्य क्या है ?

बंदेशिक-कार्य उपर्याक्त (श्रीमती लक्ष्मी मेनन) : (क) और (ल). हमारी सूचना के अनुसार, उस इलाके में कोई सुरंगें नहीं बिछाई गई हैं।

Public Display of Lord Curzon's Collections

498. **Shri C. K. Bhattacharya:** Will the Prime Minister be pleased to state:

(a) whether his attention has been drawn to a public display at Kedleston Hall, England, of collections taken from India by Lord Curzon; and

(b) whether an effort will be made to find out whether any of these collections could be brought back to India?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) The items displayed at Kedleston Hall include a few items of Indian origin purchased by or presented to Lord Curzon.

(b) The collection is private property and the return of the items of

Indian origin cannot be asked for as a matter of right. As to whether any of the articles should be purchased by the Government of India and the owner approached for the purpose, no decision can be taken till the collection has been examined.

Aluminium Factory at Kolhapur (Bombay)

*499. **Shri Pangarkar:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the scheme to erect an aluminium factory at Kolhapur (Bombay) has been finalised; and

(b) if so, when it is expected to materialise?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The Government of India have approved the setting up of an aluminium smelter with an annual capacity of 20,000 tons in the immediate vicinity of the Koyana Power House in Bombay State. A licence under the Industries (Development and Regulation) Act, 1951 for the purpose is under issue. The project is likely to commence production during the Third Plan.

Coconut Fibre Mill in Orissa

*500. **Shri Chintamoni Panigrahi:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Government of India have received a scheme from the Orissa Government for installation of a coconut fibre mill in Orissa; and

(b) whether the Government of India have approved the scheme?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). Yes. Sir. Technical approval has been given for the scheme.

High Tension Insulator Factory, Ranchi

Shri Nagi Reddy:

Shri Vasudevan Nair:

Will the Minister of Commerce and Industry be pleased to refer to the

reply given to Unstarred Question No. 2430 on the 9th September, 1959 and state:

(a) the total amount of foreign exchange needed for the complete plant and equipment for a high tension insulator factory to be set up near Ranchi;

(b) whether any deferred payment agreement has been arrived at; and

(c) if so, what are the financial terms of the agreement?

The Minister of Industry (Shri Manubhai Shah): (a) Rs. 17,04,892, including the cost of the detailed Project Reports (Rs. 1.5 lakhs).

(b) Yes, Sir.

(c) The following terms of payment towards machinery and Plant etc. have been agreed to with M/s. Skodas:

(i) 20 per cent. of the purchase price on signing the Agreement;

(ii) a further 30 per cent. against each partial shipment on presentation of shipping documents; and

(iii) the balance in 3 instalments before the end of June, 1960, December, 1960 and on completion of despatch.

Indian Scientists Abroad

*502. **Shrimati Renu Chakravarty:**
Shri Raghunath Singh:
Shri Ramakrishna Reddy:
Shri Shree Narayan Das:
Shri Radha Raman:
Shri Kodiyan:
Shri M. B. Thakore:
Shri Hem Barua:
Shri Ajit Singh Sarhadi:

Will the Prime Minister be pleased to state:

(a) whether he has recently made any public appeal to the Indian scientists and technicians now resid-

ing in foreign countries to return to India; and

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

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon):

(a) The Prime Minister did not make any particular public appeal, but he did refer to this matter in the course of a speech he delivered at a meeting of the Association of Scientific Workers of India in Bombay on January 4, 1960.

(b) Government have been taking special steps to get full particulars of Indian Scientists abroad through our Embassies and other sources. A National Register of scientific and technical personnel is maintained by the Council of Scientific and Industrial Research. This Register contains a Special Section for Indian scientists abroad. Out of 3,500 scientific and technical registrants in this Special Section of the National Register, over 1100 have reported their return to India.

Information about scientists abroad is circulated to various Departments of the Central Government and to State Governments, as well as to other employing agencies in the country. Further, a Pool of Scientists has been created, and the persons enrolled in its "Abroad Section" are considered for employment even without their applying for the posts.

The Union Public Service Commission and the C.S.I.R. have somewhat relaxed their rules in regard to the employment of persons in this Special Section.

Andhra Paper Mills at Rajahmundry

*503. { **Shri Madhusudan Rao:**
 { **Shri Ram Krishan Gupta:**

Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No. 535 on the 2nd December, 1958 and state the progress of negotiations

between the Andhra Pradesh Government and French and/or Japanese suppliers for supplying machines for Andhra Paper Mills at Rajahmundry?

The Minister of Industry (Shri Manubhai Shah): The Andhra Pradesh Government have finalised their negotiations with the Japanese suppliers for supply of machinery for the Andhra Paper Mills at Rajahmundry.

Anand Bazar Patrika Ltd., Calcutta

*504. **Shri Muhammed Elias:** Will the Minister of **Labour and Employment** be pleased to state:

(a) whether Government have received any representation asking for enquiry into the charges of improper use of Provident Fund by the Anand Bazar Patrika Ltd., Calcutta;

(b) if so, whether Government have looked into the matter; and

(c) the steps taken to recover the funds improperly used by the Company?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) Yes.

(c) The Company is paying the arrears of provident fund dues in monthly instalments.

Antibiotics Plant at Chandigarh

*505 { **Dr. Ram Subhag Singh:**
 { **Shri S. A. Mehdi:**
 { **Shri Arjun Singh Bhaduria:**
 { **Dr. Gangadhara Siva:**

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether an American firm, M/s. Pfizer Corporation, has put forward any proposals to set up antibiotics plant at Chandigarh; and

(b) if so, whether the offer has been accepted?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). Yes.

Sir; the proposal which was submitted by Messrs. Dumex (Private) Ltd., in which the Pfizer Corporation have a major share-holding, is for the manufacture of tetracyclines. The proposal has been approved and a licence granted to the party.

Expansion of Hindustan Machine Tools (Private) Ltd.

*506. { **Shri P. K. Deo:**
Shrimati Parvathi Krishnan:
Shri S. M. Banerjee:
Shri Dasaratha Deb:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have sanctioned the proposal to double the Hindustan Machine Tools Factory at Bangalore; and

(b) if so, whether the company has paid back the loan in full to Government?

The Minister of Industry (Shri Manubhai Shah): (a) The Government of India have approved in principle the doubling of the capacity of the Hindustan Machine Tools Ltd., Bangalore during the course of the Third Five Year Plan.

(b) As the Company's production programmes are expanding, additional investment in fixed assets (buildings, plant and machinery etc.) naturally has to be increased. Therefore, Government have converted a part of the loans to equity share capital to the extent of Rs. 93.78 lakhs, having a balance of outstanding loans to Rs. 169.38 lakhs only.

Handloom Industry

*507. **Shri K. S. Ramaswamy:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any State Government is incurring expenditure for the development of handloom industry over and above the allotment made from the cess fund;

(b) whether any State Government has asked for contribution from the Centre for such expenditure; and

(c) the extent of help given, if any?

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

(b) The Madras Government had asked for an amount of Rs. 17 lakhs, in addition to the amount allotted from the Cess Fund, during 1959-60.

(c) The State Government has been informed that it is regretted that this cannot be agreed to, as the proposal will involve a departure from the pattern of assistance.

Fair Prices of Paper

*508. { **Shri Halder:**
Shri Ram Garib:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government are aware of the fact that since the publication of the Union Government's notification that the fair prices fixed by it for paper would apply to all stocks in the markets whether purchased before or after January, 1960 there is scarcity of paper; and

(b) if so, the steps taken in the matter?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The production is continuously increasing and State Trading Corporation has been authorised to import 25,000 tons of paper and more, if necessary. These measures are expected to ease the situation. Already the improvements in the position are being noticed.

Paper Mill in Jammu and Kashmir State

*509. **Shri Inder J. Malhotra:** Will the Minister of Commerce and Industry be pleased to refer to reply given

to Unstarred Question No. 1699 on the 18th December, 1959 and state:

(a) whether the report of the F.A.O. expert regarding the Paper Mills in Jammu and Kashmir State has since been received by Government;

(b) if so, the main recommendations;

(c) decision taken by Government thereon; and

(d) whether the views of the State Government have also been sought on the report of the F.A.O. expert?

The Minister of Industry (Shri Manubhai Shah): (a) The final report of the F.A.O. expert is awaited.

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

Tea Replanting

*510. **Shri P. C. Borooh:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Central Government have approved a scheme of the Assam Government for tea replanting involving a levy of two-pice cess per lb. on tea produced by well managed gardens;

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

(c) the date by which the scheme is likely to be put into effect;

(d) how far the scheme is in accordance with the recommendations made by the Plantations Inquiry Commission in this regard; and

(e) the reasons for making variations, if any?

The Minister of Commerce (Shri Kanungo): (a) to (e). No such scheme was received from the Assam Government but there was a suggestion sometime back from the Industries and Labour Minister that the Government of India may consider the possibility of introducing a scheme of subsidised replantation. The Plantation Inquiry Commission had only recommended the building up of a Tea Replanting

Fund out of the contributions of the industry only. A Working Group on Tea for the Third Five Year Plan appointed by Government is considering the question of replantation in all its aspects.

Damua Colliery Accident

*511. **Shri T. B. Vittal Rao:** Will the Minister of Labour and Employment be pleased to state:

(a) the reasons for not appointing a Court of Inquiry to investigate into the causes of accident in the Damua Colliery, Madhya Pradesh, on the 5th January, 1960 wherein 16 miners were drowned;

(b) whether there is any proposal to prohibit the use of mug lamps in the coal mines immediately and replace them by hurricane lamps; and

(c) if so, when is it likely to be put into effect?

The Deputy Minister of Labour (Shri Abd Ali): (a) The cause of accident is quite clear and nothing new or useful is likely to be revealed.

(b) and (c). The Chief Inspector has issued a circular to all mine managements requiring the withdrawal of mug lamps and other open lamps at an early date and prohibiting their use below ground after the 30th April, 1960.

Kapila Textile Mill, Nanjangud

*512 **Shri Siddlah:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any steps have been taken by the Central Government or the State Government to get the Kapila Textile Mills, Nanjangud in Mysore State opened; and

(b) the results achieved so far?

The Minister of Commerce (Shri Kanungo): (a) and (b). The Mill is in liquidation. All possible efforts are being made by the Government of Mysore to get the Mill re-opened, but no success has been achieved so far.

Hunger Strike in Bagjola Camp

***513. Shri Bimal Ghose:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

- (a) whether a number of refugees have gone on hunger-strike in Bagjola camp near Calcutta;
- (b) if so, the reasons therefor;
- (c) whether refugees were originally taken to Bagjola for resettlement there;
- (d) whether they are going to be settled in Bagjola; and
- (e) if not, the reasons therefor?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) to (e). The West Bengal Government have reported that 14 inmates of the Bagjola camp went on hunger-strike on 4th and 5th February, 1960, which was given up by them on the 11th February, 1960. The reasons for starting the hunger-strike were the demands of these persons for the release of one Shri J. N. Mondal who had been arrested and detained by the State Government, and restoration of doles stopped by Government either to those who had been found ineligible or those who had refused the offer of rehabilitation made by Government.

The displaced persons were taken to Bagjola camp with a view to rehabilitate them in the vicinity for which purpose the State Government had formulated a scheme for acquiring the necessary land. After the acquisition proceedings were started, there was considerable local agitation against settlement of displaced persons in the area on the ground that the said land should be given to the local cultivators. Taking all factors into consideration, the State Government did not proceed with the original scheme. It is proposed to rehabilitate the inmates of Bagjola camp under some other rehabilitation schemes like other camp families.

Sodium Sulphate

***514. Shri Damani:** Will the Minister of Commerce and Industry be pleased to state:

- (a) whether it is a fact that a pilot plant for the recovery of sodium sulphate from the brine of saline lakes is proposed to be established in the public sector in Rajasthan;
- (b) if so, the details thereof; and
- (c) the foreign exchange that will be released every year during the installation of the Plant by the Centre?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The Hindustan Salt Co. Ltd. has under consideration a scheme for putting up a plant for the washing of 1,000 tons of salt every day and recovery of 10,000 tons of sodium sulphate from the salt washings and also from the bitterns at Sambhar Lake in Rajasthan. The Rajasthan Government has also decided to instal a sodium sulphate recovery plant at Didwana estimated to cost Rs. 26 lakhs with a production capacity of 5,000 tons per annum.

(c) The details of the cost of the scheme at Sambhar and its foreign exchange component are not yet available. The foreign exchange component of the scheme at Didwana is Rs. 9.90 lakhs, out of which a release order for Rs. 9.80 lakhs has been issued.

Indians in Burma

***515. Shri N. R. Muniswamy:** Will the Prime Minister be pleased to state:

- (a) whether it is a fact that Indians residing in Burma are victims of raids, arrests and harassments;
- (b) if so, what steps have been taken in the matter;
- (c) how far the immigration agreements now existing between the In-

dian and Burmese Governments are affecting the Indians adversely; and

(d) how many Indians are in jails in Burma as a result of non-payment of heavy fee for registration as foreigners and for its renewal each year?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon):

(a) Due to intensified enforcement of the Burmese laws relating to immigration, the registration of foreigners and foreign exchange, there have been a considerable number of arrests of Indian nationals. 141 are in jail pending deportation for non-possession or non-renewal of Foreigners Registration Certificates and 11 as illegal immigrants. These arrests have however taken place in enforcement of the law and there has been no discriminatory action against Indians as such.

(b) The case of each arrested person is screened by the Indian Embassy through its officers and the authorities concerned are approached for redress in genuine cases. The Embassy has already initiated action in respect of 87 cases.

(c) No specific agreement between the Governments of India and Burma in relation to immigration is in force.

(d) 141 at the end of January, 1960.

Woollen Hosiery Yarn Distribution Scheme

Shri Ajit Singh Sarhadi:
Pandit Thakur Das Bhargava:
Ch. Ranbir Singh:
Shri Achint Ram:
*516. Shri Ram Krishan Gupta:
Shri Ajit Singh:
Shri Raghunath Singh:
Shri Padam Dev:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government have interdicted the private sale of Woollen Hosiery Yarn and promulgated the "Woollen Hosiery

Yarn Distribution Scheme" which provided for the sale of woollen hosiery yarn through the Hosiery Federation with effect from the 1st January, 1960 and assured the hosiery industry of getting yarn at reasonable rates and in adequate quantities;

(b) whether it is also a fact that the Spinner Federation have not sold any yarn to the Hosiery Federation so far and as a result thereof 900 Hosiery factories and about 80,000 employees directly and indirectly employed in the industry have been thrown out of work and the industry is suffering a great loss and is in distress;

(c) what are the obstacles in the way of Government securing the sale of adequate quantities of hosiery yarn at fair and reasonable rates; and

(d) by what time do Government propose to relieve the distress and restore the industry to its normal working?

The Minister of Commerce (Shri Kanungo): (a) to (d). Government received several complaints from small hosiery units in 1959 that they were unable to obtain adequate quantities of hosiery yarn of the right qualities.

Government arranged for representatives of the hosiery industry and the woollen spinning industry to meet together in a common forum to resolve these difficulties. The Hosiery Federation organised itself so as to bring under its fold most of the hosiery units. It collected necessary data from the units regarding qualities and quantities of yarn required. On the basis of this data, spinning mills have planned their production within the foreign exchange available. It was also arranged that deliveries of yarn would be made directly to the Federation for distribution to the units.

All this progress was made as a result of several meetings between the spinners' representatives and the

Federation. There is now some slight difference of opinion as to the manner in which the interim price agreed upon by both parties, should be paid by the Federation to the mills. Government hope that the Federation and the mills will, in the same spirit of cooperation, implement the decisions agreed amongst them in a recent meeting in Textile Commissioner's office and deliveries of yarn will be made without delay. At the same time, Government are expediting the examination of the reasonableness of prices of yarn and hosiery goods as to be available before the next quarterly allocation of yarn is lifted.

Government are not aware of the closure of any hosiery units or of resultant unemployment.

Pakistani Raid in Jammu

*517. { Shri Ram Krishan Gupta:
Shri A. M. Tariq:

Will the Prime Minister be pleased to refer to the reply given to Starred Question No. 643 on the 7th December, 1959 and state:

(a) whether Government have received full details from the Government of Jammu and Kashmir regarding killing of an old woman by Pakistani raiders; and

(b) if so, whether any protest has been lodged with the Government of Pakistan?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Yes, Sir.

(b) Yes, Sir. The Government of Pakistan have been requested to trace the culprits and mete out adequate punishment to them.

National Sample Survey Report

*518. **Shri Abdul Salam:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that there has been delay in the publication of National Sample Survey Reports; and

(b) if so, whether there is any proposal to release the processed data to the public without interpreting them?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) and (b). It is not proposed to release the processed data without interpreting them. If proper use is to be made of these data, they should be put out with adequate explanations of their significance, reliability and suitability for use for various purposes. There have been some cases of delay in the publication of these reports but that delay has not occurred over interpretation of the data. The process of tabulation and compilation and of statistical analysis is a complicated and time-consuming process and the Indian Statistical Institute has been and is making every effort to reduce this to the minimum. Effort is also being made to reduce the time taken in getting these reports printed, as also that taken in the examination of the draft reports by the Ministries concerned.

Atomic Isotopes for Agricultural Production

*519. { Shri Rameshwar Tantia:
Shri Bibhuti Mishra:
Shri Ayyakannu:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that Government have taken up a project to produce atomic isotopes to increase agricultural production;

(b) if so, the details of the plan and expenditure involved; and

(c) the nature of foreign assistance, if any, required for the purpose of collaboration?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon):

(a) No. There is no project specifically to produce isotopes to increase agricultural production. However, some

of the isotopes produced in Apsara are being used for investigations in soil sciences and agriculture which will yield information resulting in increased agricultural production. Some isotopes, like radio-cobalt, can also be used to produce genetic changes in plants and crops, resulting in improved varieties, which could result in increased agricultural production.

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

ओखला उद्योग क्षेत्र में दुर्घटना

*५२०. श्री बाजपेही : क्या बाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह मत है कि ३० जनवरी, १९६० को ओखला उद्योग क्षेत्र के एक कारखाने में छह गिर जाने से अनेक मजदूरों और कर्मचारियों को चोट आई;

(ख) यदि हाँ, तो दुर्घटना का क्या कारण था;

(ग) क्या किसी व्यक्ति को क्षतिपूर्ति दी गई; और

(घ) भविष्य में ऐसी दुर्घटनायें न होने देने के लिये क्या पर उठाये गये हैं?

उद्योग मंत्री (श्री मनमोहार्इ शाह) :

(क) मेरे (घ), यह दुर्घटना ओखला में भारत-जर्मन प्रोटोटाइप मैन्टर की इमारत बनाने के दौरान में हुई न कि ओखला की ओद्योगिक वस्ती में। इमारत बनाने का काम एक ठेकेदार कर रहा है, जो ठेके की शर्तों के अनुसार जान-माल के नुकसान सहित, काम की सभी प्रतियाओं के लिये जिम्मेदार है। एक भरन (बीम) का ढांचा टूट जाने के कारण २६ व्यक्तियों को विविध प्रकार की चोटें आयी थीं। उन्हें इलाज के लिये फौरन अस्पताल भेजा गया। उनमें से २२ व्यक्तियों को अगले दिन मरवे तथा अन्य ३ व्यक्तियों को एक हफ्ते के अन्दर अस्पताल से छुट्टी दे दी गयी। एक व्यक्ति ४ करवारी को अस्पताल में मर गया। ठेकेदार ने नियमों के अनुसार हरजाने की

रकम लेवर कमिशनर दे; यहां जमा करा दी है।

पता चला है कि इस मामले में पुलिस द्वारा स्थानीय चल रही है। इस दुर्घटना की जांच करने के लिये एक विभागीय समिति भी स्थापित की जा रही है।

Water Supply to Pench Valley Coal-fields

*५२१. श्री T. B. Vittal Rao: Will the Minister of Labour and Employment be pleased to state:

(a) whether a master plan for the supply of protected water in the Pench Valley Coalfields has been prepared;

(b) if so, what is the cost of the scheme;

(c) whether Government have examined the same; and

(d) if so, the nature of decision taken?

The Deputy Minister of Labour (Shri Abid Ali): (a) yes.

(b) Rs. 33,09,600.

(c) yes.

(d) The Government of Madhya Pradesh who were requested to include the scheme under the Water Supply and Sanitation Scheme of the Central Government expressed their inability to do so during the Second Plan period as they had several other schemes requiring higher priority. They have again been requested to give priority to coal mining areas in their water supply schemes for the Third Plan.

Movable and Immovable Properties in Pakistan

*५२२. श्री Ram Krishan Gupta: Will the Prime Minister be pleased to refer to reply given to Unstarred Question No. 1014 on the 7th December, 1959 and state:

(a) whether the negotiations regarding the movable and immovable

properties in Pakistan have been concluded; and

(b) if so, the results thereof?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon):

(a) and (b). The negotiations are going on. The Indian Deputy High Commissioner, Dacca, had taken up with the Board of Revenue, Government of East Pakistan, the question of expeditious preparation of rent rolls and compensation assessment rolls indicating the amounts payable by the Government of East Pakistan to individual landlords on account of acquisition of property, so that the absented Indian landlords might be able to adjust arrears of taxes against dues payable by Government. Pending completion of these rolls, the Government of East Pakistan have been requested to put off the auction sales.

Fertilizer Factory at Kothagudium

*523. { **Shri T. B. Vittal Rao:**
Shri Madhusudan Rao:
Shri Rami Reddy:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 891 on the 15th December, 1959 and state:

(a) the amount of foreign exchange released for the establishment of a Fertilizer Factory at Kothagudium, Andhra Pradesh; and

(b) what further assistance has been sought for by the State Government in this respect?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) and (b). The State Government were assured that foreign exchange will be suitably arranged and such assistance as may be required will be extended by the Centre. No specific request has so far been received for release of foreign exchange. Sindri Fertilizers and Chemicals Ltd. have been engaged by Andhra Gov-

ernment as Technical Consultants for the planning and execution of the project.

Guwar Gum

566. Shri Amjad Ali: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that permission for the export of Guwar Gum having protein contents not exceeding 8 per cent has been given; and

(b) the reasons for permitting such export?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) Yes, Sir.

(b) It is not considered suitable as cattle feed and cannot be utilised in the country. Exports earn foreign exchange.

Industrial Training Institutes in Jammu and Kashmir

567. Shri D. C. Sharma: Will the Minister of Labour and Employment be pleased to state:

(a) the number of Industrial Training Institutes working in Jammu and Kashmir State; and

(b) whether Government propose to integrate all those Institute at one place so as to manage them efficiently?

The Deputy Minister of Labour (Shri Abid Ali): (a) Two.

(b) No.

Production of Silk in Jammu and Kashmir

568. Shri D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of silk produced in Jammu and Kashmir State during 1959; and

(b) the quantity out of it produced in private and public sectors, separately?

The Minister of Industry (Shri Manubhai Shah): (a) The total quantity of raw silk produced in Jammu and Kashmir State during 1959 is 1.37 lakh lbs.

(b) The entire production of raw silk in Jammu and Kashmir is in public sector as the Sericulture Industry in that State is being run as a State monopoly.

Motor Vehicles

569. Shri D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state the number of motor vehicles in use in the country as on the 31st December, 1959?

The Minister of Industry (Shri Manubhai Shah): The number of motor vehicles (including Motor Cycles and Auto-rickshaws) in use in the country as on the 15th January, 1960, was 517,520.

Khan Market, New Delhi

570. Shri D. C. Sharma: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the number of shops constructed in the Khan Market, New Delhi;

(b) whether the shops have been provided with electric fittings;

(c) the number of shops lying vacant; and

(d) the reasons for the same?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) 161.

(b) Yes.

(c) Nil.

(d) Does not arise.

Pottery Manufacturing Centre in Delhi

571. Shri Goray:
Shri Mohan Swarup:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that a pottery manufacturing centre is expected to be set up in Delhi; and

(b) if so, when, where and at what cost?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). In the Development Programme envisaged for the Union Territory of Delhi, there is a proposal to set up a Common-Facility Centre for Pottery Industry during the Third Five Year Plan period at an estimated cost of Rs. 9.62 lakhs. The site has not yet been decided.

Non-payment of dues by Displaced Persons

572. Shri D. C. Sharma: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the number of persons who have been arrested for non-payment of their dues under Section 30(2) of the Displaced Persons (Compensation and Rehabilitation) Act, 1954, during the current year so far; and

(b) the amount realised from them?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) None.

(b) Does not arise.

Free Technical Advice for House Builders

573. Shri Chuni Lal: Will the Minister of Works, Housing and Supply be pleased to state whether Government have any plans to provide free technical advice to builders

of houses who cannot afford to engage architects and engineers to encourage building activities in the country?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): Government of India do not have any specific plan for giving free technical advice to those who cannot afford to engage architects and engineers. However, publications containing plans, designs and specifications for low-cost housing have been brought out for the guidance of prospective builders. Similar publications have been brought out by some of the State Governments also. In addition, Rural Housing Cells set up by the State Governments, render free technical aid and guidance on the designing and construction of houses in the villages selected for development under the Village Housing Projects Scheme.

Hindustan Samachar Sahakari Samiti

574. { **Shri Ram Krishan Gupta:**
Shri Bhakt Darshan:

Will the Minister of Information and Broadcasting be pleased to refer to the reply given to Starred Question No. 1040 on the 18th December, 1959 and state:

(a) whether Government have since considered the request of Hindustan Samachar Sahakari Samiti regarding permission to make use of the tele-printer circuits of Press Information Bureau when they are vacant; and

(b) if so, the result thereof?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b). It is difficult to say whether the Press Information Bureau will at all be able to spare any time on its circuits for allowing other parties to use them. Nevertheless, the question is being carefully examined.

Fertiliser Plant in West Bengal

575. { **Shri Ram Krishan Gupta:**
Shri Ajit Singh Sarhadi:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 1728 on the 18th December, 1959 and state:

(a) whether Government have since considered the proposals for setting up a Fertilizer Plant in West Bengal; and

(b) if so, the result thereof?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) and (b). *Prima facie* Durgapur appears to be a suitable site for setting up a fertilizer plant. A final decision in the matter however in respect of this as well as other plants is likely to be taken only when the Third Five Year Plan has taken final shape.

Wage Maps for Bombay and Kanpur

576. { **Shri Ram Krishan Gupta:**
Shri Pangarkar:

Will the Minister of Labour and Employment be pleased to refer to the reply given to Unstarred Question No. 1018 on the 7th December, 1959 and state the further progress made so far in drawing up experimental wage maps for Bombay and Kanpur?

The Deputy Minister of Labour (Shri Abd Ali): The question of drawing up experimental wage maps for Bombay and Kanpur will be examined only after the wage census data become available. Scrutiny and tabulation of these data are still in progress and their completion may take some time.

Standing Labour Committee

577. { **Shri Ram Krishan Gupta:**
Shri S. M. Banerjee:
Shri Jagdish Awasthi:
Shri A. K. Gopalan:
Shri Narayananarkutty Menon:
Shri Tangamani:
Shri Mohan Swarup:
Shri Hem Barua:

Will the Minister of Labour and Employment be pleased to state the nature and details of suggestions made and decisions taken at the 18th session of the Standing Labour Committee held at Delhi during January, 1960?

The Deputy Minister of Labour (Shri Abid Ali): The main suggestions made and conclusions reached at the meeting are given below:—

(i) The Ministry of Labour and Employment would circulate a note on the functioning of the Screening machinery set up by the organisations in the States, for screening cases wherein recourse to law courts is contemplated.

(ii) As far as possible, the procedures adopted by the State Implementation Committees should conform to those followed by the Central Implementation and Evaluation Committee.

(iii) A suggestion was made that Judges of a higher status should be appointed on tribunals so that the number of cases going to higher courts is reduced and that the question of creation of a special cadre for Judges should be considered for this purpose.

(iv) The consensus of opinion was not in favour of the proposal to place Wage Boards on a statutory footing for the present. It was considered that the parties concerned should implement the unanimous decisions of the Wage Boards. If, however, it was found that the parties had failed to do so, Government should take steps to give effect to the recommendations statutorily, if necessary.

(v) It was agreed that the penalties under the Law for non-implementation of awards, etc. should be enhanced and made more deterrent by making non-implementation a continuing offence. The relevant labour laws should also contain specific provisions to enable speedy recovery of claims.

(vi) As regards the proposal concerning revival of the Labour Appellate Tribunal, it was decided that the State Governments should have an assessment of the relevant factual material available with them. Thereafter, the proposal, including the related question of the status of the Tribunal Judges, should be reconsidered by the Standing Labour Committee.

(vii) While it was agreed that the conclusions/agreements reached at tripartite bodies did not have the force of law, the same were morally binding on the parties concerned in the sense that they were under an obligation to make every effort to implement them or get them implemented.

Restrictions on Visits of Foreigners to NEFA

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

(a) the nature of restrictions imposed on the visit of foreigners to NEFA through India; and

(b) whether it is a fact that the working of the existing restrictions is proposed to be reviewed?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) The visit of foreigners to NEFA through India is regulated by the Foreigners (Protected Areas) Order, 1958.

(b) No Sir.

Indians Kidnapped on West Bengal Border

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

(a) the number of Indian nationals kidnapped so far by Pakistanis from

the Indian side of the West Bengal-East Pakistan border since December, 1959;

(b) the number of Indians out of them released so far; and

(c) the action taken for getting the release of the rest of them?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Four.

(b) One.

(c) The matter has been taken up with the Government of East Pakistan.

Use of Indian Ships by State Trading Corporation

580. Shri Abdul Salam: Will the Minister of Commerce and Industry be pleased to state:

(a) how much tonnage was chartered by the State Trading Corporation since its inception for the carriage of cargo from overseas to India;

(b) how much of it was foreign tonnage and how much Indian;

(c) how much foreign exchange was spent on account of chartered foreign tonnage; and

(d) how much foreign exchange was saved by utilising Indian tonnage?

The Minister of Commerce (Shri Kanungo): (a) to (d). Information is being collected and will be laid on the Table of the House.

Basic Magnesium Carbonate and Potassium Chloride

581. Shri P. K. Deo: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of basic magnesium carbonate and potassium chloride imported into India in the years 1958-59 and 1959-60 so far and the amount of foreign exchange involved;

(b) how these are used in this country;

(c) whether indigenous production of basic magnesium carbonate and potassium chloride from sea Bitterns can be taken up on a commercial scale as a result of research carried out in the Central Salt Research Institute, Bhavnagar;

(d) the finances that will be required to set up an industry for their production; and

(e) whether any application for licence has been received for their manufacture in this country or whether Government want to produce them in Public Sector?

The Minister of Industry (Shri Manubhai Shah): (a)

Quantity as per unit

Value in '000' of Rs.

	1958		1959-60 (Ap.-Nov.)	
	Quantity	Value	Quantity	Value
1. Magnesium Carbonate excluding natural (cwt.)	14100	678	17873	837
2. Potassium chloride (muriate of potash) (tons)	40949	10938	35331	8776

(b) Basic Magnesium Carbonate is used in this country in paper, paint and varnish, textile, rubber and pharmaceutical industries.

Potassium Chloride commonly known as Muriate of Potash is used chiefly as manure. It is also used in the manufacture of potassium chlorate and other potassium salts in this country.

(c) Basic Magnesium Carbonate

The Central Salt Research Institute has developed a process for the manufacture of light basic magnesium carbonate which is covered by Indian Patent No. 58528. The process has been entrusted to the National Research Development Corporation for its commercial development.

As regards Potassium chloride the information is not available.

(d) Estimated capital of Rs. 3 lakhs is required for setting up each of the units for the manufacture of 1 ton per day of Magnesium Carbonate and potassium chloride.

(e) Basic Magnesium Carbonate.—No, Sir.

Potassium chloride.—Yes, Sir. One firm has been licensed so far to manufacture this item.

There is no proposal to manufacture these chemicals in the public sector.

Citric Acid

582. Shri P. K. Deo: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of citric acid imported into India in the years 1958-59 and 1959-60 so far and the amount of foreign exchange involved;

(b) how it is used in this country;

(c) whether indigenous production of citric acid can be taken up on a commercial scale as a result of research carried out at the National Chemical Laboratory, Poona;

(d) the finances that will be required to set up an industry for its production; and

(e) whether any application for licence has been received for its production in this country or whether the Government want to produce it in Public Sector?

The Minister of Industry (Shri Manubhai Shah): (a) The following imports were made during the Calendar Year 1958 and 1959 (January to September):—

	Quantity	Value
1958	10949 Cwt.	Rs. 16.71 lakhs
1959	9898 ..	Rs. 13.61 lakhs

(Jan.-Sept.)

(b) Citric Acid is used in the manufacture of carbonated beverages, bakery products, confectionery, pharmaceuticals, dyeing and calico printing, silvering, engraving and ink manufacture.

(c) This is still being investigated by the National Chemical Laboratories, Poona with the help of M/s. Sarabhai Chemicals, Baroda.

(d) Rs. 25 lakhs to Rs. 40 lakhs has generally been indicated to be required for a capacity of 2 to 3 tons of citric acid per day.

(e) Yes, Sir. Licences under the Industries (D. & R.) Act, 1951, have already been issued to a few firms who plan to implement their schemes with foreign collaboration regarding technical know-how. There is no proposal to take up its manufacture in the Public Sector.

Ceramic Colours

583. Shri P. K. Deo: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of Ceramic Colours imported into India in the years 1958-59 and 1959-60 so far and the amount of foreign exchange involved;

(b) how they are used in the country;

(c) whether indigenous production of Ceramic Colours can be taken up on a commercial scale as a result of research carried out at the Central Glass and Ceramic Research Institute, Calcutta;

(d) the finances that will be required to set up an industry for their production; and

(e) whether any application for licence has been received for their production in the country or whether Government want to produce them in Public Sector?

The Minister of Industry (Shri Manubhai Shah): (a) Information is not available as import figures of 'ceramic colours' are not separately shown in the import trade classification.

(b) For decoration of crockery, glazed tiles and other ceramic wares.

(c) Yes, Sir.

(d) About Rs. 55,000 for a plant producing 4 tons per annum of colours of different shades.

(e) No application has so far been received for the manufacture of Ceramic Colours; nor do Government propose to undertake their manufacture in the Public Sector.

Porous Ceramic Thimbles

584. Shri P. K. Deo: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of Porous Ceramic Thimbles imported into India in the years 1958-59 and 1959-60 so far and the amount of foreign exchange involved;

(b) how they are used in the country;

(c) whether indigenous production of the Porous Ceramic Thimbles can be taken up on a commercial scale as a result of research carried out at

the Central Glass and Ceramic Research Institute, Calcutta;

(d) the finances that will be required to set up an industry for their production; and

(e) whether any application for licence has been received for their production in the country or whether Government want to produce them in Public Sector?

The Minister of Industry (Shri Manubhai Shah): (a) Information is not available as the import figures for these items are not separately shown in the trade classification.

(b) For special filtration purposes such as filtration of blood, making soil tensioneter etc. by specialised laboratories.

(c) and (d). Indigenous production could be taken up on a commercial scale; but, the demand being very small, no party has so far shown any interest in undertaking its manufacture. Hence, no data in respect of the finances which may be required have been worked out.

(e) No application has so far been received nor do Government propose to undertake its manufacture in the Public Sector.

Vitreous Enamel Stains

585. Shri P. K. Deo: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of Vitreous Enamel Stains imported into India in the years 1958-59 and 1959-60 so far and the amount of foreign exchange involved;

(b) how they are used in the country;

(c) whether indigenous production of these products can be taken up on a commercial scale as a result of research carried out at the Central Glass and Ceramic Research Institute, Calcutta;

(d) the finances that will be required to set up an industry for their production; and

(e) whether any application for licence has been received for their production in this country or whether Government want to produce it in Public Sector?

The Minister of Industry (Shri Manubhai Shah): (a) Vitreous Enamel Stains have not been specifically shown in the import trade classification of the country and as such it is not possible to furnish the import statistics of the item.

(b) They are used for decorating and colouring of enamelware.

(c) A process for the manufacture of Vitreous Enamel Stains has been developed at the Central Glass and Ceramic Research Institute, Calcutta. The question of commercial exploitation of the process is linked with demand for the item which is not much at present and no party has so far enunciated interest in taking up its manufacture.

(d) In view of the answer to part (c) above, the question has not been examined as yet.

(e) Government have not received any application for the grant of a licence under the Industries (Development and Regulation) Act, 1951 for the manufacture of Vitreous Enamel Stains. There is also no proposal to manufacture the item in the Public Sector.

Wage Boards

586. Shri S. M. Banerjee: Will the Minister of Labour and Employment be pleased to state:

(a) whether Government propose to set up some more Wage Boards;

(b) if so, in which industries; and

(c) when the Boards are likely to be constituted?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (c). It is proposed to set up shortly Wage Boards for the Plantation and Jute Industries.

Handicrafts Museum in New Delhi

587. { Shri S. C. Samanta:
Shri Subodh Hansda:
Shri R. C. Majhi:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 1480 on the 15th December, 1959 and state:

(a) how much rent has been paid so far for the building at Janpath where the Handicrafts Museum is housed since 1954;

(b) whether there is any proposal to have a building for the museum; and

(c) whether exhibits and equipment are purchased by the Handicrafts Board or they are deposited for show by State Governments and various concerns and individuals?

The Minister of Industry (Shri Manubhai Shah): (a) The All India Handicrafts Museum was housed in a private rented building in Connaught Place upto the end of January, 1958. It was shifted to its present premises on Jan Path in February, 1958. Both these buildings have been rented by the Director of Estates and the approximate rent so far paid for the portion occupied by the Handicrafts Museum is as follows:—

Rs.

- Regal Building (Connaught Place) (with eff. ct from 20-1-54 to 31-1-58) 15,638.72 n.P.
- Thapar House (Jan Path) (With eff. ct from 1-2-58 to 31-1-60) 42,303.60 n.P.

TOTAL Rs. 57,942.32 n.P.

(b) A proposal to construct a separate building for the Handicrafts Museum is being considered.

(c) The exhibits and equipment for the Museum are acquired by the All India Handicrafts Board from time to time.

Development cum-Training Centre for Surgical Instruments, Sonepat

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

Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Development-cum-Training Centre for surgical instruments at present run at Sonepat will be shifted to Jullundur; and

(b) what is the reaction of the Punjab Government in the matter?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The Punjab Government does not propose to shift the Centre to Jullundur for the present.

Manufacture of Cycles and Sewing Machines

589. **Shri Harish Chandra Mathur:** Will the Minister of Commerce and Industry be pleased to state what is the number of cycles and sewing machines manufactured by the (i) Large Scale and (ii) the Small Scale Industries and what is the number of persons employed by each during each of the last three years?

The Minister of Industry (Shri Manubhai Shah): Statements 'A' and 'B' giving information relating to bicycles and sewing machines manufactured and the number of persons employed in those industries during each of the years 1957, 1958 and 1959 are placed on the Table.

STATEMENT 'A'

Number of bicycles and sewing machines manufactured

Sector	1957	1958	1959
<i>bicycles</i>			
Large scale sector	790,579	912,594	992,000 (estimated)
Small Scale sector	108,725	166,901	200,000 (estimated)
TOTAL	899,304	1,079,495	1,192,000
<i>sewing machines</i>			
Large scale sector	167,478	205,209	252,575 (estimated)
Small scale sector	23,199	30,945	36,471† (Upto (Sept.)
TOTAL	190,677	236,154	289,046

† The figure is incomplete as some of the firms have yet to furnish the information.

Note—The production figures in regard to the small scale sector relate to small units whose production programme is approved by Government.

STATEMENT 'B'

Number of persons employed

Sector	1957	1958	1959
<i>bicycles industry</i>			
Large scale sector	9,935	11,142	11,691
Small scale sector			Information is not available.
<i>sewing machines industry</i>			
Large scale sector	3,150	3,901	4,044
Small scale sector			Information is not available.

Hospital at Madras under Employees' State Insurance Corporation

590. { Shri S. M. Banerjee:
Shri Tangamani:
Shri T. B. Vittal Rao:

Will the Minister of Labour and Employment be pleased to state the further progress made in the construction of a 100-bed Hospital at Madras by the Employees' State Insurance Corporation?

The Deputy Minister of Labour (Shri Abid Ali): The clearing of the site and demarcation of building has been carried out.

Import of Hand-made Paper

591. Shri Madhusudan Rao: Will the Minister of Commerce and Industry be pleased to state:

- (a) the quantum of hand-made paper imported in the country during 1958-59;
- (b) the quantity of such paper produced in our country during 1958-59;
- (c) the type of hand-made paper imported in the country; and
- (d) the progress made in the indigenous production of the same quality of paper that is being imported from abroad?

The Minister of Industry (Shri Manubhai Shah): (a) 896 lbs.

(b) The production of hand-made paper in the country during 1958-59 was 25.05 lakh lbs.

(c) The information asked for is not available.

(d) According to the expert technical opinion available, the indigenous hand-made paper is comparable in quality with the imported hand-made paper and efforts are being made to increase production of hand-made paper.

Radiation Hazards

592. Shri Padam Dev: Will the Prime Minister be pleased to state:

- (a) whether Government propose to bring forward any legislation in

accordance with Resolution No. 2 regarding adequate safeguards against hazards to public health as a result of increasing use of radiology and ionizing radiation passed at the Seventh Meeting of the Central Council of Health held in Shillong in January, 1959;

- (b) if so, when; and
- (c) if not, the reason: therefor?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) The Department of Atomic Energy are drafting a bill for the revision of the Atomic Energy Act of 1948, which will *inter alia* provide adequate safeguards against radiation hazards.

- (b) In the course of the year.
- (c) Does not arise.

Manufacture of Sugar Plants

593. Shri T. B. Vittal Rao: Will the Minister of Commerce and Industry be pleased to state:

(a) whether any of the Indian Firms which were granted licence for the manufacture of sugar plants have since fabricated sugar plants; and

- (b) if so, the name of the firm?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). All the six firms mentioned below, who are licensed for the manufacture of sugar plants have already started the manufacture of the plants and four plants are expected to be delivered to four co-operative sugar factories in time to enable them to start production during January 1961:—

1. M/s. Walchandnagar Industries Ltd., Bombay.
2. M/s. Indian Sugar and General Engineering Corporation, Yamunanagar (Punjab).
3. M/s. Textile Machinery Corporation, Belghoria.
4. M/s. Binny Engineering Works Ltd., Madras.

5. M/s. K.C.P. Ltd., Madras.
 6. M/s. New India Development Corporation, Pimpri.

Stoppage of Cash Doles to Displaced Persons

594. { Shri C. K. Bhattacharya:
 Shri Aurobindo Ghosal:
 Shri B. Das Gupta:

Will the Minister of Rehabilitation and Minority Affairs be pleased to state: -

(a) whether the stoppage of doles to about 13,000 camp refugees in West Bengal was recommended by the Screening Committee;

(b) whether the report of the Screening Committee is signed jointly by the officers of the State Government and the Government of India;

(c) whether the Official of the Union Rehabilitation Ministry dealing with this matter is ignorant of Bengali and whether he could not follow the evidence given by the displaced persons;

(d) whether women's camp doles have been stopped for 526 families during the last two years; and

(e) whether out of 12 reports of the Screening Committee on camps, 9 have been submitted under the signatures of the Officer of Union Rehabilitation Ministry only?

The Minister of Rehabilitation and Minority Affairs (Shri Mebr Chand Khanna): (a) and (d). Out of a total of over 2,32,000 persons screened, orders for the stoppage/reduction of doles of only about 13,000 persons were issued.

(b) Yes, except a few in the early stages because of lack of formal instructions from the State Government to its representative.

(c) The two Inspecting Officers of the Ministry do not know Bengali but the team of officials working with them know Bengali well and it is they who do the actual interrogation of

families. All the officers of the State Government who are members of the Screening Committees are however, all Bengalees.

(e) Yes. Because of the delay in the issue of formal orders mentioned at (b) above.

A.I.R. Station, Calcutta

595. **Shri C. K. Bhattacharya:** Will the Minister of Information and Broadcasting be pleased to state:

(a) whether the programme relayed by the All India Radio Station, Calcutta in December, 1959 was mostly dominated by Hindi songs and features; and

(b) whether this happened particularly on the 30th and 31st December, 1959?

The Minister of Information and Broadcasting (Dr. Keskar): (a) No, Sir.

(b) As AIR programmes are planned for a month as a whole, there are day-to-day variations incidental to programme planning, which cannot be avoided.

Ambar Charkhas in Bombay

596. **Shri Pangarkar:** Will the Minister of Commerce and Industry be pleased to state:

(a) the number of Ambar Charkhas distributed in Bombay State during 1959-60 so far;

(b) the number of Charkhas which are in operation; and

(c) the total quantity of yarn produced therefrom?

The Minister of Industry (Shri Manubhai Shah): (a) 1,708 Ambar Charkhas have been distributed to the trained spinners in Bombay State during 1959-60 (upto 31st January, 1960).

(b) About 16,500.

(c) Since April, 1956, 4.08 lakh lbs. of yarn have been produced upto the end of January, 1960.

Middle Income Group Housing Scheme, Orissa

597. **Shri Chintamoni Panigrahi:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether any fund has been released to the Orissa Government in 1959-60 for implementing the Middle Income Group Housing Scheme; and

(b) if so, what progress has been achieved so far under the Scheme in Orissa?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) The Life Insurance Corporation of India have been authorised to release funds to the extent of Rs. 15 lakhs to the Government of Orissa, for the year 1959-60 under the Middle Income Group Housing Scheme.

(b) The State Government place the funds under this Scheme at the disposal of the Orissa State Co-operative Housing Corporation and some Collectors of the Districts for disbursement as loans to Co-operatives and to individuals. Information has not been received from the State Government showing the amounts that have been disbursed as loans so far.

Coir Industry in Orissa

598. **Shri Chintamoni Panigrahi:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 2220 on the 5th May, 1959 and state:

(a) whether the two training-cum-production centres for the development of coir industry in Orissa have been started by now; and

(b) if so, the location of these two ventres?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). Technical approval to the Orissa Government's scheme for establishment of

two training-cum-production centres for development of coir industry was accorded in April, 1959. The State Government have stated that they could not start these centres so far because their locations had not been finalised. They have now reported that they have decided to locate one of the centres at Sakhigopal in Puri Distt., and other at Krushnagar in Balasore District.

State Trading Corporation

599. **Shri Bangshi Thakur:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether there is any organisation or any authority in Tripura which is acting under the direction of the State Trading Corporation; and

(b) if so, the nature of the progress of work done by the same so far?

The Minister of Commerce (Shri Kanungo): (a) No. Sir.

(b) Does not arise.

School in Defence Colony, Delhi

600. { Dr. Ram Subhag Singh:
Shri S. A. Mehdi:

Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether it is a fact that the school built by the Ministry of Rehabilitation in Defence Colony, Delhi, was handed over to a private party to run it as a public school; and

(b) the reasons for not handing it over to the Delhi Municipal Corporation by Government?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) and (b). The school building in Defence colony has been given on long lease to the management of Lady Irwin School, an institute of repute for opening a Girl's School for which there was a great need in the locality. Delhi Municipal Corporation never approached the Ministry in the matter.

Calcutta Dock Labour Scheme

601. { Shri B. Das Gupta:
 Shri Aurobindo Ghosal:
 Shri Raghunath Singh:
 Shri Naval Prabhakar:
 Shri S. M. Banerjee:
 Shri Hem Barua:

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

(a) whether the one-man Inquiry Committee set up in May, 1959 to review the working of the Calcutta Dock Workers (Regulation and Employment) Scheme, has submitted its report;

(b) if so, what are its findings; and
 (c) the recommendations accepted and implemented by Government?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) A summary of the conclusions and recommendations of the Committee is contained in Chapter VII (pp. 47-53) of the report. Its copies have been supplied to the Parliament Library.

(c) The position in respect of recommendations on which action was required to be taken by the Central Government is as follows:

Gist of recommendation	Action taken
1. The Calcutta Dock Workers (Regulation of Employment) Amendment has been made and Scheme, 1956, should be amended to specify dates for submission of Annual Report and Audited Balance Sheet to the Government.	notified on 17-12-59.
2. As staff under the Board is in excess of requirements, no proposals for further increase should be entertained.	This has been noted by Government.
3. Casual vacancies should be filled by the Administrative Body and clause 30(2) of the Scheme amended on the lines of the corresponding provision in the Bombay Scheme.	Suitable amendment is being done.
4. The Listing Scheme may be amended to :- (i) amalgamate into one category stitchers and baggers and 'salt workers'; (ii) bring baggers and stitchers employed on food vessels under its purview.	The Listing Scheme has since been suitably amended.
5. The accounts of the Board should be audited by the Comptroller and Auditor General.	The matter has been taken up with the Comptroller and Auditor General.
6. The Scheme may be amended to provide for the suspension of the Board.	It will be necessary to amend the Act for the purpose. The needful is being done.
7. The Administrative Body should be suspended and the Deputy Chairman should constitute the Administrative Body.	The Administrative Body was asked to explain why it should not be removed. Its explanation has been received and is under examination.

As regards recommendations on which action is required to be taken by the

Board, the Board has been instructed to take steps to implement them.

602. { Shri B. Das Gupta:
Shri Aurobindo Ghosal:

Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether any Japanese tractor has been purchased for Dandakarananya Scheme; and

(b) if so, when and how many?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) Yes.

(b) 58 "Komatsu" tractors were ordered in February, 1959. Of these 52 have so far been supplied.

Stoppage of Doles to Camp Refugees in West Bengal

603. { Shri B. Das Gupta:
Shri Aurobindo Ghosal:

Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the number of cases in which doles have been stopped to the camp refugees of West Bengal in the years 1957, 1958 and 1959;

(b) whether the Government of West Bengal was consulted in all these cases; and

(c) if not, the reasons therefor?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) Out of a total of over 2,32,000 persons screened during 1957, 1958 and 1959, orders for the stoppage/reductions of doles of only about 15,000 were issued.

(b) Yes.

(c) Does not arise.

Road Transport Study Team

604. Shri P. G. Deb: Will the Minister of Commerce and Industry be pleased to state:

(a) whether members of the Road Transport Study Team sponsored by

the National Productivity Council have submitted their report to Government; and

(b) if so, what are their recommendations?

The Minister of Industry (Shri Manubhai Shah): (a) No, Sir. The Team will submit its report shortly to the National Productivity Council.

(b) Does not arise.

Quarters for Industrial Workers in U.P.

605. Shri Kalika Singh: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the number of quarters constructed and to be constructed in the various industrial centres of U.P., giving the phases and the amounts allocated for the centres under the Subsidized Industrial Housing Scheme of the Government of India;

(b) whether new industrial centres are proposed to be taken up under the scheme; and

(c) if so, the proposed centres and allocation therefor?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) A statement giving the town-wise and phase-wise programme of construction of houses taken up by the Government of Uttar Pradesh, under the Scheme upto the 30th of November, 1959 is placed on the Table [See Appendix II, annexure No. 1]

(b) and (c). The State Government have not yet finalised their future programme under the Scheme.

घड़ियां बनाने का प्रशिक्षण

६०६. श्री पद्म देव : यह वाणिज्य तथा उद्योग मंत्री यह बनाने की कृपा करेंगे कि :

(क) दिसम्बर, १९५६ तक कितने भारतीय घड़ियां बनाने का प्रशिक्षण प्राप्त करने वे लिये विदेश गये हैं ; और

(क) उपरोक्त प्रवासि में कितने व्यक्ति प्रशिक्षण प्राप्त कर चुके हैं?

उत्तोग लंबी (श्री महाराज शाह) : (क) और (क). जानकारी एकत्र की जा रही है और सदन की बेज पर रख दी जायेगी।

Group Leader System of Construction in Dandakaranya

607. { Shri P. K. Deo:
Shri Sanganna:

Will the Minister of Rehabilitation and Minority Affairs be pleased to state how the Group Leader System of construction work in the Dandakaranya area is functioning?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): The system is functioning satisfactorily.

C.P.W.D.

608. Shri Tangamani: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that many workers of the Central P.W.D. were transferred along with the works from West Bengal P.W.D. during the period from 1st September, 1959 to 31st January, 1960;

(b) if so, whether the service rendered by such staff under the State P.W.D. of West Bengal is being counted for retirement benefits; and

(c) if not, the reasons therefor?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) No.

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

Chinese Roads reaching Indian Border

609. { Shri Hem Raj:
Shri Vajpayee:
Shri Raghunath Singh:
Shri Achar:

Will the Prime Minister be pleased to state:

(a) whether the Chinese have constructed a road on the North-West

frontier of Nepal which reaches the Indian border; and

(b) is it a fact that these roads are being built by the Chinese even during winter months?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). As the question seeks information pertaining to foreign territory, it would not be desirable to disclose any information that Government may have on the subject.

Imported Crockery for Ashoka Hotel

610. Shri Ajit Singh Sarhadi: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether any foreign exchange had been allotted to the Ashoka Hotels Ltd., for purchase of foreign crockery during the last two years; and

(b) what steps are being taken to direct that future purchases should be made in India?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) and (b). No foreign exchange was allotted to Ashoka Hotels Limited for the import of crockery during the last two years. Purchases during this period have been made only in India.

Production of Tea

611. Shri Daljit Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) whether there has been decline in the production of tea during the year 1959-60 so far as compared with the production of tea during 1958-59; and

(b) if so, the reasons therefor?

The Minister of Commerce (Shri Kanungo): (a) The production of tea during 1959 upto the month of November, amounted to 682.7 million lbs. as compared with 691.2 million lbs. during the corresponding period of

1958 showing a decline of about 8.5 million lbs.

(b) The decline in production was primarily due to unfavourable climatic conditions, especially drought conditions in South India towards the early months of 1959.

Industrial Units for Displaced Persons in Punjab

612. Shri Daljit Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of small or big Industrial Units established during 1958-59 and 1959-60 so far for the displaced persons in Punjab; and

(b) the details thereof?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The information is being collected and will be laid on the Table of the House.

Export of Ginger

613. Shri Daljit Singh: Will the Minister of Commerce and Industry be pleased to state the reasons for the fall in export of ginger to foreign countries especially to U.K., Aden, Saudi Arabia and Australia during 1959?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): Accumulation of stocks, shift in demand from drinks containing gin-

ger, and foreign exchange difficulties in Saudi Arabia have contributed to this decline in exports. .

Import of Exposed Films

614. Shri Tangamani: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government propose to reduce the import of exposed foreign films into this country; and

(b) what is the foreign exchange expended for such imports during 1959?

The Minister of Commerce (Shri Kanungo): (a) No indication in advance about future import policy can be given.

(b) Cinematographic films (exposed) valued at Rs. 36.66 lakhs were imported during January-November 1959. The information for the month of December 1959 is not yet available.

Andhra Pradesh and Second Plan

615. Shri Rami Reddy: Will the Minister of Planning be pleased to state:

(a) whether the outlay for 1960-61 for Andhra Pradesh has been decided; and

(b) if so, the amount and the allotments made under different heads?

The Deputy Minister for Planning (Shri S. N. Mishra): (a) Yes, Sir.

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

STATEMENT

Allocation under heads of development in the Annual Plan 1960-61 agreed to for Andhra Pradesh

<i>Head of Development</i>	<i>(Rs. lakhs)</i>
Agricultural Production	175.47
Minor Irrigation	250.00
Land Development	8.20
Animal Husbandry	100.21
Dairying & Milk Supply	37.17
Forests	29.28
Soil Conservation	33.72
Fisheries	27.27
Cooperation	137.86
Miscellaneous	30.00
Panchayats	9.79
Agriculture & Allied Subjects—TOTAL	838.97

Head of Development—contd.

	<i>Rs. lakhs.</i>
Community Development	450.00
Irrigation & Power	1664.84
Large & Medium Industries	70.34
Village & Small Industries	199.78
TOTAL	270.12
Transport	170.09
Education	313.26
Health	269.66
Housing	137.61
Welfare of Backward Classes	105.00
Social Welfare	28.40
Labour & Labour Welfare	22.20
TOTAL	876.13
Miscellaneous	46.14
GRAND TOTAL.	4316.27

Export of Manganese Dioxide

616. Shri Amjad Ali: Will the Minister of Commerce and Industry be pleased to state:

(a) the countries to which Manganese Dioxide is exported from India on quota basis; and

(b) if so, what quotas have been fixed for each of these countries and on what basis?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) There is no country-wise quota.

(b) Does not arise.

हिमाचल प्रदेश म हाथ से बने कागज का निर्माण

श्री पथ देव :
६१७. श्री हेम राज :

क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हिमाचल प्रदेश म हाथ से बने कागज का निर्माण आरम्भ किया गया है;

(ख) यदि हां, तो किन-किन स्थानों पर यह उद्योग आरम्भ किया गया है और क्या वहां कौन्ही सामग्री उपलब्ध है; और

(ग) क्या यह योजना जैलों में भी आरम्भ करने की संभावना है?

उद्योग मंत्री (श्री मन्बहाई शाह) :
(क) से (ग). हाथ से कागज बनाने की एक योजना के लिये खादी तथा ग्रामोदय कमीशन ने मंजूरी दे दी है लेकिन उस योजना पर अमल करने के सिलसिले में क्या प्रगति हुई है, इसकी जानकारी उपलब्ध नहीं है।

Ambar Charkha

618. Shri Madhusudan Rao: Will the Minister of Commerce and Industry be pleased to state:

(a) how many persons have been provided a living wage on the Ambar Charkhas during 1959-60 (State-wise); and

(b) how many Charkhas have actually been distributed and how many were being properly utilised during the same period?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The information is being collected and it will be laid on the Table of the Sabha.

Export of Cattle Feed

619. Shri Jhulan Sinha: Will the Minister of Commerce and Industry be pleased to state the total amount

of export during the last three years in respect of oilcakes, *guar* and other cattle feed?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

Commodity	Qty. in tons		Value in 1 khs of Rs.		1959 (Jan.-Nov.)	
	1957	1958	Qty.	Val.	Qty.	Val.
Oilcakes & Meal and other vegetable oil residues	77000	217	236000	745	447000	1652
Other cattle feed e.g. Hay and fodder, Bran, Pollard, etc.	6787	13	9116	14	21773	43
TOTAL	83,787	230	2,45,116	759	4,68,773	16,95

Guar (seed or dal): export not allowed.

Terracing loans to displaced persons in Tripura

620. **Shri Dasaratha Deb:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the total amount of terracing loan given, colony-wise, to the displaced persons of Tripura during 1959;

(b) the basis of allotment of that loan; and

(c) whether more loans are to be given to the displaced persons having terraceable tillas in occupation?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) Rs. 5,14,550 has been advanced as loan to displaced persons residing in various colonies during 1959. A statement showing colony-wise break-up of the amount is placed on the Table of the Sabha. [See Appendix II, annexure No. 2].

(b) Allotments are made on consideration of the availability of terraceable tilla land and the proportion of tilla land to lunga land held by individual displaced persons, preference being given to the displaced persons having larger areas of tilla land in their holdings.

(c) Each case is considered on merit.

Displaced Persons' Colonies in Tripura

621. **Shri Dasaratha Deb:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether any grant has been made during the Second Five Year Plan period so far to the Tripura Territorial Council by the Relief and Rehabilitation Department for the improvement and repair of colony roads and colony tube-wells transferred to the Council; and

(b) if not, when do they propose to do so?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) No.

(b) Payment of grants-in-aid to Territorial Councils, in accordance with Section 37 of the Territorial Councils Act 1956, is made by the Ministry of Home Affairs, to enable the Councils to meet their entire revenue gap covering expenditure on all schemes transferred to the Councils. In Tripura, colony roads and tube-wells were transferred to the Territorial Council only with effect from the 1st August, 1959. The payment of grants amounting to Rs. 93.66 lakhs has already been authorised in favour of the Council during the current financial year by the Ministry of Home Affairs.

**Employment of Displaced Persons
in Tripura**

622. Shri Dasaratha Deb: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the total amount of loan advanced to small and medium industries by Relief and Rehabilitation Department in Tripura, for the employment of displaced persons since 1957;

(b) the number of displaced persons expected to be employed;

(c) the number of displaced persons actually employed;

(d) whether any part of the loan has been paid back by any of the loanees; and

(e) if not, what steps are being taken to realise that loan?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) Rs. 20,25,375.

(b) About 7,500.

(c) About 3,900.

(d) No. The re-payment of loans has not yet fallen due.

(e) Does not arise.

Quota of motor Tyres for Tripura

623. Shri Bangshi Thakur: Will the Minister of Commerce and Industry be pleased to state:

(a) the yearly quota of motor tyres for Tripura; and

(b) whether the full quota is supplied per year?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). There is no control of Government on the distribution of tyres, hence the question of allocation of any quotas does not arise. The tyre manufacturers have their own authorised dealers all over the country to whom they make direct supplies.

Minimum Wages Act

624. Kumari M. Vedakumari: Will the Minister of Labour and Employment be pleased to state:

(a) the number of States where Minimum Wages Act is in operation covering the agricultural workers; and

(b) the machinery available for the enforcement of the Act?

The Deputy Minister of Labour (Shri Abid Ali): (a) Barring the State of Jammu and Kashmir, the Minimum Wages Act is applicable throughout the Indian Union and all State Governments have notified minimum rates of wages in the employment in agriculture.

(b) Necessary inspection machinery under Section 19 of the Act has been set up by the different State Governments, the details of which are available in the Printed Annual Report on the working of the Minimum Wages Act, 1948 for the year ending 1956, published by the Labour Bureau, Simla, copies of which are available in the Parliament Library.

Dearness Allowance to Coal Miners

625. Shri T. B. Vital Rao: Will the Minister of Labour and Employment be pleased to state:

(a) whether the coal-mine owners have agreed to pay the enhanced dearness allowance at Rs. 0-6-0 per day, as per para. 74 of Labour Appellate Tribunal Decisions (Colliery Disputes) from 1st April, 1960 since there has been an increase of over 20 points on an average during the period July/December, 1959; and

(b) if not, what steps are being taken by Government for effective implementation of the same?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). The Consumer Price Index Numbers for the period August to December, 1959 have not yet been published. After their publication, it will be possible

to know whether the workmen in the Coal Mines would become entitled to any enhanced dearness allowance from the 1st April, 1960.

Rules under State Aid to Industries Act

626. Shri Jhulan Sinha: Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 271 on the 6th August, 1959 and state:

(a) the present position with regard to the final report and implementation of the recommendations of the Committee set up to study the rules and procedure existing in various States for advancing loans under the State Aid to Industries Act and to suggest simplification of the rules thereunder; and

(b) whether any simplification of the rules has been effected and any fillip given to the expansion of facilities as a result thereof?

The Minister of Industry (Shri Manubhai Shah): (a) The present position regarding implementation of the recommendations is indicated in the statement laid on the Table. [See Appendix II, annexure No. 3].

(b) Yes, Sir.

Export of Iron Ore

627. Shri T. Subramanyam: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of iron ore exported from Bellary district, in Mysore State, in the year 1959;

(b) whether Government propose to export more iron ore from this district from 1960 onwards; and

(c) if so, what are the steps taken to tackle transport difficulties?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) About one million tons.

(b) Yes, Sir.

(c) The following steps have been taken to improve the transport facilities in this area:—

(1) Railways have been approached to improve the siding and line capacities in the area. On some of the loading stations, siding capacities have been increased and on some others, they will be increased in due course.

(2) Mysore Government have also been requested to strengthen the bridges on the road between Bellary and Thimmencherla loading stations.

(3) Steps are being taken for widening Hubli-Karwar Road.

Meeting of Panel of Scientists

628. Shri Hem Barua: Will the Minister of Planning be pleased to state:

(a) whether it is a fact that a meeting of the Planning Commission's Panel of Scientists was held in New Delhi on the 29th December, 1959; and

(b) if so, the decisions arrived at?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) Yes, Sir.

(b) The Panel considered detailed development programmes relating to scientific research during the Third Plan received from the Ministry of Scientific Research and Cultural Affairs as well as others and expressed general agreement about these programmes. It also considered and endorsed the measures recommended by the Working Group on Scientific Research for the Third Plan for providing conditions favourable for the growth and stimulation of scientific research in the country.

The Panel further considered problems relating to science education in India from the elementary to the post-doctoral stages as well as problems relating to the utilisation of research results in India. The solutions suggested by the Panel are now

under examination in the concerned Ministries of the Government of India.

Import of Watches

629. **Shri P. G. Deb:**

Shri Arjun Singh Bhadauria:

Will the Minister of Commerce and Industry be pleased to state:

(a) the number of watches imported from foreign countries during the period from October, 1958 to March, 1959; and

(b) the total foreign exchange allowed?

The Minister of Commerce (Shri Kanungo): (a) 12,292.

(b) Total value of licences granted for S.No.308(d)/IV, Watches and parts thereof, was Rs. 13 lakhs. These licences were not valid for import of complete watches.

Import of Camphor

630. **Shri Hem Raj:** Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of camphor imported during the years 1957, 1958 and 1959 and the price at which it was purchased from foreign countries with their names;

(b) the names of the importing bodies and through whom it is sold in India and its selling price at present;

(c) whether it is a fact that it is being sold at exorbitant prices in the country; and

(d) if so, the steps Government propose to take to bring down the prices?

The Minister of Commerce (Shri Kanungo): (a) 1957 and 1958—Nil. 1959—Camphor Synthetic 78.75 m. tons from G.D.R.; Camphor B.P. 120 m. tons from Japan. It will not be in the business interest of the Corporation to disclose the purchase price of camphor.

(b) Imported by S.T.C. and sold through co-operative Societies. A small quantity has been sold direct to Tablet Manufacturers and their associations and also to manufacturers of medicinal preparations. Selling price of Camphor from G.D.R. is Rs. 3.26 per lb. and of that from Japan is 3.59 per lb. ex-godown Calcutta/Bombay/Madras.

(c) Yes, Sir.

(d) It is not proposed to take any action.

Export of Tea to U.S.S.R. and U.S.A.

631. **Shri P. C. Barooah:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the quantity of tea during the first eleven months of 1959 exported to the U.S.S.R. from India declined from 21,215,440 lbs. in 1958 to 20,738,292 lbs. while the export of tea to the U.S.A. increased from 17,628,146 lbs. in 1958 to 21,065,742 lbs.; and

(b) if so, the reasons therefor?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) The figures mentioned by the Hon'ble Member on exports to the U.S.S.R. are correct. Regarding U.S.A. however, the exports for the first eleven months of 1958 and 1959, are as follows, representing a slight decline:

1958	1959
U.S.A. 22,723,734 lbs.	21,065,742 lbs.

(b) The small decline in exports to these countries during 1959 could be due to trade fluctuations.

Requirements of Printing Inks

632. **Shri Yajnik:** Will the Minister of Commerce and Industry be pleased to state:

(a) the total quantity of printing ink for ordinary, rotary and photo-gravure required annually in India;

below storage tanks
 in the milk collection
 and chilling centre
 at Muradnagar

(b) the total quantity of these inks which was imported in India during the last three years;

(c) the total quantity produced in the country annually; and

(d) whether the total quantity required can be produced by expanding or using the production capacity of the indigenous industry qualitatively as well as quantitatively?

The Minister of Industry (Shri Manubhai Shah): (a) Nearly 3,500 tons.

	1957	1958	1959 (Jan-Nov.)
498 tons	488 tons	305 tons	
approx.	approx.	approx.	
(c) 1957	1958	1959	
2,000 tons	2,445 tons	3,162 tons	

(d) Yes, Sir.

12.04 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATION ISSUED UNDER REQUISITIONING AND ACQUISITION OF IMMOVABLE PROPERTY ACT.

The Minister of Works, Housing and Supply (Shri K. C. Reddy): Sir, I beg to lay on the Table, under sub-section (2) of section 17 of the Requisitioning and Acquisition of Immoveable Property Act, 1952, a copy of Notification No. S.O. 221 dated the 23rd January, 1960. [Placed in Library. See No. LT-1940/60].

REPORT OF CENTRAL WAGE BOARD FOR CEMENT INDUSTRY

The Minister of Labour and Employment and Planning (Shri Nanda): Sir, I beg to lay on the Table the following papers:—

- (1) Report (1959) of the Central Wage Board for the Cement Industry.
- (2) Government Resolution No WB-6 (57) dated the 29th February, 1960. [Placed in Library. See No. LT-1941/60].

389 (Ai) LS—4.

Shri T. B. Vittal Rao (Khamman): What about the Textile Board?

Shri Nanda: In a day or two.

12.05 hrs.

RESTRAINT AND RELEASE OF MEMBER

Mr. Speaker: I have to inform the House that I have received the following two telegrams dated the 29th February, 1960 from the District Superintendent of Police, Belgaum, regarding restraint and release of Shri Nath Pai:—

- (1) "Shri Nath Pai, Member, Lok Sabha, restrained under Section 69 of the Police Act by Police Sub-Inspector, Belgaum City Police Station in Khadebazar Police Station limits, today at 11.40 hours, for refusing to conform to Police directions."
- (2) "Shri Nath Pai, Member, Lok Sabha, released at 18.55 hours, after the occasion was over under Section 69 of the Police Act."

STATEMENT RE: SUBSIDENCE OF FLOOR BELOW STORAGE TANKS IN THE MILK COLLECTION AND CHILLING CENTRE AT MURADNAGAR

The Minister of Works, Housing and Supply (Shri K. C. Reddy): In the course of my statement on the adjournment motion notice of which had been given by Hon'ble Member Shri Braj Raj Singh on the 19th February, 1960 about the subsidence of the floor below the storage tanks in the Milk Collection and Chilling Centre at Muradnagar, I promise to

[Shri K. C. Reddy]

make a further statement as soon as the report of the Chief Technical Examiner, who had been instructed to carry out detailed investigations in the matter, was received. The report has since been received.

The Chief Technical Examiner is of the opinion that primarily the cause for the subsidence of the floor is inadequate provision of foundations to withstand the heavy loading. According to the terms and conditions of the contract entered into between the Directorate General of Supplies and Disposals and the firm which supplied the equipment for the Centre, it was the responsibility of the latter to have given detailed drawings showing the type of foundation required. They failed to supply these drawings due to the wrong assumption that the floor under the storage tanks did not require any special foundations. In the Conditions of Contract governing supplies of the plant and machinery as well as in the acceptance of tender by the Directorate General of Supplies and Disposals, the firm supplying the machinery was made responsible for any alterations of the work due to any discrepancies, errors or omissions in the drawings. Had the firm supplied the drawings and specifications for foundations of the floor under the storage tanks, as they did for some other items of equipment for the Chilling Centre, the floor would have been laid to those specifications and subsidence of the floor after the tanks had been installed would not have occurred.

The Chief Technical Examiner in his report also mentions some other minor defects in the work. Action in respect of these defects is being initiated separately.

The question of recovering from the firm which supplied the machinery, the additional infructuous expenditure in dismantling the machinery already installed and installing it again after the foundations of the floor

have been strengthened and some other items of work, is being considered. I may add that this amount of infructuous expenditure is about Rs. 700 only. The expenditure incurred in strengthening the foundations cannot be regarded as infructuous because such expenditure would have had to be incurred in any case had the firm supplied the proper specifications for foundations under the storage tanks initially according to the terms of the Agreement.

Shri Braj Raj Singh (Firozabad): Have all the payments been made to this firm for this work?

Shri K. C. Reddy: I am not in a position to give a definite answer to that now.

Shri Braj Raj Singh: He said that some action is being proposed to be taken against the firm. When is it expected to be taken?

Shri K. C. Reddy: There are several chilling centres like this which are under construction. This firm has been entrusted with the installation of the equipment in all those centres. Since they are carrying on the work in all those centres, certain amounts will be paid to them in future.

Shri Tangamani (Madurai): On the last occasion we were told that this contract was for Rs. 3 lakhs and odd. In view of the fact that there has been some defect which was noticed and that action is going to be taken, will further contracts to this firm be stopped?

Shri K. C. Reddy: That matter has to be examined carefully.

12:09 hrs.

RAILWAY BUDGET—GENERAL
DISCUSSION—contd.

Mr. Speaker: The House will now take up general discussion of the Budget (Railways). Out of 14 hours that were allotted, 11 hours have already been taken and there is a balance of 2 hours 59 minutes.

How long does the hon. Minister propose to take?

The Minister of Railways (Shri Jag-jivan Ram): About an hour and a half.

Sardar Hukam Singh (Bhatinda): Yesterday it was announced that the hon. Minister would begin his reply at 2.30 and would take an hour and a half.

Mr. Speaker: If he starts at 2.30, that means that time has been increased.

Sardar Hukam Singh: We had to do that because the hon. Minister expressed his desire that this was the time convenient to him.

Mr. Speaker: If it has already been announced that the hon. Minister will start at 2.30 today and will go on till four o'clock, there is time till 2.30 now. Shri Radha Mohan Singh will continue his speech.

श्री राधामोहन सिंह (बलिया) : अध्यक्ष महोदय, मैं आपका आभारी हूं कि आपने मुझे रेलवे बजट पर बोलने का प्रवासर प्रदान किया है। जो बजट पेपर्ज इत्यादि हम लोगों को दिये गये हैं और जो माननीय सदस्यों के भाषण हुए हैं उनको पढ़ने और मुनने के बाद मैं इस निपक्ष पर पहुंचा हूं कि रेलों ने बहुत अधिक प्रगति की है और इस प्रगति के लिए रेलवे मंत्री महोदय और रेलवे के सभी कर्मचारीण, छोटे तथा बड़े, हमारी बधाई के पात्र हैं। इन सभी ने चतुर्मुखी प्रगति करने में अपना सहयोग प्रदान किया है। मैं मानता हूं कि जो सफलताएं हम ने प्राप्त की हैं जो प्रगति हमने पिछ्ले साल और उससे पिछ्ले सालों में की है वह संतोष-जनक है और उसकी प्रशंसा किये बगैर हम नहीं रह सकते हैं।

सब से बड़ी बात यह है कि जो हमने टारगेट्स रखे थे उनको हमने प्राप्त कर लिया है और बहुत सी जगहों पर हमने देखा है कि जिन चीजों की यहां कमी थी,

उस कमी को ही पूरा करने में हम सफल नहीं हुए हैं बल्कि हम हस काबिल भी हो गये हैं कि बहुत सी चीजों को हम बाहर भेज सकें, एक्सप्रेस कर सकें। इससे हमारा हौसला और भी बढ़ जाता है और हमारे लिए संतोष का अनुभव करना बिल्कुल स्वाभाविक है।

लेकिन इसके साथ ही साथ एक और विषय है जिस की ओर कई माननीय सदस्यों ने आपका ध्यान आकर्षित किया है और वह यह है कि जो रेलवे बजट में खर्च का तत्वमीना है वह साल-ब-साल बढ़ता ही जा रहा है। मैं अनुमान करता हूं कि रेलवे मंत्री महोदय का भी ध्यान इस ओर गया होगा और उन्होंने भी इस बारे में ख्याल किया होगा और कोशिश की होगी कि खर्च कम हो। मैं चाहता हूं कि इस पर विशेष ध्यान दिया जाये ताकि हमारा खर्चा कम हो सके और हम उस पैसे को बचा कर कुछ और प्रगति करने में खर्च कर सकें। इस सम्बन्ध में मैं आपका ध्यान माननीय रेल मंत्री महोदय के भाषण की ओर दिलाना चाहता हूं। इसके पेज १० पैसा २५ में उन्होंने कहा है कि खर्च में १३.८६ की बढ़ती हुई है और उसके मुकाबले में २८.४७ करोड़ हमारी आमदानी हुई है। इससे पता चलता है कि २८ करोड़ की आमदानी करने के लिए ८.८२ १३ करोड़ रुपये का खर्च किया गया है। अबर यह बात सही है तो मैं समझता हूं कि यह चीज़ काबिलेदाद नहीं कही जा सकती है। हमें चाहिए कि हम देलें कि खर्च के अन्दर प्रधिक से प्रधिक जितनी किफायत हो सकती है हो और साथ ही साथ यह भी देखना हमारा कर्तव्य है कि जितनी प्रधिक से प्रधिक आमदानी हो सकती है, हो और हमारी आमदानी बढ़े। जितनी आमदानी हमारी बढ़ती है अगर उसका ५० परसेंट खर्च कर दिया जाता है तो माननीय मंत्री महोदय इस बात पर संतोष प्रकट नहीं कर सकते हैं। आपको चाहिए कि आप इस पर विचार करें और हमारा जो खर्च है वह आमदानी

[श्री राधामोहन सिंह]

के अनुकूल होना चाहिए और इतना अधिक नहीं होना चाहिए कि जिसमें तमाम जो हमारी आमदनी बढ़ी है वह चली जाये।

माननीय मंत्री जी ने आपनी स्पीच में पेज ५ के पैरा ६ में यह भी कहा है कि हम लोगों को इस बात का प्रयत्न करना चाहिए कि हम आपनी तमाम कार्य-समता को अधिक से अधिक उपयोग में ला सकें। यह बड़े दुर्लक्ष की बात होगी अगर कोई ऐसा समय आवेद जबकि हमारी रेलवे बैंगंस या रेल गाड़ियां ऐसे ही पड़ी रहें और उनका उपयोग न हो जिसका असर यह होता है कि आमदनी कम हो जाती है। मैं प्राशा करता हूँ कि रेलवे मन्त्रालय इस पर गम्भीरतापूर्वक विचार कर रहा है। हमारे माननीय मंत्री महोदय ने इस तरफ ध्यान दिलाया है कि कभी कभी स्वैकं पीरियड होता है जिस में हमारी बहुत सी बैंगंस पड़ी रह जाती है, उनका उपयोग नहीं हो पाता है। इस सम्बन्ध में मैं आपके सामने एक मुझाव रखना चाहता हूँ। हर विभाग में यह होता है कि जो स्वैकं पीरियड होता है उसमें अधिक आमदनी करने के लिए थोड़ा सा रेट को कम कर दिया जाता है। अगर यही नीति हम रेलों के सम्बन्ध में भी अपनायें तो जिस समय हमारी बैंगंस इत्यादि स्थाली पड़ी रहती हैं उस समय जो बिजिनेसमेन हैं, जो कारोबारी आदमी हैं, उनको थोड़ा सा इंड्यूस्ट्रीट हो सकता है जैसे कि पी० एंड टी० में होता है कि थोड़े से रेट कम कर दिये जाते हैं, कि वे रेट में कभी की बजह से उनका आसानी से उपयोग कर सकें और उससे फायदा उठा सकें और आपकी भी जो बैंगंस उस समय बेकार पड़ी रहती हैं, उनका उपयोग हो सकेगा और आपकी आमदनी बढ़ मिलेगी।

मैं ने निवेदन किया है कि आमदनी और स्वर्च दोनों बढ़ रहे हैं। जहां हम यह जीज़ देखते हैं वहां यह देख कर हमें प्राप्तवर्य होता है कि पैसेंजर एमेनेटीज़ के लिए जो

रुपया रखा गया था यानी २.२० करोड़ वह ज्यों का त्यों रह गया है। यह हमारी उदासीनता जाहिर करता है कि हम उनकी तरफ उतना ध्यान नहीं दे रहे हैं जितना हमको देना चाहिए। जो रुपया आप रखें कंज्यूमर्स की फैसिलिटीज़ के लिए, उन को आराम देने के लिए, उनको एमेनेटीज़ देने के लिए वह आपको स्वर्च करना चाहिए और साथ ही साथ आपको जितना ज्यादा से ज्यादा रुपया हो सके, इस काम के लिए रखना चाहिए। अभी यहां पर बहुत से माननीय सदस्यों ने सैकड़ों तरह की बातें कहीं हैं और मैं चाहता हूँ कि आप उनकी और ध्यान दें और जो प्राविजन एमेनेटीज़ के लिए किया जाता है, जो व्यवस्था की जाती है वह बहुत कम है और इस बात की आवश्यता है कि इसको बढ़ाया जाये।

यह मैं कह चुका हूँ कि रेलवे के तीन मानिक हैं। एक तो रेलवे यूज़सं यानी पैरिज़सं हैं जिन के बारे में मैं ने अभी आप से निवेदन किया है। दूसरी जनता है जिस के पैसे से यह सारा काम चलता है और उसकी तरफ आपका ध्यान जाना चाहिए और आपको मूल्क का ल्याल रखना चाहिए। इस सम्बन्ध में मैं आपको एक बात बतलाना चाहता हूँ। इसके बारे में एक मुझाव दिया गया था जो बहुत पुराना है। हमारे मूल्क में एक ही तरह की गेज़, एक सिरे से लेकर दूसरे सिरे तक, एक कोने से ले कर दूसरे कोने तक होनी चाहिए, और इसको करने का आपको प्रयत्न करना चाहिए। अगर फिलहाल यह कर सकना आपके लिए सम्भव न हो तो मैं एक दूसरा मुझाव देना चाहता हूँ। मैं प्राशा करता हूँ कि उस पर आप ध्यान देंगे। मैंने सुना है कि चीन और यूरोप के बहुत से मूल्कों में ऐसी तरकीब निकाल ली गई है कि जो पैसेंजर गाड़ियां होती हैं, जो ट्रेंस होती हैं उनके ह्लील बदल देने से वे एक गेज से दूसरे गेज में चली जाती हैं। मैं चाहता हूँ कि

इसकी आप जांच करें और देखें कि जो दूर-दूर की गाड़ियां हैं उनके हील चेंज कर देने से यह कर सकना आपके लिए सम्भव है या नहीं है। अगर यह मुक्काव उपयोगी मानूम दे तो इसको अमल में लाने की आपको व्यवस्था करनी चाहिए। यदि यह भी कर सकना आपके लिए सम्भव न हो तो जिस तरह से अभी हाल में कलकत्ता से सिलिगुड़ी व बरोनी से समस्तीपुर और समस्तीपुर से आगे मुड़फकर-पुर तक बड़ी लाइन विद्युत का प्रस्ताव किया है, जोकि बहुत अच्छा प्रस्ताव है उसी तरह से सहस्राम से बक्सर और बक्सर से बलिया, और गोरखपुर होते हुए नेपाल के बाढ़र तक और फैजाबाद से गोड़ा और गोड़ा से बहराइच तक लाइन चली जाये तो और भी अच्छा रहेगा और मैं चाहता हूँ कि आप इस मुक्काव पर सोच विचार करें। यह ब्राड गेज की लाइन होगी। यदि आपने इसको भंजूर कर लिया तो इससे जनता का बहुत भला हो सकता है। आजकल देखने में आता है कि उत्तर भारत में जितनी गाड़ियां हैं वे पूर्व से पश्चिम की ओर जाती हैं। लेकिन अगर हम ऐसी लाइन विद्युत सकें जो दक्षिण से उत्तर को हमारे फांटियर तक जा सके और वे ब्राड गेज की लाइनें हों तो जनता की बहुत भलाई हो सकती है, जनता को फैसिलिटीज तो होंगी ही लेकिन साथ ही साथ स्ट्रेटेजिक व्हाइट आफ व्हू से भी यह बहुत ज़रूरी चीज़ है। इस तरह से मैं चाहता हूँ कि सभी जगह पर एक गेज हो और अगर यह न हो सके तो हील बदल कर एक गेज से दूसरे गेज में गाड़ियों को रन करें और यह भी न हो सके तो मीटर गेज के जो क्षेत्र हैं उन के अन्दर हम कहीं-कहीं पर ब्राड गेज भी लगावें।

यहां पर यह भी सुनने में आया है कि मीटर गेज की ओर कुछ व्यापार दिया जायेगा। मैं स्वयं ऐसे क्षेत्र का रहने वाला हूँ जहां पर पूर्वोत्तर रेलवे बहुत बदनाम है और बहुत बदनाम गाड़ियां वहां पर चलती हैं। इस सम्बन्ध में मैं कुछ निवेदन करना चाहता हूँ।

गत ४०-५० वर्षों में बड़ी तबदीलियां मूल आई हैं और रेलों ने भी बहुत प्रगति की है। पूर्वोत्तर रेलवे के आसपास जो रहने वाले हैं वे यह समझते हैं कि वहां पर न कोई चेंज आई है और न कोई प्रगति ही हुई है। अभी हम ने सदन में मध्य प्रदेश के माननीय सदस्यों को मुना। वहां की रेलों की हालत को मुन कर तो मुझे आश्चर्य हुआ कि शायद पूर्वोत्तर रेलवे से भी बराबर कोई रेलवे इस देश में है। वहां की गाड़ियों की जाल और गाड़ियों की हालत ऐसी है जिसे अगर हमारे रेलवे मंत्रालय के लोग जा कर देलें तभी समझ सकते हैं। वहां के लोग भी यूसरे लोगों की तरह किराया देते हैं और उसी तरह की स्वाहियों भी रखते हैं, फिर भी इन हालतों में गाड़ी पर चलते हैं। वहां पर ट्रैकेल की कोई फैसिलिटीज नहीं हैं। बहुत सी तो ब्रांच रेलवेज हैं जहां पर कि चालिस भील चलने के लिए छः से दस घंटे तक लग जाते हैं। आप अनुमान लगा सकते हैं कि जहां की हालत ऐसी हो वहां के लोग आप के काम की कितनी दाद दे सकते हैं।

अपने भाषण के पैरा ४१ में हमारे रेलवे मिनिस्टर साहब ने बतलाया है कि ब्राड गेज और मीटर गेज में बहुत अन्तर है। जहां तक मैंने देखा उस से मालूम होता है कि ब्राड गेज और मीटर गेज माइलेज कीव-करीब मूल्क में बदाबर है। बहूत योहा अन्तर है। लेकिन फिर भी जो आकड़े दिये गये हैं उन से मालूम होता है कि सन ११५८-५९ में जहां कुल ८५२३८८ बड़ाई गई वहां मीटर गेज पर केवल २८ बड़ाई गई और ब्राड गेज पर ५७ बड़ाई गई। ऐसे ही ११५९ में मीटर गेज पर कुल २१ गाड़ियां चलाई गई जब कि ब्राड गेज पर १५७ नई गाड़ियां चलाई गई। इस से मालूम होता है कि जो ३०० के लगभग नई गाड़ियां चलाई या बड़ाई गई उन में से पिछले दो वर्षों में कुल ४० मीटर गेज पर हैं। अगर यही हालत रही तो आप कैसे इस सिलसिले से लोगों में विश्वास

[श्री राधामोहन सिंह]

पैदा कर सकते हैं। मैं समझता हूं कि समय आ गया है कि मीटर गेज के ऊपर भी व्यान दिया जाय जैसे कि आड गेज पर दिया जाता है।

श्री जगतीवन राम: उस से ज्यादा दिया जाता है।

श्री राधामोहन सिंह: जब वहां बसने वालों के लिए भी एक ही किराये की दर है तो क्या उस से लोगों में असन्तोष नहीं हो सकता है कि उन के साथ इस तरह का बरताव किया जाता है?

मैं निवेदन करना चाहता हूं कि पूर्वोत्तर रेलवे में इलाहाबाद से सिलीगुड़ी तक एक फास्ट पैसेन्जर चलाने की बात चली थी। आज दस वर्ष हो गये हैं लेकिन कास्ट पैसेन्जर चलाने की बात जहां की तहां पड़ी हुई है। आज भी लखनऊ-गोरखपुर कटिहार लाइन पर एक मेलगाड़ी चल रही है लेकिन इस लाइन यानी इलाहाबाद और कटिहार लाइन पर १५ मील की चाल से ज्यादा से अब तक कोई गाड़ी नहीं चली। मैं कहना चाहूँगा कि इस तरफ ध्यान देने की आवश्यकता है और यह प्रयत्न किया जाना चाहिए कि सब जगह और सब रेलों के यात्रियों के लिए एक सी व्यवस्था की जाय औपर दीप्र इस लाइन पर भी एक मेलगाड़ी चलाए जाने की व्यवस्था की जाय।

इस के बाद जो आप के तीसरे मालिक हैं, नेलवे के एम्प्लायीज, उन के सम्बन्ध में भी कुछ सुनाव देना चाहता हूं। कोई भी शासन ग्रन्थी तरह से काम नहीं कर सकता, प्रगति तो कर ही नहीं सकता, जब तक जो उस में काम करने वाले आदमी हैं वह सन्तुष्ट न हों। आये दिन देखा जाता है कि कोई न कोई हड्डताल चलाने की नोटिस रेलवे शासन के पास आई रहती है। मैं इस चीज का बहुत अध्ययन करता हूं। मैं यह नहीं मानता कि जितनी हड्डताल होती है या जो असन्तोष व्यक्त किया जाता है, वह जापन होता है। लेकिन शासन को इस बात का पूरा प्रयत्न

करना चाहिए कि कर्मचारियों की तमाम बातें मुन ली जायें और जहां तक सम्भव हो उन को पूरा किया जाय। हम एक जन-तांत्रिक समय में रह रहे हैं। जनता को हम सन्तोष दे दें वह काफी नहीं है, अब तक आप के कर्मचारियों को जितना असन्तोष रहा है उतना अब नहीं है, यही काफी नहीं है, बल्कि अब आगे और भी सन्तोष उन को देना चाहिये। उन के अन्दर विश्वास उत्पन्न करना चाहिए। मैं चाहता हूं कि हमारे मंत्री महोदय ने जैसा प्रयत्न पारसाल किया था वैसा ही प्रयत्न फिर करें। पे कमिशन की रिपोर्ट हमारे सामने है। मैं समझता हूं कि पे कमिशन रिपोर्ट में काफी लोगों को सहायता देने की ओर काफी प्रगति की है। फिर भी चारों ओर से असन्तोष और विद्रोह की बातें हमें मुनाई देती हैं। ऐसी हालत में सब बातों को मुनना चाहिए, अपने पक्ष के भी रखना चाहिए और उस के बाद अन्तिम निर्णय लेना चाहिए। मैं समझता हूं कि अगर अपना पक्ष ठीक तरह से रखा जायेगा तो कोई वजह नहीं है कि लोगों को सन्तोष न हो। कुछ ऐसे आदमी जरूर ही सकते हैं जिन का काम ही असन्तोष पैदा करना हो, लेकिन फिर भी मेरा विश्वास है कि ज्यादातर आदमी ऐसे हैं जो सरकार की बातों को मुनेंगे और समझेंगे। मैं उन आदमियों में हूं जो यह विश्वास करते हैं कि पे कमिशन रिपोर्ट इस सम्बन्ध में काफी आगे बढ़ी है और उस ने बहुत सी बातों को हल कर दिया है। लेकिन फिर भी योड़ी-योड़ी बातें रह गई हैं। बहुत से हमारे एम्प्लायीज हैं जो यह समझते हैं कि छोटे कर्मचारियों की मुश्किलें बजाय बढ़ने के काम की गई हैं। मैं ने बहुत सी बातें मुनीं। मैं ने उन बातों का जवाब भी दिया कि वह गलत बातें हैं लेकिन उन को बहुत ज्यादा उम्मीदें हो गई हैं जिन के कारण वह इस तरह की बातें करते हैं। फिर भी मैं समझता हूं कि जो छोटी-छोटी बातें उन की हैं, उन को हमारा रेलवे मंत्रालय प्राप्तानी से हल कर सकता है। उन चीजों

को हल करने से मैं समझता हूँ कि बहुत हद तक जो असन्तोष है वह दूर हो जायेगा । किसी भी समय में, दूसरों की बातें सुनने और समझने में कोई हज़र नहीं है । हमारा ऐटिट्यूड ऐसा होना चाहिए कि हम दूसरों की बातों को सुनने के लिए हमेशा तैयार रहें । मैं विश्वास करता हूँ कि हमारे मंत्री महोदय स्वयं एक ऐसे आदमी हैं जो तमाम बातों को सुन कर हल करते हैं और उन्होंने इस तरकीब में काम लिया है । ऐसा सुनने में आता है कि बहुत सी ऐसी संस्थायें हैं जो यह चाहती हैं कि इस बात का गलत कायदा उठाया जाय, ऐसा नहीं होना चाहिए । मैं तो यह कहना चाहता हूँ कि हमारे मंत्री महोदय स्वयं उन बातों को सुने और जो छोटी छोटी बातें हों उन को दूर करने का प्रयत्न करें ।

मैं यह बतलाना चाहता हूँ कि अभी हाल में कोई ऐसा हुक्म जारी हुआ है जिस में रेलवे के जनरल मैनेजरों को यह अधिकार दिया गया है कि किसी भी आदमी को बिना बतलाये हुए कि उस के खिलाफ क्या शिकायत है नौकरी से निकाल सकते हैं । मैं समझता हूँ कि जो हमारा संविधान है, जितने हमारे अधिकार हैं, लीगल एंड सिविल, सब में यह व्यवस्था है कि जब कभी किसी के प्रति कोई शिकायत हो तो उस को बिना नोटिस के बिना प्रवसर दिए निकाला नहीं जा सकता । ऐसा सुनने में आया है कि बहुत से ऐसे आदमी हैं जो ११ और १२ साल से ज्यादा नौकरी कर चुके हैं लेकिन उन को नौकरी से निकाल देने में कोई हज़र नहीं है । अगर कोई राष्ट्र के खिलाफ विद्रोह करता है तो उस को भी एक मौका देते हैं अपनी बातों को सुनाने के लिए । हम ऐसी कोई बात नहीं करते जिस में उन को ऐसा प्रवसर न दें कि वह अपनी सफाई पेश कर सके । तब अगर किसी के खिलाफ कोई शिकायत हो तो उस को बता देने में कोई हज़र नहीं है ।

ऐसी बहुत सी बातें हैं जिन के लिए लोग अपील करते हैं । उन का बहुत दिनों तक फैसला तो दूर रहा सुनवाई भी नहीं होती । बड़े बड़े प्रफतरों की बात को तो छोड़ दिया जाय, लेकिन जो छोटे प्रफतर छोटी छोटी बातें सामने रखते हैं उन की सुनवाई जल्दी होनी चाहिए । जब भी मूले प्रवसर मिलता है, मैं अपने मंत्री महोदय के कानों में यह चीजें डालने का प्रयत्न करता हूँ । आज यह आलोचनायें होती हैं कि जो बड़े बड़े शीबान्सेज हैं उन के ऊपर भी विचार नहीं किया जाता है । इन सब बातों से रेक एंड फाइल में बड़ा असन्तोष पैदा होता है । मैं चाहूंगा कि इधर भी ध्यान दिया जाय और इन बातों को दूर करने का रेलवे मंत्रालय प्रयत्न करे और जो बातें कहीं गई हैं उन पर ध्यान रखें ।

Shri Somani (Dausa): I would like to congratulate the hon. Railway Minister at the very outset on the very remarkable and significant progress which our greatest national undertaking, namely, the railways, have been able to make during the last decade. Indeed, there were genuine fears and apprehensions that our railways may not be able to develop their resources to an extent which would enable them to cater to the growing needs of our developing economy. I should, therefore, like to pay my tribute to the Railway Administration for the very excellent performance which they have done during a period in which they had to face a lot of difficulties either in the supply of scarce materials or in the field of trained personnel or on account of so many other limiting factors. I think that we can certainly give credit to the Railway Ministry for rising to the occasion and for ensuring that our economy as a whole would not be handicapped owing to the various bottle-necks which were feared from in the early stages of our planning.

If we go through some of the figures supplied, we shall find how the gross traffic receipts of the railways have

[**Shri Somani**]

been increasing. The gross traffic receipts are placed at Rs. 464.50 crores for 1960-61 as compared with Rs. 422.03 crores in 1959-60 and Rs. 390.21 crores (actuals) in 1958-59.

It will thus be seen that in the three years ending 31st March, 1961 alone, the gross traffic receipts will have gone up by almost Rs. 75 crores. This increase reflects the rising tempo of our agricultural and industrial production and consequent ever-growing volume of traffic which the railways have been called upon to undertake. Similarly significant is the achievement of the railways in the field of certain items like the production of steam locomotives and so on. I need not go into the details, but it is very gratifying to learn that the railways have been able to purchase about 90 per cent of their requirements, barring only certain items, from indigenous sources. This gives a lot of fillip to various units of our industry, and I hope the Railway Ministry will continue to pursue this policy of ensuring that all their requirements are purchased from indigenous sources.

So also in the field of the targets laid down under the Second Five Year Plan, the hon. Minister has given a reassuring picture that in spite of the short-fall during this year in the capital budget, the railways will, on the whole, be able to fulfil both the financial and physical targets of the Second Plan. That is, the railways will be able to usefully utilise the amount of Rs. 1121.5 crores earmarked under the Second Plan for the development of railway transport and also achieve the physical target of 162 million tons of goods traffic.

All these are factors which, as I have said earlier, really do credit to our Railway Administration. Talking, however, from the long-term point of view, I would like to draw the attention of the hon. Minister to the long-term targets set out by the Chief Engineers, namely, that during the period from 1961 to 1981, our targets of total gross traffic will rise to a figure

in the neighbourhood of 800 million tons. It has been assessed in that connection that when our traffic requirements go up to that extent, the railways should cater for 525 million tons, leaving 245 million tons to be carried by road transport and 30 millions by other means of transport. This is characteristic of all the developing economies throughout the world, and there is no reason why the railways should not recognise the role which road transport, inland water transport and shipping may play in the internal transport requirements of our country. It is in that context that I appeal to the Railway Minister that the policy of the railways to discourage and to put all sorts of restrictions on the development of road traffic should not be carried too far.

I would also like to put before the hon. Minister the vital consideration which should govern the functioning of our railway system. After all, it is the wider national interest which should be the guiding policy before the railways in all matters of freight structure or construction of new lines. The railways' main consideration should not be limited to their own revenue viewpoint, as it will come in the way of the development of our national economy.

In this connection, I would like to submit that, in my opinion, the 5 per cent surcharge on freight is most ill-timed. As we all know and appreciate, there is at present an inflationary spiral so far as the price structure is concerned, and even no less an authority than the Governor of the Reserve Bank has recently drawn attention to the serious implications of this price inflation. It is all very easy for the Railway Ministry to just make up the additional burden arising out of the recommendations of the Pay Commission by the levy of this surcharge. But in the context of the present need to hold the price line, I think the Railway Ministry would have been better advised to have explored all other avenues, of better productivity, better efficiency and economy, before

they took to this convenient course of increasing the freight by 5 per cent.

We have been told that this amount will be very insignificant in terms of the incidence per seer of traffic carried. I think the Railway Minister could have undertaken a little more exercise in arithmetic and calculated the incidence per tola and simply shown how insignificant the incidence would be. Even if the hon. Minister would refer to the very Report of the Freight Structure Inquiry Committee—on whose recommendations he has justified this increase—he would find that it has been laid down there that in certain industries like cement, iron and steel and ceramics, the incidence of freight plays such a substantial role in the cost structure that while revising any freight structure the railways should take proper care to ensure that the incidence of the burden on such industries is not increased disproportionately.

Take the question of cement. The average cost of transport of cement is somewhere in the neighbourhood of Rs. 20 per ton. 5 per cent on that means an increase of Re. 1 per ton in transport throughout the country. The incidence is not on the transport of cement alone. The industry has to rely on the railways in so many other ways as in the transport of raw materials, coal and various other stores material. So this 5 per cent increase in freight is going to affect their manufacturing cost by anything between Annas 8 to Re. 1 per ton. Therefore, the incidence of this freight increase is not so insignificant or light, as the hon. Minister has tried to make out. Indeed the hon. Minister has not paid any attention at all to the recommendations of the Freight Structure Inquiry Committee wherein, as I said, it has been specifically laid down that while making any adjustment of the freight structure, the Railway Ministry should take proper care to see that at least in the case of those industries where

the element of freight is so substantial as to substantially affect the cost of manufacture, the incidence of freight should not be unduly enhanced.

From the point of view of the railways also, I do not think it is a wise policy to go on adding to the inflationary spiral by this frequent increase in freight rates. It is a vicious circle. Again the railways themselves will have to face increased working costs, due to the very policy they have adopted. Therefore, from the point of view of the railways as well as from the point of view of our national economy, I think the increase of 5 per cent in freight has been most inopportune, and even at this stage, the hon. Minister should seriously examine the possibility of making up this amount envisaged from this increase through various other ways. After all, this is a principle which has got to be recognised everywhere—whether it is the railways or any other public sector undertaking or even the private sector—that the demand for increased wages or emoluments on behalf of labour has got to be met by introducing better methods of productivity and efficiency. In the context of our present working conditions, it is really possible and feasible to ensure that increase in efficiency and productivity which will cover any such increase in emoluments which has to be given to the workers. I am, therefore, not, in any sense, opposing an increase in the emoluments which have to be given to workers. But, I do feel that the administration should not have taken recourse to such an easy method to cover up that additional burden. They should have laid down that this additional burden must be found out by better efficiency and better productivity methods.

Then I come to another vital matter so far as the railways are concerned, the question of development of backward areas in a manner which will be in conformity with our declared national policy. Our national policy is

[**Shri Somani**]

to try and give preferential treatment to see that huge disparities which now exist between different areas or regions of the country are eliminated. But the policy of the railways seems to be to develop new lines only on considerations of their own revenue. If you have to translate into action the policy of doing away with these regional disparities, then, the basic factor is the development of transport facilities. Since the railways play a vital role in the development of transport facilities, it is only rational that our Railway Ministry should pursue a vigorous policy of developing these backward areas even though during the transitional period the expansion of these facilities may not be quite remunerative from their own point of view of revenue.

In this context I find that States like Rajasthan, Assam or even the backward areas of Mysore are neglected simply because revenue considerations do not allow the Railway Ministry to go ahead with those schemes. (*Interruptions*). Mysore is a progressive State, I know; but there are certain backward areas in the Mysore State as well.

An Hon. Member: Malwa.

Another Hon. Member: Madhya Pradesh.

Shri Somani: You can mention several backward areas. I am only illustrating my point of view and that point of view is that I want an assurance from the Railway Minister that revenue considerations alone will not be the guiding principle in the development of railway facilities in the country but that our national policy of bringing up the backward areas of the country also to the level of the other areas will be kept in view by the Railway Ministry. (*Interruption*) I submit that

Shri Rajendra Singh (Chapra): Why not have roads put up in those

backward areas than railways? (*Interruptions*)

Shri Somani: There are various other ways in which the backward areas can be developed. But since we are considering the Railway Budget I am submitting to the Railway Ministry the role they can play in implementing the policy of the National Development Council to bring these backward areas on a par with the other areas. In that context, while making a suggestion, I gave a certain illustration.

About the conversion of the Sawai-Modhopur-Jaipur region to broad gauge representations have been made by the State Government and the Chambers of Commerce. Indeed, the traffic involved justifies the conversion of this route to broad gauge. But, as I have said, the Railways have their own considerations in mind. Very pressing needs of such backward areas are not given that priority which should be given to them in the development of railway communications.

Similarly, there is the question of promoting exports. Representations were made to the Railway Ministry for giving certain concessions for the transport of iron ore from Rajasthan to Kandla. A number of iron ore mines in Rajasthan have closed down simply because the Railway Board will not change its mind or attitude to give certain concessions to that area. Though the concession would have helped these mines to continue to work and would have promoted our export trade, yet out of sheer considerations of revenue—after all the amount involved is not quite big but only a small amount—in spite of the recommendations of the Ministry of Commerce and Industry, the Railway Ministry have not seen their way to give any concession for the transport of iron ore from the Rajasthan mines to Kandla port.

Shri Jagjivan Ram: The concession was not justified.

Shri Somani: Whether it was justified or not, the fact remains that a large number of mines have closed down due to the attitude taken up by the Railway Ministry.

Similar instances can be given. As a matter of fact, certain exemptions have been given by the Railway Minister in exempting certain items from the surcharge. I plead that this list should be examined further and so far as our export trade is concerned certain other items should also be made eligible for exemption if the Railway Minister cannot see his way to totally do away with this 5 per cent surcharge.

In this connection, the tendency on the part of railways to discourage road transport has also got to be properly analysed. After all, I think, road transport is the most heavily taxed in our country; and the Planning Commission has also suggested that the incidence of taxation on road transport should be examined. I do not see how the road transport can compete with railways who are in a much better position to compete with any other system. Yet the Railway Ministry has been following a policy during the last 2 or 3 years and doing everything possible to see that it does not have to compete with road transport at all. That policy will not be in the national interests. I, therefore, submit that the various policies of development, either the development of new lines or the freight structure policy should be viewed in the broad perspective of our national planning and the consideration of railway revenues should only be the next point and not the guiding principle in the implementation of these policies.

श्री अम्बुल सतीक (बिजनौर): मैं जनाब का बहुत शुक्रगुजार हूँ कि तीन गोज के मुसलसल इंतजार के बाद आज मुझे बोलने का मौका दिया। मैं जनाब की खिदमत

में सिर्फ़ इतना अर्ज़ करना चाहता हूँ कि जब कभी कोई बजट आये और उस में जिन मेम्बरों को इजाजत देनी हो तकरीर करने की तो कम से कम उन का नम्बर मालूम हो जाय और उहें मालूम हो जाय कि उहें तकरीर करनी है या नहीं। मुसलसल तीन गोज तक दरस्वास्त देने और इंतजार करने के बाद आज मुझे मौका मिला बहरसूरत में आपका बेहद ममनून हूँ।

इसी के साथ साथ मैं यह भी अर्ज़ करना चाहता हूँ कि जरा यह भी देख लिया जाय कि जिन लोगों को साल भर में जिनके कि रेजोलूशंस नहीं आये हैं या जिन को कि कैशबंस करने का मौका न मिला हो और अगर मिला भी हो तो बहुत कम मिला हो, तो ऐसे मेम्बरों को तकरीर करने के लिए प्रीफेंस देनी चाहिए। आज सूरत यह है और हजूर का यह हृष्म है कि मेम्बर साहबान आपने को मेरी निगाहों की गिरफ्त में लाये तो होता यह है कि हजूर की निगाहें कतरा कर निकल जाती हैं और कभी गिरफ्त में नहीं प्राप्ती। जब भी उन निगाहों को पकड़ने की कोशिश की जाती है तो हजूर की निगाहें फौरन कतरा कर मुखालिफ़िन की तरफ निकल जाती हैं, हम देखते रह जाते हैं और उन की इजाजत अफ़डाई होती है। बहरसूरत मुझे कोई लम्बी तकरीर करनी नहीं है। बहुत मामूली और मुस्तसर अल्फ़ाज़ में कुछ अर्ज़ करता हूँ।

इस रेलवे के मुहकमे ने जो कुछ तरक्की की है वह एक खुली हड्डी हकीकत है जिससे कि इंकार नहीं किया जा सकता। मैं जनाब मिनिस्टर साहब को मुबारकबाद देता हूँ कि मुल्क के अन्दर जो सब से बड़ा तामीरी काम या वह उन के हाथों से करीब-करीब मुकम्मल हुआ। आपने किसी हद तक कामयाबी के माय उसे पूरा किया नेकिन जनाबआली:—

“बागबाने आग दी जब आशियाने को भरे। जिन पे तकिया या बही पत्ते हवा देने लगे।”

[श्री घन्दुल नतीफ]

जिस वक्त में अपने जिसे मैं रेलवे में रक्की का तरकिरा करता हूं तो लोग उसे बावर नहीं करते । मैं उन को यकीन दिलाता हूं लेकिन वह यकीन नहीं करते । ५ मार्च, १९६५ को बजट सेशन में मैं ने आपकी स्विदमत में कुछ मारूजात पेश किये थे जिनकी कि तरफ तवज्ज्ञ नहीं की गई । मैं ने बहुत मुस्तस्त मारूजात पेश किये थे । मैं ने अर्जन किया था कि गजरौला और नजीबाबाद के दरमियान जो गाड़ी चल रही है वह रेल नहीं बल्कि छकड़े हैं । कुछ मालूम नहीं है कि किस दुनिया से लाकर यह छकड़े लाये गये हैं । छकड़ों की तरह वह रेलगाड़ी झूमती रहती है और यह मुमकिन नहीं है कि उस में बैट कर घरबार पढ़ सकें । मैं ने जनाब मिनिस्टर साहब की स्विदमत में इसके मुतालिक अर्जन किया था । डिप्टी मिनिस्टर साहब की मुजाहिदाना जिनदगी से मैं मस्त हो जाता हूं और इसनिए बहुत कम उन से कुछ कह पाता हूं । जब इस के लिए मैं ने उन से अर्जन की तो उन्होंने कह दिया कि बहुत अच्छा हो जायगा लेकिन वह आज तक पूरा नहीं हुआ । अलबत्ता इतना हुआ कि दो, चार बोगीज पर रंग कर दिया गया और बस । मैं यह हीकृत बयान कर रहा हूं । खुदा करे इस लाइन पर सफर करने का उनको मोका मिले । ऐसे डिप्टी मिनिस्टर साहब ने फरमाया था कि वे उधर जाने वाले हैं लेकिन गये नहीं । फस्ट क्लास की हालत यह है कि उनमें चटखनी तक नदारद हैं । किवाड़ों में चटखनियां नहीं हैं और किवाड़ बंद करो तो फिर खुल जाते हैं । इसके अलावा गहियों के आयल क्लाय नदारद हैं । किसी साहब ने जो कि मूल्क की स्विदमत करना चाहते थे वह गहियों के आयल क्लाय काट कर से गये हैं और अब तो नया आयल क्लाय चढ़ा गया है ।

मैं ने अर्जन किया कि दिल्ली से वाया नजीबाबाद देहरादून को एक जायद एक्सप्रेस या पैसेंजर गाड़ी चलाई जाय । देहरादून

और दिल्ली के लिये यह करीब रास्ता है में दुबारा रेलवे के बजार साहब का ध्यान इस ओर दिलाना चाहता हूं ।

मैं ने अर्जन किया था कि गजरौला और नजीबाबाद के दरमियान में जो प्लेटफार्म्स हैं वे अक्सर ऐसे हैं जो कि बहुत नीचे हैं और औरतों और बच्चों को चढ़ने में दुश्वारी होती है । वह हालत प्राज भी मोजूद है । उन प्लेटफार्म्स को ऊंचा किया जाय ।

एक चीज में ने अर्जन की थी कि वहां पर चाय का बहुत ही नाकिस इंतजाम है । मुझ को अक्सर गोकात हापुड़ में चाय पीने का इतिहास होता है लेकिन यह वाकया है कि चाय कभी बक्त पर नहीं प्रायी और चाय आती ही रहती है और गाड़ी छूट जाती है । प्राज भी वही हालत है ।

दूसरी चीज मैं ने यह अर्जन की थी कि जबीया गोशत का रेलवे स्टेशनों पर मुनासिब इंतजाम नहीं है और जिबह का गोशत स्टेशनों पर न मिलने की वजह से मुसलमानों को बहुत तकलीफ होती है । प्राज तक उसके बास्ते कोई इंतजाम नहीं है । रेलवे उस के बास्ते कोई इंतजाम करे ।

मैं एक वाक्य अपना अर्जन कर दूं कि जिस जमाने में पानी का तूफान आया था मैं बदकिस्मती से या गलतफहमी से यहां से निकल गया था और दिल्ली स्टेशन पर मैं ने पूछा कि रास्ता साफ होगा बिजनौर का तो उन्होंने कह दिया कि रास्ता साफ है । मेरी लड़की और उसके बच्चे मेरे साथ थे । मैं गजरौला पहुंच गया । गजरौला पहुंचकर मालूम हुआ कि बिजनौर का रास्ता बंद है । स्टेशन मास्टर साहब ने मुझ से फरमाया कि फस्ट क्लास में रात में मैं जनाब की सेपटी का जिम्मेदार नहीं हूं । मैं तो यह सुनकर हैरान रह गया कि आखिर अब क्या होग अगर मेरी लड़की साथ में न होती तो मैं गुजर

भी कर लेता लेकिन लड़की का भामला था । स्वर मैं फस्ट क्लास को अन्दर से बंद करके बैठ गया और पूरी रात बैठा रहा और सोया नहीं और पूरी रात भर हर एक घंटे के बाद किवाड़ को धक्का लगता था और उसको लोलने की कोशिश की जाती थी लेकिन मैं किवाड़ बंद कर के बैठा रहा । मैं ने दरियाप्त किया था कि क्या बेटिंग रूम में सेप्टी हो सकती है तो उस पर एक दूसरे साहब ने मुझे कहा कि बेटिंग रूम में भूल कर भी न बैठियोगा यह तो उम से भी ज्यादा खतरनाक है और वहां पर तो आपका कोई सामान भी बाकी नहीं बचेगा । हकीकत यह है कि पूरी रात मैं वहां फस्ट क्लास में दरवाजा अन्दर से बंद करके बैठा रहा । उस तूफान की वजह से मुझ को वहां रहना पड़ा और फिर मैं सहारनपुर आया बच्चों को लेकर और फिर बिजनौर पहुंचा लेकिन सेप्टी का कोई इंतजाम नहीं मिला । मेरा मारूजा यह है कि जहां तक रेलवे में तरकियात का तालुक है वह हकीकत है और उस से इंकार

जा सकता लेकिन हम को जो गिले और यिकवे होते हैं, तो उन चीजों को कहने के बास्ते साल भर में एक भी काम मिलता है और इसलिए मैं ने यही मुनासिब समझा कि आपके गोदान-गुजार कर दूँ । लेकिन उन पर अमल न हो तो हम अपने जिला में जाकर क्या करें । मैं आप से अर्जन करता हूँ और मेम्बरान से अर्जन करता हूँ कि आप जाकर देखिये उस लाइन को । मेरे स्थाल में जनरल मेनेजर साहब को उधर से गुजरने का इतिफाक नहीं हुआ होगा और न ही मेरे पालियामेंट के दूसरे मेम्बर साहबान को उधर से गुजरने का इतिफाक हुआ होगा ।

किरतपुर में दो गाड़ियां लड़ी होती हैं लेकिन प्लेटफार्म दूसरी तरफ नहीं है और न कोई पुल है एक प्लेटफार्म से दूसरे प्लेटफार्म पर जाने के लिए । इसका कोई इन्तजाम किया जाय ।

जमालपुर बिहार के मुतालिक मुझे यह अर्जन करता है कि वहां के रेलवे मुलाजिमों ने पाकिस्तान जाने के लिए श्रौत्पान दिया था लेकिन वह करत्द नहीं गये और कुछ गये भी तो वह ५, ६ महीने के बाद लौट कर आ गये । लेकिन आज उनको नोटिस मिल रहे हैं कि क्यों न उहां निकाला जाय और वे इसके लिए सबूत पेश करें कि वे गये थे या नहीं । अब यह १०, १२ वर्ष के बाद यह चीज़ कैसे हो रही है ? मैं आप से अर्जन कहना कि इस तरफ खास तवज्जह की जरूरत है । मैं फिर जनाब का फिर शुक्रिया अदा करता हूँ कि आपने मुझे बोलने का भौका दिया लेकिन जैसे मैंने पहले भी कहा कि हजूर की निराहों से जो गिला है फि वह हम से कतरा कर निराल जाती है, तो आयन्दा ऐसा शिकवा न होना चाहिये ।

شُرُّى عبدالمطهف (بِجَلُور): मैंने جلب کا بہت شکرگزار ہوں کہ تھوڑے دوڑ کے مسلسل انتظار کے بعد آج مجھے بوللے کا موقع دیا ۔ میں جلب کی خدمت میں صرف اتنا مرض کونا چاہتا ہوں کہ جب کوئی کوئی بیکٹ اُتے اور اس میں جن مسیروں کو اچڑت دیلی ہو تو قبور کونے کی تو کم از کم ان کا نمبر معلوم ہو جائے اور انہیں معلوم ہو جائے کہ انہیں قبور کرنی ہے یا نہیں ۔ مسلسل تھوڑے دوڑ تک درخواست دیلے اور انتظار کرنے کے بعد آج مجھے موقع میں بہر صورت میں آپ کا پہنچ مسلسل ہوں ۔

اس کے ساتھ ساتھ میں یہ بھی عرض کونا چاہتا ہوں کہ ذرا یہ بھی

[شروع عبداللطوف]

دیکھئے لیا جائے کہ جن لوگوں کو سال بہوں مہن چن کے کہ دیزولوشنس نہیں۔ آئے ہیں یا جن کو کہ کوشش کرنے کا موقع نہ ملا ہو اور اکر ملا بھوں ہو تو بہت کم ملا ہو تو ایسے مسہولان کو تقویر کرنے کے لئے پویغزیلس دینا چاہئے۔ آج صوت یہ ہے اور حضور کا یہ حکم ہے کہ مسٹر صاحبان اپلے کو مہمی نکاہوں کی گرفت میں لانہں تو ہوتا یہ ہے کہ حضور کی نکاہیں کتنا کو نکل جاتی ہیں اور کبھی گرفت میں نہیں آتیں۔ جب بھی ان نکاہوں کو پکوئے کی کوشش کی جاتی ہے تو حضور کی نکاہیں فوراً کتنا کو مخالفین کی طرف نکل جاتی ہیں۔ ہم دیکھتے ہے جاتے ہیں اور ان کی عزت افسانی ہوتی ہے۔ بہر صوت مجبو کوئی لمبی تقویر کرنی نہیں ہے۔ بہت معمولی اور مختصر الفاظ میں کچھ عرض کرتا ہوں کہ اس دیاں کے محکمے نے جو کچھ ترقی کی ہے وہ ایک کھلی ہوئی حقیقت ہے جس سے کہ انکار نہیں کیا جا سکتا۔ میں جملاب ملستروں صاحب کو مہارک باد دیتا ہوں کہ ملک کے اندر جو سب سے بڑا تعمیری کام تھا وہ ان کے ہاتھوں سے قویب قویب مکمل ہوا۔ آپ نے کسی خد تک کامیابی کے ساتھ اسے بورا کیا لیکن جذاب عالی۔

باغبان نے آگ دی جب آشیا کے

کو میہرے۔ جن پہ تکیہ تھا وہی پتے ہوا دیلے لگئے۔

جس وقت میں اپنے فلم میں دیلوے میں ترقی کا تذکرہ کرتا ہوں تو لوگ اسے باور نہیں کرتے۔ میں ان کو یقین دلاتا ہوں لیکن وہ یقین نہیں کرتے۔ ۵ مارچ ۱۹۶۹ کو بھٹ سیشن میں میں نے آپ کی خدمت میں کچھ معروفیات پیش کئے تھے تھے جن کی کچھ معروفیات تو جو نہیں کی گئی۔ میں نے بہت مختصر معروفات پیش کئے تھے۔

میں نے عرض کیا تھا کہ نجیروں اور نجیہا باد کے درمیان جو گاڑی چل دھی ہے وہ دیل نہیں بلکہ چھکوئے ہیں۔ کچھ معلوم نہیں ہے کہ کس دنیا سے لا کر یہ دیہ لکائے کئے ہیں۔ چھکوئوں کی طرح وہ دیل گاڑی جہومتی دھتی ہے اور یہ مسکن نہیں ہے کہ اس میں بیٹھ کر اخبار صاحب کی خدمت میں اس کے متعلق عرض کیا۔ تھا۔ تیتی ملستروں صاحب کی مجاہداتے زندگی سے میں مروعہ ہو جاتا ہوں اور اس لئے بہت کم ان سے کچھ کہے پاتا ہوں۔ جب اس کے لئے میں نے ان سے عرض کی تو انہوں نے کہہ دیا

کہ بہت اچھا ہو جائے گا لیکن وہ آج تک پورا نہیں ہوا - الجملہ اتنا ہوا کہ دو چار ہو گوڑ پر دنگ کرا دیا کہا اور بس - میں یہ حقیقت بیان کر دھا ہوں - خدا کوے اس لائیں پر سفر کرنے کا ان کو موقع ملے - ویسے تیکی ملستر صاحب نے فرمایا تھا کہ وہ ادھر جانے والے ہیں لیکن کئی نہیں - فرست کلاس کی حالت یہ ہے کہ ان میں چتنی تک ندارد ہیں - کوازون میں چتنی میان نہیں ہیں - اور کواز بلد کرو تو پھر کھل جاتے ہیں - اس کے علاوہ گدیوں کے اٹل کلاتھ ندارد ہیں - کسی صاحب نے جو کہ ملک کی خدمت کرنا چاہتے تھے وہ گدیوں کے اٹل کلاتھ کاٹ کر لے گئے خہر اب تو نہیں اٹل کلاتھ چوڑا دیا کیا ہے -

میں نے عرض کیا تھا کہ دھلی سے واپس نجہب آباد دھرہ دون کو ایک زیاد ایمکسپریس یا پیسٹلجر گاڑی چلاتی جائے - دھرہ دون اور دھلی کے لئے یہ قریب ترین واسٹہ ہے - میں دوبادہ دیلوے کے وزیر صاحب کا دھلیان اس اور دلانا چاہتا ہوں میں نے عرض کیا تھا کہ ٹھرولہ اور نجہب آباد کے درمیان میں جو پلیٹ فارمز ہیں وہ اکثر ایسے ہیں جو کہ بہت نیچے ہیں اور عوتوں اور بچوں کو چڑھلے میں دشواری ہوتی ہے - وہ حالت آج بھی موجود ہے - ان پلیٹ

فارمز کو اونچا کیا جائے لیکن چیز میں نے عرض کی تھی کہ وہاں پر چائے کا بہت ہی ناقص انتظام ہے - مجھے کو اکثر اوقات ہائپ میں جائے پہنچ کا انتاق ہوتا ہے لیکن یہ واقع ہے کہ جائے کہیں وقت پر نہیں آئی اور چائے آئی ہی دھتی ہے اور کافی چھت جاتی ہے - آج بھی وہی حالت ہے -

دوسری چیز میں نے یہ عرض کی تھی کہ ذبیحہ گوشت کا دیلوے استھشلوں پر ملابس انتظام نہیں ہے اور ذبیحہ کا گوشت استھشلوں پر نہ ملے کی وجہ سے مسلمانوں کو بہت تکلیف ہوتی ہے - آج تک اس کے واسطے کوئی انتظام نہیں ہے - دیلوے اس کے واسطے کوئی انتظام کرے -

میں لیک واقع اپنا عرض کر دوں کہ جس زمانے میں پانی کا طوفان آیا تھا میں بدترستی سے یا غلط فہمی سے بھاں سے تکلی کیا تھا اور دھلی استھشیں پر میں نے پوچھا کہ واسٹہ صاف ہو گا بچلوڑ کا تو انہوں نے کہہ دیا کہ واسٹہ صاف ہے - مہری لوکی اور اس کے بچھے مہرے ساتھ تھے - میں ٹھرولہ پہنچ کیا - ٹھرولا پہنچکو معلوم ہوا کہ بچلوڑ کا واسٹہ بلد ہے - استھشیں ماسٹر صاحب نے مجھے سے فرمایا ذہ فرست کلنس میں دات میں میں جناب کی سہنگی کا ذمہ دار نہیں ہوں - میں تو سن کر حیران رکھا کیا کہ آخر اب کیا ہوا - اکر مہری لوکی

[شری مبدال الطیف]

ساتھ میں نہ ہوتی تو میں گزر بھی کو نہیتا لیکن لڑکی کا معاملہ تھا۔ خیر میں فرست کلسس کو اندر یہ بلد کو کے بیتھے کیا اور پووی دات بیتھا رہا اور سویا نہیں اور پووی دات بھوہ ایک کھلتے کے بعد کواز کو دھکا لکھا تھا اور اس کو کھولنے کی کوشش کی جاتی تھی لیکن میں کواز بلد کو کے بیتھا رہا۔ میں نے دریافت کیا تھا کہ کیا ویٹلگ دوم میں سیدنی میں سکتی ہے تو اس پر ایک دوسروے صاحب نے مجھے کہا کہ ویٹلگ دوم میں بھول کو بھی نہ بیتھئے گا یہ تو اس سے بھی زیادہ خطرناک ہے اور وہاں پر تو اپنے کوئی سامان بھی باقی نہیں بچھتا۔ حقیقت یہ ہے کہ پووی دات میں وہاں فرست کلسس میں دروازہ اندر سے بلد کو کے بیتھا رہا۔ اس طوفان کی وجہ سے مجھے کو وہاں دھلنا پڑا اور پھر میں سہارنیوں آیا بچھوں کو لیکر اور پھر بچھوں پاچھا لیکن سہنگی کا کوئی انتظام نہیں ملا۔ میڈا معروضہ یہ ہے کہ جہاں تک دیلوے میں ترقیات کا تعلق ہے وہ حقیقت ہے اور اس سے انکا نہیں کیا جا سکتا لیکن ہم کو جو کلے اور شکوئے ہوتے ہیں تو ان چھوٹوں کو کھلتے کے واسطے سال بھر میں ایک موقع ملتا ہے اور اس لئے میں نے بھی ملکا سمجھا کہ اپنے کو شریعہ کیا کر دوں۔

لیکن ان پر عمل نہ ہو تو ہم اپنے خلیعوں میں جاکر کیا کہیں۔ میں آپ سے عرض کوتا ہوں اور میمبدان سے عرض کرتا ہوں کہ آپ جاکر دیکھئے اس لائن کو۔ میرے خیال میں جنول سلوجو صاحب کو ادھر سے گزرنے کا اتفاق نہیں ہوا ہوگا اور نہ ہو پاولہاملت کے دوسروے مہینہ صاحبان کو ادھر سے گزرنے کا اتفاق ہوا ہوگا۔

کرت پور میں دو گاریاں کھوئی ہوتی ہیں لیکن پلیٹھت فارم دوسروی طرف نہیں ہے اور نہ کوئی پل ہے ایک پلیٹھت فارم سے درسوے پلیٹھت فارم یہ آئے جانے کے لئے۔ اس کا کوئی انتظام کیا جائے۔

جمال پور بھار کے متعلق مجھے یہ عرض کرتا ہے کہ وہاں کے دیلوے ملکیوں نے پاکستان جانے کے لئے آپشن دیا تھا لیکن وہ قطعی نہیں گئے اور کچھ گئے بھی تو ۶-۵-۴ مہینے کے بعد لوٹ کر آئئے۔ لیکن آج ان کو نو تھس مل دی ہیں کہ کھوں نہ انہیں نتالا جائے اور وہ کئی کھے لئے تبوت پیھ کوئی کہ وہ کئی تھے یا نہیں۔ اب یہ ۱۰-۱۲-۱۴ برس کے بعد یہ چیز کیسے ہو دھی ہے۔ میں آپ سے عرض کروں گا کہ اس طرف خاص توجہ کی ضرورت ہے۔ میں ہر جناب نا شکریہ ادا کر

ہوں کے اُب نے سچھ بولے کا موقع
دیا لیکن جسمے ۴۰ نے پہلے بھی
کہا کہ حضور کس نکاحوں سے جو گلہ
ہے کہ وہ ہم سے دُنہا کو نکل جاتی
ہے تو انہیلہ ایسا شکوہ نہ ہونا
چاہئے۔

✓ **شی ہاشمی (بالرائے پور) :** اس بڑا
مہوادی، رेल مंत्रی جی کے بجٹ بھارٹ سے
رےلے وے کی ویسی ی سیٹ کا جو چیز ہمارے
سامنے آتا ہے وہ بडا چننا جنک ہے ।
جو رےوئی ریجیوں فانڈ ہے اس میں نہیں کے بارا بار
بُدھی ہوئی ہے اور جو ڈے وے میٹ فانڈ ہے وہ
پُریٰ ہے: سماں ہو چکا ہے । ڈیپریسی ایشن
فانڈ میں ۱۶۵۵-۵۶ اور ۱۶۵۶-۵۷ میں
۱۰۳.۴۷ کروڑ روپیہ یا جو کہ ۱۱۶-۶۱
میں ۱۷.۷۵ کروڑ رہ گیا । یہی اس کو
تولنا کیٹیل ایٹ لارڈ سے کرے جو کہ ۱۶۶۳-
۶۴ کروڑ ہے تو اسے کرے گا کہ یہ بھت
ساری نیڑا جنک ہے । اس کا یہ بھی
بُریٰ ہو گیا کہ آگامی بیوی میں پُرانا سامان
ہٹانے کے لیے اور نیا سامان لانے کے لیے
جیسکی کہ عتم ختم ہو چکی ہے اس سٹاک
کو بدلانے کے لیے رےلوں کے پاس پارٹنر رکھ
نہیں ہو گی । پیچھے سال کی تاریخ سے اس
سال کے بجٹ میں بھی آمدادنی کا جو انہیں
لگایا گیا یا اس سے آمدادنی کم ہوئی
ہے اس سے بُریٰ بُریٰ گیا ہے । میں سماں ہو
ہے رےلے بجٹ کی رکھنے میں ویسی سادھانی
کی آواز یکتا ہے । سن ۱۶۵۶-۵۷ میں
انہیں کے انہیں ساری یا تاریخ سے
آمدادنی کی آگامی بیوی اس سے ۴.۱۷ کروڑ
کی آمدادنی کم ہوئی ہے । شُد بھت کا
بھی جو سانچویت انہیں ہے اس میں ۱.۳ کروڑ
کے بجا اے ۰.۶۳ کروڑ کی بھت ہوئی ہے ।
رےل مंत्रی جی نے رےل بھاڑے کی دار میں بُدھی کی
ہے । ۱۶۵۶ میں ۴ فی سدی کی بُدھی کی
بُریٰ اور ۴ فی سدی کی بُدھی کی گیو ।
اسے بُریٰ پڑتا ہے کہ مال ہونے کی

آمدادنی میں کمی کا کارن سڈک یا تاریخ سے
پریتو گیتا ہے اور اس بات کو سُوکار
بھی کیا گیا ہے । رےل یا تاریخ اور
سڈک یا تاریخ سے سامنے کیس پر کار
سُنپا ہے اس دُلٹ سے بیچار کرنے کے لیے
کمی کی بھی نیوکیت کی گیا ہے ।
کینٹ نیوگی سامنی کی سیکاریشیں سے
پُریٰ ہے رےل بھاڑے میں بُدھی کرننا اسے سی جی ہے
جو سماں میں نہیں ہوتی । بُریٰ ہوتا بھر
رےلے کی آپریشنل افیشنسی بُدھی ہوتی ہے
اور لکھ کم کیا جاتا جیسے سے اُنہیں
مٹا ہے اسے سڈک یا تاریخ کو ہم رےلے کی
اُنہیں بُدھی ہے سکتی । رےل بھاڑے میں بُدھی کا
کم ہے پریسا ہو گا کہ کلٹپوں کے دام
لکھنے، اور جب ہمارے بیتل مٹھے بجٹ
میں ڈوچل کے ڈپر ٹکس لگا کر رےلے کی
اُنہیں ہوتا ہے اسے سہا یا کرننا چاہتے ہے
اور سڈک پریکھن کو نیوکیت کرننا چاہتے
ہے، تو میں نہیں سماں کا کہ رےل بھاڑے کی دار میں
بُدھی کرنے کے لیے کیا اُنہیں یا । اس بھی
بُریٰ ہے رےلے پریسا کرننا چاہتے تو لکھنے میں کمی
کرنے کے بیتل آپریشن کی سیکاریشی کے پریسا
سُنپا ہے اسکے ڈپر جو بُریٰ کا بھار بُدھی ہے
اُنہیں پُریٰ کر سکتا ہے । لے کن لکھنے
میں کمی کا کوئی سکتے نہیں میلتا । میں
آپر کو اک ہی ڈاہری دینا چاہتا ہوں ।
ہمارے ڈپٹی مینیسٹر مہوادی نے اک پری
کے عتار میں یہ بھت یا کہ جو آر ۰ ڈی ۰
اُنہیں ۰ ۰۰۰۔۔۔ انہیں کہتا اور مانک
سُنپا کی سبھی شاکھیوں کو لکھنؤ میں اک
سُنپا پر اکٹ کیا جائے । عتار نے کہا
یا کہ شاکھ دیس میں دو سال لگے گے । مگر
اُنہیں اک شاکھ شیملا بھی جا رہی ہے ।
عوہ اسکے اک شاکھ شیملا بھی جا رہی ہے ।
اس کا جو ہم سے چننا جیتل رجیٹ میں
بُریٰ ہے اسکو بھی شیملا کی یا تاریخ کرنے
پڑے اور ہو سکتا ہے کہ دو سال باداں ہو
شیملا سے لکھنؤ لے جانا پڑے । اس میں پری
بُریٰ کم سے کم پانچ لالہ کا ریکاری
اکسپریس ہو گا । میں جاننا چاہتے ہو
کہ مٹھے بُریٰ سے کہ آر ۰ ڈی ۰ اُنہیں ۰ ۰۰۰

[श्री वाजपेयी]

को शिमला ले जाने का क्या कारण है। शिमला में मकानों की कमी है। अगर कर्मचारी वहां जायेंगे तो कहां रहेंगे। केंद्रीय करने की दृष्टि से भी शिमला देश का उपर्युक्त स्थान नहीं हो सकता। मुझे पता लगा है कि एक अफसर हाल में शिमला गए थे और उन्होंने भी रिपोर्ट दी है और उसमें कहा है कि वह भी इस बात से सहमत नहीं है। क्योंकि दो साल बाद इस पूरे संगठन को लखनऊ ले जाना है तो इस अन्तरिम काल में इसको शिमला ले जाने की क्या आवश्यकता है। यहां नई दिल्ली में भी एक गगनचुम्बी भवन रेलवे हाउस के नाम से बन रहा है। यह बात कहीं गयी थी कि उसमें रेलवे के कार्यालयों को स्थान दिया जाएगा लेकिन अब कहा जा रहा है कि उसमें उन कार्यालयों को भी स्थान दिया जाएगा जिनका रेलवे से कोई सम्बन्ध नहीं है और आर० डी० एस० एंस० को शिमला की यात्रा करायी जाएगी और उसको दो साल बाद फिर लखनऊ ले जाया जाएगा। तो इसको रोक कर इस खंडे को बचत को जा सकती है।

इसी तरह से हम देखते हैं कि आम स्टेशनों पर बड़े बड़े टाइम टेबिल के पोम्पटर छाप कर बड़े बड़े खानों में लगाए जाते हैं। वह इतने बारीक छाप होते हैं कि उनके देखने के लिए दूरबीन को आवश्यकता होगी। और शायद हो कोई एंसा रेलवे यात्री हो जो कि उनको देखता हो। लेकिन केवल रेलवे स्टेशनों की शोभा बढ़ाने के लिए लालों की संख्या में ये पोस्टर छापे जाते हैं। मैं नहीं समझता कि उनको छापें कोई आवश्यकता है। हर स्टेशन पर एक छोटे बोर्ड पर स्थानोंय गाड़ियों के समय बताने वाले टाइम टेबिल लगे रहते हैं। फिर इन बड़े अखिल भारतीय टाइम टेबिलों को हर स्टेशन पर क्यों लगाया जाता है। इस रकम की बचत की

जा सकती है। और भी ऐसे कई उदाहरण दिए जा सकते हैं। इस दिशा में रेलवे मंत्रालय को विशेष रूप से सतर्क रहना चाहिए।

पे कमीशन की सिफारियों के परिणाम स्वरूप रेलवे प्रशासन पर कुछ व्यय का भार बढ़ा है। लेकिन उससे कर्मचारियों में संतोष की भावना पैदा नहीं हुई है। मैं समझता हूँ रेलवे कर्मचारियों के बेतन और भत्तों के निर्धारण के लिए एक अलग से बेज बोर्ड स्वापित करने की आवश्यकता है। रेलवे कर्मचारी कहने के लिए तो केंद्रीय कर्मचारियों का ही भाग है, लेकिन उनके काम की शर्त इतनी भिन्न है कि जब सब कर्मचारियों के साथ मिलाकर उन पर विचार किया जाता है तो उनके साथ न्याय नहीं हो पाता। अव्यक्त महोदय, आपको मुनक्कर ताज्जुब होगा कि अभी भी रेलवे कर्मचारी एक ठेके की पदति में बंधे हुए हैं। कहने के लिए वह सरकार के कर्मचारी है मगर मालूम पड़ता है कि वे किसी ठेकेदार के नौकर हैं। आज भी उनके साथ ठेका किया जाता है। किसी भी रेलवे कर्मचारी को बिना कारण बताए एक महीने का नोटिस देकर नौकरी से अलग किया जा सकता है। वह अदालत का दरवाजा नहीं खटकाता सकते। किस कारण से उसे नौकरी से अलग किया गया है वह कारण भी नहीं पूछ सकता और रेलवे प्रशासन को कारण बताने के लिए मजबूर भी नहीं किया जा सकता। कम्पनियां खत्म हो गयीं, अपेज चले गए, मगर रेलवे कर्मचारियों के साथ अभी भी ठेकेदार के नौकरों की तरह व्यवहार किया जाता है। हम समझते थे कि पे कमीशन सेवा की इस शर्त के बारे में विचार करेंगी। रेल एस्टेबलिशमेंट बोर्ड का रु १४८ और संविधान की धारा ३११(२)रेलवे कर्मचारियों को ठोक तरह से काम नहीं करने देते हैं। रेलवे कर्मचारी राजनीति में भाग ले यह कौन कह सकता है, लेकिन अगर सरकारी कर्मचारी

विदेशी आक्रमण के सम्बन्ध में भी प्रस्ताव पास करते हैं तो सरकार आपत्ति करती है। आपको सुनकर ताज्जुब होगा कि सरकारी कर्मचारियों ने चीनी आक्रमण के विरुद्ध प्रस्ताव पास किया और सरकार को अपने इस निष्चय की सूचना दी कि इस आक्रमण का मुकाबला करने के लिए अपने पद पर डटे रह कर वह अपने कर्तव्य का पूरा पालन करेंगे, तो सरकार ने उस पर आपत्ति की है कि आपने विदेशी आक्रमण के खिलाफ प्रस्ताव क्यों पास किया। और सरकार कहती है कि विदेशी आक्रमण के खिलाफ प्रस्ताव पास करना राजनीति में दखल देना है। मैं नहीं समझता कि राजनीति की क्या परिभाषा की जाती है। अगर सरकारी कर्मचारी विदेशी आक्रमण के विरुद्ध राष्ट्रीय सुरक्षा के प्रति अपने संकल्प की घोषणा करते हैं तो मैं समझता हूं सरकार को उसका स्वागत करना चाहिए। मगर जो सेवा की गतें हैं वे इतीहा संकुचित और संतीर्ण हैं कि वे कर्मचारियों के कर्तव्य के पालन के मार्ग में भी वाधक बनती हैं। मैं समझता हूं कि समय आ गया है कि जब उन पर पुनर्विचार किया जाए।

हमारे रेलवे मंत्री महोदय ने दुर्घटनाओं का भी उल्लेख किया है और उन्होंने इस बात पर प्रसन्नता प्रकट की है कि इस वर्ष कोई बड़ी दुर्घटना नहीं हुई। मैं उन से यह जानना चाहूँगा कि बड़ी दुर्घटना की परिभाषा क्या है। उन के मंत्रालय ने एक दुर्घटनाओं की समीक्षा प्रकाशित की है, जिस में बड़ी और छोटी दुर्घटनायें, यह भेद नहीं किया गया है, गम्भीर और अगम्भीर दुर्घटना का भेद किया गया है और उस परिभाषा के अनुसार किसी रेल-गाड़ी की गम्भीर दुर्घटना-बह है जिस में यात्री सफर कर रहे हों और उस घटना में जन-हानि हो और/प्रयत्न लोगों को सहृद चोट पहुँचे और/या लगभग बीस हजार रुपए या इस से लगभग सम्पत्ति की हानि हो। मैं यह जानना चाहता हूं कि उन्होंने जब कहा है कि कोई बड़ी दुर्घटना नहीं हुई, तो क्या इस परिभाषा के अनुसार कोई बड़ी दुर्घटना नहीं हुई।

एक बात उन्होंने भौर कही है कि जो दुर्घटनायें कम हो गई हैं, वह चाहे दैवयोग से हुए हो, या रेल कर्मचारियों के अनवरत प्रयास के कारण। मैं समझना चाहता हूं कि यह दैवयोग क्या है। अगर दुर्घटनायें कम हुई हैं, तो क्या इस में दैवयोग है भौर क्या यह समझा जाये कि जो दुर्घटनायें होती थीं, वे दैवयोग से होती थीं और उस के लिए कर्मचारी दोषी नहीं थे? अगर दुर्घटनाये दैवयोग से होती हैं, अध्यक्ष महोदय, तो मेरा निवेदन है कि जनरल मैनेजरों को सम्मरी पावर्जन देने की ज़रूरत नहीं है। एक तरफ तो रेलवे मंत्री जी यह कहते हैं कि अधिकांशतः दुर्घटनायें मुक्यतः कर्मचारियों की असावधानी के कारण घटित हुई हैं और दूसरी तरफ यह कहा जाता है कि जो दुर्घटनायें कम हो गई हैं, वे चाहे दैवयोग से हुई हों, या रेल कर्मचारियों के अनवरत प्रयास के कारण। मेरा निवेदन है कि जब रेल दुर्घटनायें कम होती हैं, तब दैवयोग बीच में लाया जाता है, लेकिन जब दुर्घटनायें बढ़ जाती हैं, तो रेल कर्मचारियों की गर्दन दबावाएँ जाती हैं। अच्छा हो कि इस दैव की बीच में न लाया जाये और हम गम्भीरता से विचार करे कि दुर्घटनायें क्यों होती हैं। मैं यह नहीं मानता कि दुर्घटनायें होती हैं। मेरा निवेदन है कि दुर्घटनायें की जाती हैं और जब तक दुर्घटनाओं के कारण दूर नहीं किए जायें, यह रेल कर्मचारियों को हटाने से दुर्घटनायें दूर नहीं हो सकती। इस समीक्षा में कहा गया है कि कर्मचारियों की असावधानी के कारण दुर्घटनायें हुई हैं। लेकिन मैं आप से निवेदन करना चाहता हूं कि अगर काम करने की शर्तें ऐसी हों, जिन में कर्मचारियों को काम करना पड़ता है, वे परिस्थितियों ऐसी हों कि जिन में दुर्घटना होने के अतिरिक्त कर्मचारी कुछ और कर नहीं सकते, तो दुर्घटनाओं को आप रोक नहीं सकते। इस के लिए कर्मचारियों की काम की शर्तों पर विचार करना चाहिए।

शोलापुर डिविजन में राहुरी स्टेशन पर दुर्घटना होते होते बच गई। वह एक

[श्री वाजपेयी]

एवर्टिड कालिजन था। कहते हैं कि दो माल गाड़ियां एक ही लाइन पर आ गई और वहां के प्रसिस्टेंट स्टेशन मास्टर को समरी पावर्ज के अन्तर्गत निकाल दिया गया। यद्यपि वह असिस्टेंट स्टेशन मास्टर कहता है कि स्टेशन मास्टर के कमरे में जो स्लाइड हिंस्ट्रमेंट है, उस की मास्टर की नहीं थी और हम कई महीने से मांग कर रहे थे कि वह मास्टर की आना चाहिए। अगर मास्टर की कमी के कारण दुर्घटना हुई नहीं और होते होते बच गई, तो भी असिस्टेंट स्टेशन मास्टर को नौकरी से अलग कर दिया गया।

मैं ने पिछले बजट भाषण में शिकायत की थी कि जो नए रुल बने हैं, कर्मचारियों को उन की शिक्षा नहीं दी गई। जो इंस्पेक्टर थे, उन्होंने कर्मचारियों से इस आशय के वस्तुत्व करा लिए कि हम नियमों को जानते हैं, जब कि वे नहीं जानते हैं। और अगर कर्मचारी उन नियमों को नहीं जानते हैं और उन नियमों का ठीक तौर से पालन नहीं हो सकता, तो दुर्घटनायें होंगी। केवल जनरल मैनेजरों को समरी पावर्ज दे कर, जिन का दुरुपयोग किया जा रहा है, मनमानी की जा रही है, आप दुर्घटनाओं को कम नहीं कर सकते हैं। रेल कर्मचारियों में अमुरजा की भावना पैदा करके यात्रियों की सुरक्षा की गारंटी नहीं की जा सकती। मैं रेल मंत्री जी से निवेदन करूँगा कि वह बड़ी सहानुभूति के साथ ऐसे मामलों पर विचार करे। अगर उन को फिर से नौकरी पर रखना सम्भव नहीं है, तो दोबारा हर एक मामले के मेरिट्स पर विचार कर के उन को किसी और नौकरी पर रखा जाये। अगर कोई स्पष्ट ऐसे मामले हैं, जिन में असावधानी और उपेक्षा हुई है, तो उन की बकालत कोई नहीं करेगा। यह संसद् ऐसे कर्मचारियों के विरुद्ध कार्यवाही करने में रेल मंत्री जी के हाथ मजबूत करेगी, यद्यपि कई मामले ऐसे हैं, जिन में कर्मचारियों की गुलती के कारण नहीं, नियमों के कारण, उन मशीनों

में कमी के कारण, जिन पर वे काम करते हैं, दुर्घटनायें हुई हैं और उन के बारे में सहानुभूति से विचार करना चाहिए।

वैसे हमारे कर्मचारी अच्छा काम कर रहे हैं। रेलवे ने प्रगति की है। सैकंड प्लान में ६० करोड़ रुपए का फारेन एक्सचेंज बचाया है। इस के लिए हमारे रेलवे मंत्री बधाई के पात्र हैं, लेकिन अभी भी सुधार की बहुत गुंजायश है। उस और ध्यान दिया जाना चाहिए।

Shri P. G. Deb: (Angul): Mr. Speaker, Sir, I have heard the speech of the hon. Railway Minister with rapt attention while he presented his budget for the year 1960-61. I have also carefully gone through the papers and I find that very good figures have been worked out in order to make out a good case of a difficult bargain. At the first instance, I wish to point out the aspects regarding foreign loans. I find that a loan of Rs. 85 million dollars which had been received in September, 1958 was fully utilised by March, 31, 1959. Again, a loan of 50 million dollars was negotiated with the World Bank in July, 1959. In addition to that, a further negotiation for a loan of 30 million dollars has been finalised from the Development Fund of America. When adding these figures, one finds that the Indian railways are going to be under the grip of heavy debt-loans of 165 million dollars. Therefore, I fail to understand why no mention has been made in the budget speech regarding the ways and means for the repayment of these loans.

I am particularly intrigued by the Railway Minister's suggestion made in paragraph 32 of the budget speech. I quote:

"We are now self-sufficient in respect of steam locomotives, with steady increase both in the number produced and in the indigen-

ous content. The standard of manufacture is high and our costs are competitive. Similarly, in respect of wagons and coaches, we are self-sufficient, and here again we can build for export."

The financial implications of this probably need to be more carefully worked out for the benefit of the Members of this House. That, I think, will be helpful in reducing our apprehensions about the Indian railways getting into heavy foreign debts.

Next, I wish to refer to the last year's budget speech of the hon. Railway Minister. He had then declared that a realistic assessment of the financial position will only be possible about a year hence. That means it is this year's budget which will reveal the financial position. But going through the budget papers, I find that the working of the railways has not been handled on proper lines so as to enable higher productivity.

13.15 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Not only that. The practical assessment so made seems unrealistic and thus invites criticism. When we see the budget at a glance, we find that the figures show a short-fall of Rs. 4.17 crores and Rs. 8.58 crores for the years 1958-59 and 1959-60 respectively. For the year 1960-61, it has been assumed that there will be an increase in goods traffic to the extent of 17 million tons. So, it appears that it has been done more out of sanctity, in my opinion, for the figures of 62 million tons which has been fixed as the physical target for the second Plan period. I therefore have genuine fears that the expected additional revenue of Rs. 27 crores is not likely to be realised.

In the light of the above background this supplementary levy of five naya paise per rupee is obviously illogical. At the same time, I wonder why in this regard the Railway Minister has found it necessary to go against the

recommendations of the Mudaliar Committee,

Shri Rajendra Singh: They have not.

Shri P. G. Deb: which had clearly indicated that further increase in freight rates was not desirable.

Shri Rajendra Singh: There is a mis-statement on the part of the hon. Member. The Mudaliar Committee recommended a large increase in freight rate. It was the Railway Ministry which did not conform to it.

Shri P. G. Deb: The Mudaliar Committee indicated that a further increase in freight charges was not desirable. Apart from this, there is another aspect to this increase of levy on goods traffic. It is discriminatory in so far as the Government departments have been exempted, while the private sector as a whole is sought to be subjected to a position of disadvantage. On the other hand, there is rather a negative attitude towards private business and commerce. All this goes against the declared policy of the Government that the private sector will receive all patronage and encouragements. As such, I think the matter requires a sober second thought at the hands of our hon. Railway Minister.

Next, I would also like to refer to the complaints on the railway administration that there has been diversion of high-rated goods traffic to road transport. Apart from the discriminatory and stepmotherly attitude on the part of the railways towards the ordinary businessmen, the administration has failed to assure security for goods booked on the railways. Annually, the administration pays more than Rs. 3 crores as compensation, but the actual value of the goods lost must be much higher. Therefore, it is the lack of security coupled with the high rates which leads to diversion of goods traffic to road transport.

While referring to the problem of corruption on railways, the hon. Minister has observed in para 43 of his

[Shri P. G. Deb]

budget speech that the problem of corruption "is a reflection of the general morality in the country". By all standards, Sir, this is a defeatist note, which is further bound to reduce the confidence of the business community. Therefore positive measures are required to be taken to strengthen the vigilance organisation. If possible, some sort of goods insurance schemes may also be introduced by the railways.

In regard to passenger traffic, there is the problem of security. Safety of passengers in trains has reached, in my opinion, the worst level. In the last few months, we read in daily papers the news of some railway crimes or other—collision, derailment, etc.—which are on the increase in all parts of the country. I, therefore, suggest, Sir, that immediate enforcement of railway police may be undertaken. Much time should not be lost in the formalities of negotiations as referred to by the hon. Minister.

Then, Sir, I come to another problem. I am glad to see that the volume of work in the railways has much increased, and so, they have earned good revenue too. But simultaneously, the working expenses have also increased rather disproportionately. This aspect of the Indian Railways will require vigilance and a careful probe. Any neglect in this matter will have serious repercussions on the development programme of our railways. This has a definite bearing not only in terms of the economic development of the country, but also has to be thought of in the context of threats of war from our Himalayan borders. It is all the more from the defence point of view that there should be a network of railways all along the northern borders of our country. Means of communications by railways is a major factor in times of war and our railway positions in the north should be made sound and well-knit. Let me go on to stress it by saying that as far as our border in Ladakh is

concerned, the last railway head is Madhopur. In Himachal Pradesh, it is Simla and Kangra. As far as Tehri-Garhwal is concerned, the last railhead is Rishikesh and Dehra Dun. In NEFA, it is Tejpur. All these lines are at a distance of between 300 to 700 miles from the border. I would, therefore, remind the hon. Minister to consider my view-points and make headway in the matter.

Sir, coming to the regional disparity in railways, I wish to say something about my State of Orissa. The construction of the railway line from Rourkela to Talcher via Barkote needs immediate attention of the Railway Ministry. The work has begun no doubt and funds allotted for the construction of the branch line from Rourkela to Dumaro. This is the line I refer to and its extension may kindly be made to Talcher via Barkote. To my knowledge, Sir, this line has been fully surveyed and in order to develop Paradip port in Orissa, the construction of the whole line should be completed during the Third Five Year Plan. In the beginning it may be for goods traffic only. If it is done, it will accelerate the industrial development of Northern Orissa, and exploit the underground wealth of that region to the utmost in order to feed the Paradip port, which is expected to come up soon. The answer I may get from the other side is, the Minister may say that due to lack of funds, this construction has not been able to come up. I may stress it by saying that this is a typical case, as it affects the railway and the building up of the Paradip port. Here I recall to a statement made by the hon. Minister for Shipping, Shri Raj Bahadur in this House. He said that to build up a port, its hinterland has to grow first. He said so during the discussion on Paradip port, in this House. Under the circumstances, I hope the hon. Minister will give priority for this new branch line and recommend to the Planning Commission for its inclusion in the Third Plan.

One more point and I have done. There have been concessional rates for fruits. I suggest the concessional rates should be extended to vegetables. Vegetables are common man's need and so freight charges on them should be reduced. After all, fruits are luxury goods these days; vegetables are a necessity for the common man. So, this concession on vegetables if made, will help both the consumers and the farmers of our country. I hope this suggestion of mine will also be considered and noted by the hon. Minister.

Shri Joachim Alva (Kanara): Sir, for ten long years, I had kept quiet and never took part in the railway debate for the simple reason that I thought it was a matter for experts and specialists or those who had very very overwhelming grievances. I had suppressed my own overwhelming grievance in the sense that my constituency, Kanara, has not got a railway. Now it looks as if I have to be as effective and aggressive as I can, for silence does not break the walls of the Railway Board

Mr. Deputy-Speaker: But not aggressive to the Chair!

Shri Joachim Alva: I am very much handicapped; I was very keen that you should call me when the hon. Minister was here. Now the top-ranking members of the Railway Board have also gone for lunch, with the result that I will not be able to break down the walls and fight my case.

My case is very simple. Karwar is blessed by nature from the mineral point of view, natural point of view, harbour point of view and from the electric power point of view. It is a unique harbour and right in the last century, Tagore expressed his admiration for Karwar in his autobiography. The previous speaker referred to the Minister having stated that the hinterland must be improved. We have one of the wealthiest portions of land in Karwar. Karwar has very rich hinterland in the sense that there are moun- bauxite, manganese, iron, areca-

nut, coconut, cashewnut and so many other natural gifts. All that wealth seems to be ignored by the Railway Board.

I want to know whether a single member of the Railway Board has ever attempted to go to Karwar. They go in the saloons. We have our lunch at 4 o'clock in the evening and dinner at 2 o'clock in the morning; we may be eaten by tigers or cobras or drowned in the river. This is our life in our constituency. I want to know whether the hon. Minister or any member of the Railway Board has ever stopped there and taken a bus or even go walking, as we do as soon as the Parliament session is over. This is the normal life of an M.P. in one of the largest constituencies in India. I happen to represent three of the largest districts in India—Shimoga, Belgaum and Karwar. As soon as the session of Parliament is over, it is very very difficult for us to reach our place and, in fact, we have escaped death many times, sometimes by attacks by cobras and pythons and sometimes by falling of the large boulders during the monsoon. I would like the Railway Minister to go there with a box of python and snake injection in the car whenever he goes there. If the Railway Board members, officials and even Ministers halt at Hubli and do not take the trouble of going farther and seeing the troubles and worries of the people, then nothing can be done for the people.

The railways have now come right up to Mangalore. Why should it not be extended right up to Karwar? Mangalore is being given everything for one reason or another. Even the transport Member of the Planning Commission seems to be very indifferent towards the claims of Karwar. They want to dump everything on Mangalore, which has not been blessed with a natural harbour. First of all, we have got a good harbour. Then we have got unrivalled electric power. My constituency has got the largest electric power units of India. Jog

[Shri Joachim Alva]

falls is one of the biggest water-falls in the world. Electric power is so near us. Then we have got the largest paper-making plant of Asia right now, which our friends have established with the help of the Government of India and the American Financial Industrial Corporation. The West Coast Paper Mill is the largest paper mills, perhaps of Asia. What factories have Mangalore got? Although it is my native place, let me say that the factories round about Mangalore cannot be equal in productive value to the factories in my constituency. The progress that we have achieved during the last ten years is tremendous. The largest ferro-manganese plant of South India is in my constituency. One of the largest plywood factories is also in Dandeli, my constituency. Still, you do not give us a railway. There is a Kada-kada-kada railway, owned by the forests, which travels fifteen miles an hour. I wish the members of the Railway Board travel on it one day.

**The Deputy Minister of Railways
(Shri S. V. Ramaswamy):** What is the name of the railways?

Shri Joachim Alva: It goes 15 miles an hour. Probably, you have not seen it. When the hon. Deputy Minister went to Hubli he said that railways to Karwar cannot be given even in the Third Plan period, because some of the interests there pulled him. Therefore, he said "you all go to Mangalore". Of course, he denied it afterwards a second time.

Shri S. V. Ramaswamy: I strongly protest against this insinuation. It is not correct.

Shri Joachim Alva: In Hubli you denied it. Whatever it is, I want the railways to pay more attention to Karwar.

Mr. Deputy-Speaker: Did the hon. Member make the choice of selecting that constituency or did the consti-

tency find out the hon. Member as a suitable member?

Shri Joachim Alva: If I do not get the railways, next time I shall not be in my seat, because they will throw me out, and they are right. They are right because they are now suffering a lot because of the absence of railways. There are no bridges and they have to cross rivers, forests and hills. They have to lead a very very hard life. That is the condition of the people of North Kanara in spite of nature having blessed them with plenty. Karwar has the most powerful light-house in the Arabian sea. I shall read a note:

"Karwar is the only port possessing one of the highest and most powerful light-houses in the world situated right opposite Aden and serving as one of the most valuable navigational aids in the Arabian See. It is also the most seaward light-house in India."

This is from the Parliamentary papers of India Office in April, 1859. Unfortunately, until I came to this House, there was no file about Karwar in the Railway Board. The file started only after I came here and then it was kept moving. Now, this is what is mentioned in the Parliamentary Papers of the India Office in April 1859:

"I think we may safely say, there is scarcely a harbour in the world that has a more remarkable collection of advantages than this would have considering (1) its position in respect of sea and the country; (2) its security; (3) its accessibility by sea; (4) its impregnability; (5) its climate; (6) its connection with internal communications; (7) its sanatorium in the neighbouring hill and (8) its freedom from any drawback. That such a harbour should be placed

opposite such an opening in the ghats leading to such country with facilities for internal communication, is most remarkable and it would seem to be madness to neglect so great advantages."

This was said by Sir Arthur Cotton, and it is found in the Parliamentary Papers of India Office of April 1859; mind you, it is by a foreigner and not by an Indian!

In the last century some surveys have been done by the Madras Railway, and they were done as early as 1872 or before. There were the surveys by the Government of India Committee and the Madras Railways in 1872 and 1861 respectively. They have stated:

"Karwar railway would be one of the easiest and cheapest ghat-railways in India."

Not only that. The Karwar-Hubli line a distance of 93 miles, would not need even a single tunnel. That will keep down the cost. Further, the steepest gradient would be 1 in 50 and the trains could be hauled by a single powerful engine.

Then, Karwar is the nearest port to the rich cotton producing areas along the West Coast. Apart from the Jog Falls, there are two other rivers there which produce cheap electricity and thereby give great support to the hinterland.

The North Kanara district, which I have represented and which is a part of South Kanara district, is infinitely richer in resources and nature has blessed it with everything more than South Kanara. All the same, the administration seem to dump everything on South Kanara by a set of circumstance, by a set of cliques and by manoeuvring. South Kanara is my native district and I would like it to prosper, but it should not be at the cost of North Kanara which I represent.

The people of North Kanara are very very poor. Rather, the poorest people are living there. They gave a wonderful fight during the freedom struggle, much more than was done by South Kanara, and Mahatma Gandhi complimented the taluks of Siddapur, Sirsi and Ankola for their magnificent work. Two hon. Ministers of this House who come from the South, Shri Karmarkar and Shri Diwakar, though they did not belong to North Kanara, when they were underground workers in the freedom struggle, they were in North Kanara district, and they have given a very good account of what the people did at that time.

Then, the hinterland of Karwar is very rich, and the cheap electricity available there will make it richer still. We have also got the best teak-wood there. We have got cashew nut, arecanut, bauxite, iron and manganese. We have got plenty of manganese mines. In spite of these resources being available there for a long time, I want to know why the Railway Ministry has slept over this subject so far. Why is the Railway Ministry so indifferent about this subject?

When Shri Lal Bahadur Shastri was the Railway Minister and he visited North Kanara he was so much impressed with the need for railways in my district that he asked "How many miles of railways you want?" He was seriously considering the possibility of giving Karwar the railways next year. Unfortunately, the Suez trouble intervened and everything went back. With all his goodwill and sympathy he could not help us. He was very serious in the sense that he wanted to give us the railways. Thereafter, it seems that everybody has gone to sleep. I want the Railway Minister and his two young and energetic deputies to take some more interest in the matter. If only they take as much interest in Karwar as they probably take on some other lines the problem could be solved in no time. I want the Planning Commission and the Railway

[Shri Joachim Alva]

Ministry to give more attention to this problem. You can have a line from Talguppa to Karwar via Sirsi, a distance of 35 miles, or Karwar via Haliyal.

We have got a very good forest wealth there and vast timber resources. A foreign pharmaceutical firm has come to Karwar and they have found a remedy for heart troubles, and that remedy is now very well-known to us. They have found from the forests of Karwar serpentina, a herb used by the pharmaceutical industry. Government is not tapping the resources of the forests and, at the same time, they are not allowing others to tap it. Karwar, Nepal and Assam are the three areas which are abundant in rich forest wealth. Crores of rupees are being collected by the State Government as revenue from these forests.

Such being the state of affairs, I want to know why we have been discriminated against all these years, when we have such abundance of wealth and when as early as 1860 when we were under the British rule they had prepared a memoranda and plans about the construction of railways in that area. The Railway Ministry had not even a file on the subject until I took up the matter. I would request the Railway Minister or Railway Board members to pay serious attention to this question and make a visit to that area. But, then, they should not go there in a saloon; they should travel like all other Members of Parliament. As I have indicated earlier, when we go back after the session, it is a strenuous journey with dangerous possibilities, with 4 O'Clock lunch and 11 O'clock dinner, in the midst of forests infested with tigers and pythons. These are the troubles not only of M.P.s but of other people also. Of course, the higher officials do not take the trouble of going to that area. In spite of our talk about the welfare State, this position has been obtaining there for all these years. Karwar, above all, is on

the border of Goa. Marmah in Goa prospered as a harbour because Karwar was neglected. Whenever we ask for a ship-building yard, because we have got other facilities there, they say: you cannot have it until you have a good harbour. So, they give preference to another place which has no natural beauty. Mangalore does not have been even a natural harbour, still you give all facilities to Mangalore at the expense of Karwar. It is the duty of the Railway Minister to look into these things and see that justice is done to Karwar. I want to know whether the Railway Ministry has ever approached the Transport Ministry to see that they build a port or harbour there.

There is not one harbour or port....

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Joachim Alva: Just two minutes more.

Mr. Deputy-Speaker: The hon. Member wanted only seven minutes. I have given him fifteen minutes. Still he is not satisfied.

Shri Joachim Alva: Just give me two minutes more.

There is not only Karwar but there is Bhatkal, Kumta, Honaver and Tadri. They are very natural harbours. The British experts have said that in Bhatkal you can build two ship-building yards.

This is the state of my constituency. From the point of view of conveyance it is a hopeless State. We have no bridges. The bridges are also coming up slowly. There also are vested interests to see that bridges should not come up. It is time that this Parliament the Railway Ministry, the Transport Ministry and the Railway Board took interest in it. I do hope that by the end of the year one member of the Railway Board will go down to Karwar and see all the difficulties of the

people. I also hope that perhaps in the next year's budget there shall be provision for survey of lines. I hope the hon. Minister will say something about Karwar when he makes his reply.

In regard to the Alnauer-Dandeli Railway we asked for strengthening it. There are three large factories—paper, plywood and ferro-manganese. How are they to move their goods? We asked for strengthening the railway track. They say, "We want Rs. 50 lakhs." The Railway Board has not got Rs. 50 lakhs! If they spend Rs. 50 lakhs, they will not be altogether lost. That will be recovered by way of revenue. But they do not want to strengthen the railway. They want it to remain as a rickety and crockety railway. The bridges just get blown up. All these valuable goods are left stranded.

One more word and I have done. I was in Kashmir recently. I paid only one visit to Kashmir. I would frankly say that the needs of Kashmir are even greater than my own constituency. I do not know why Kashmir is not linked up by railways with India. Why is Jammu not linked by railway with India? I think from Ambala to Jammu via Pathankot, constitutes one of the most heavy traffic areas for bus, trucks or any kind of vehicular traffic. It is littered with vehicular traffic. When the prices of tyres are so high, when tyres are blackmarketed in Pathankot and when all the truck manufacturers complain, it is time that the Railways consider that Jammu and Kashmir be linked by railway with India because the security and wealth of India is concerned and the State of Jammu and Kashmir has a lot of wealth.

Shri Rajendra Singh: Mr. Deputy-Speaker, Sir, so far I have not yielded to anybody in my criticism of the hon. Railway Minister and his Ministry. But I concede today that during the past one year the hon. Minister has shown greater awareness of his res-

ponsibility and has shown his responsiveness and willingness to discuss and resolve difficulties.

Dr. Krishnaswami (Chingleput): Because he is a Bihari.

Shri Rajendra Singh: No, not that What I am sincerely feeling I am telling the House.

But I must hasten to say that I do not share the note of persuasive buoyancy and optimism which is found in his copious speech. I find that in spite of optimism and hope that he has expressed in the performance and the soundness of the Railways, the renewal of tracks, overaged engines, wagons and coaches would continue to haunt us menacingly in the years to come. Its inability to provide and achieve whatever has already been provided so far as remodelling of yards, putting up of lines, extra lines to hold wagons and absence of modern devices of signalling and interlocking would continue to cause operational inefficiency. From the report it is evident that the operational efficiency is almost stagnant.

* But apart from that what disturbs me most and causes in me a sense of distress and alarm is the low reserve of Railway finance. On a close perusal of the facts I find that this difficulty has arisen mostly because of the haphazard and chaotic fashion in which road transport is coming up. Road transport, instead of being a supplementary and complementary mode of communication and a sort of feeder service to the Railways, has become in fact a competitive service with the result that incomes which could naturally have flowed into Railway finance are today going out to road transport.

Last year the Masani Committee report was given to us and many of us at the spur of the moment were taken off our guard.....(Interruption). I am coming to you. Many of us just pleaded a wrong cause.

An Hon. Member: What?

Shri Rajendra Singh: I am coming to that.

In this country when we are passing through a difficult process, all speedier developments of modes of transport have to be arranged in such a fashion that there is no conflict and competition, rather each mode of transport serves to supplement and feed each other. But instead of that, road transport has come mostly as a competition. Today there could not be an approach of competition and the approach of sovereignty of the consumer. Today there can only be one approach and that is the Central approach to all these things. But I understand one of the arguments, which my hon. friend, Shri Mathur, made last year is that this road competition has injected into the Railways a sense of awareness, freshness and of being alive to its own responsibilities and then to devise measures so that it could effect improvement in the time factor and at the same time improvement in the pilferage situation could be made. To that extent I agree. But the question today is of a planned development and not just of unplanned development, or, what you say, of competitive development as they have in other capitalist countries. You must not forget that Railways happen to be the biggest nationalised industry and all approaches to it must emanate from that angle.

The hon. Speaker has asked that people who are engaged in trade union activities in the Railway should give suggestions here in this House as to how to stop pilferage and corruption. I deem it my duty, in response to the call of the hon. Speaker, to make my suggestions, but I shall do so later on....(Interruption) in the course of my speech. No, no, today I am going to do it.

Then hon. Railway Minister in his speech has stated that his efforts to unite the two Railway federations have failed. It is a very unflattering reflection on the hon. Railway Minis-

ter because on the floor of this House every time that he appeared he assured the House that as the Community Minister was responsible for bringing about one federation, his effort was to see to it that he will also bring one single federation in the Railway. A judge was appointed to find out a procedure so that these two federations could be brought together and a responsible and healthy trade unionism was brought about in the Railways. Every time the NFIR, which happens to be a rival of the AIRF, was called by the Judge, it evaded, it defied, and its defiant attitude resulted in a sense of desperation and the Judge threw up the sponge. (Interruption).

Mr. Deputy-Speaker: Order, order. The hon. Member speaking had to ask twice or thrice for silence. I do not know whether it was a request.

Dr. Krishnaswami: He wanted water.

Mr. Deputy-Speaker: Water he wants now, but quiet and silent surroundings must be assured to him.

Shri Amjad Ali (Dhubri): It is as quiet as the grave, Sir.

Mr. Deputy-Speaker: Not so far.

Shri Rajendra Singh: He has risen from the grave.

Shri Amjad Ali: He wants water only. It was not hot.

Shri Rajendra Singh: The NFIR is, in fact, a projection of the Congress Party and it has the belief that whatever it does, good or bad, it has the support of the Congress Government which will continue in spite of its misbehaviour, in spite of its nonconformity to rules and procedures, in spite of all the bunglings that it indulges in, and that is why, in spite of the fact that the Railway Minister made a sincere effort, in spite of the fact that this House expressed a genuine desire to merge the two federations and have one federation which will be more in

the interests of the country and labour and in the interests of healthy growth of trade unionism, the NFIR repeatedly defied it.

What is the solution to it? I have suggested the solution many a time on the floor of the House. Let us forget these two federations, invite the railway workers to have a referendum, irrespective of the fact that they belong to one federation or the other, and elect office-bearers of a new federation which will be recognised as being representative of the railwaymen. I think this is the most genuine and just solution, but I do not know whether the Ministry is going to concede it. Just to confess in a report that your unity effort has failed takes us nowhere.

I do not know to what extent this House is aware of the fact that the General Managers have recently dismissed a large number of railway employees without giving them the facility of answering the charges framed against them. Some of the Members have mentioned it. The Deputy Minister, in the course of a reply has said, that in order to eliminate corruption, the special powers of the General Managers have been invoked to throw out the erring employees. I would have been happy, I would not have any grievance against anybody, had this principle been applied to one and all irrespective of the position one holds in the administration.

When my leader, Shri Asoka Mehta, was arguing for the establishment of a tribunal to go into cases of corruption against people in high places, the Prime Minister and Leader of the House could not have even the patience to hear him. He flared up and said: where are those charges, where are those allegations? He said he would enquire into them and if he found that the charges were genuine, it could be submitted to some person of the judiciary. The great Prime Minister, addressing the Rajya Sabha,

said that nobody could be considered guilty unless it was proved so.

Shri M. C. Jain (Kaithal): What is wrong about it?

Shri Rajendra Singh: I do not say there is anything wrong about it. If this principle holds good here, it shall hold good in the case of Class III and Class IV also. There cannot be two standards, one for the people in the lower grades and another for the Ministers and big officers. That is my grievance. Let the people who have been found erring in the railways be brought to the court, I have no objection, but if you feel that taking them to the court is not going to give the desired result soon, let this principle be applied everywhere.

I know of many cases of officers where corruption has been indulged in openly. * * *

Mr. Deputy-Speaker: Let no names be mentioned here. That is not the practice. No allegations against a person are to be made who is not here to answer those charges.

Shri Rajendra Singh: The Minister is here.

Mr. Deputy-Speaker: No. If he had any intention of mentioning any particular cases here, he ought to have given advance notice to the Minister, so that he might enquire into the facts and then be able to answer those charges. Now that he has not done it, I would not allow him to mention those names.

Shri Rajendra Singh: That is all right, Sir.

Shri C. R. Narasimhan (Krishnagiri): Pending that, this may be expunged.

Mr. Deputy-Speaker: Yes, this name also would be expunged. Two minutes more.

****Expunged as ordered by the Chair.

Shri Rajendra Singh: No, Sir. I have had only six or seven minutes time.

Mr. Deputy-Speaker: He has no idea of the time that is running.

Shri Rajendra Singh: In response to the call of the Speaker, I am going to make certain suggestions which will have the effect of immediately eliminating corruption from the railways.

Mr. Deputy-Speaker: And in response to the decision of the Speaker, I am only giving 15 minutes to the hon. Member as to every one else.

Shri Rajendra Singh: I have been telling you that this corruption is not to be found only among Class III and Class IV employees. It is prevalent everywhere, from top to bottom. So, if this principle of summary dismissal of a man who is suspected is to be applied, it should be applied everywhere.

The Minister has said that the permanent negotiating machinery on the railways is functioning smoothly and efficiently. In all humility I wish to state that the permanent negotiating machinery, which was devised to remove the grievances of the railway employees, has not been functioning properly, efficiently, and to the extent it was desired. I know that in the Eastern Railway, in any railway, these meetings are not held in time, and even when certain decisions are arrived at, they are not implemented. The reason given is that the General Manager does not have any special agency, apart from the normal agency, for implementing the decisions, with the result that there is a sense of frustration, and the workers are beginning to lose faith in the machinery. It is time the difficulties besetting its effective functioning are removed.

There is now a Personnel Branch which is meant to serve the needs of the staff and remove their difficulties. Only persons who have been trained can discharge these duties, those who know the psychology of labour and

all aspects of the labour problem. But in the railways, casually somebody is appointed as the DPO or CPO. He may be a mechanical or an engineering man. In this way, a conglomeration of people from various departments is brought in. The result is that the personnel staff are not functioning in a manner which was desired of them.

14 hrs.

In the course of my speech on the Pay Commission's report, I had pointed out that the railways happened to be a commercial undertaking, and as such, they had their own peculiarities, and they had their own independence, and, therefore, simply because in name it happens to be a department of the Central Government, therefore, a single Central Pay Commission could not be expected to cover the railway employees also. In the case of the different industrial undertakings, fixation of salaries or fixation of grades etc., cannot be done by having just one single Central Pay Commission. That can be done only after analysing the capacity of the industry to earn and to pay, and the peculiar nature of the industry.

Mr. Deputy-Speaker: The hon. Member should try to conclude.

Shri Rajendra Singh: This is an important point. Only one Member from my party has spoken so far.

Mr. Deputy-Speaker: Only the first Member who has spoken from his party could be given the extra time, not the second Member who speaks from his party.

Shri Rajendra Singh: I am not the third, but only the second Member from my party who is speaking now.

I submit that the railwaymen are today smarting under a sense of discontent and dissatisfaction. What is the way out? The way out is just to set up a wage board which will go into the whole structure of the industry, and the minute details and the

difficulties and the peculiarities of the industry, and then fix pay scales and grades for the various categories of employees.

There is just one more point, and I have done. The Railway Minister has said that we are just nearing self-sufficiency in regard to materials needed for the railways. That is a very happy thing. But I should like to point out that we have so many workshops which are not worked to their full capacity. Even in those workshops which had been working two shifts or where extra works used to be undertaken, those have been cut out. Now, if those materials which are needed for the railways are being obtained indigenously, I would like to know whether we are getting them from the railway workshops or from private sources.

Shri Jagjivan Ram: Both.

Shri Rajendra Singh: If we have enough capacity in our workshops to produce those materials, it would be a very bad thing for the railways, and especially, for their finances, to get them from private sources.

Mr. Deputy-Speaker: The hon. Member should conclude now.

Shri Rajendra Singh: Just one minute more.

Mr. Deputy-Speaker: I have already given him one minute. He must conclude now. I am now calling the next Member. Shri Harish Chandra Mathur.

I would just like to tell the House how others are disciplined and obey the Chair. I had only one chance of going to an international conference, namely the last Commonwealth Parliamentary Conference that was held in Australia. There, there were no two bells, but only the chairman at the nick of the time would say, 'The hon. Member's time is up', and whether the Member speaking had concluded his sentence or not, he would walk back

and sit down in his seat. I saw that even Lord Attlee, when he was speaking, was told 'The hon. Member's time is up', and he just stepped back and sat down in his seat. Not a word further was uttered.

But, here, we have to ring the bells once, twice and thrice, and then the reaction is 'Sir, I want three minutes more', or 'Sir, I would require five minutes more'. In spite of all the requests, the time-limit is not adhered to. We ought to be more disciplined in the future, and we should see that we develop a habit that we finish within the time that is available.

Shri Rajendra Singh: I shall just say one word, and I shall finish.

Mr. Deputy-Speaker: He has finished already.

Shri Rajendra Singh: I would just like to say something on your observation.

Mr. Deputy-Speaker: He should make no comments on my observations.

Shri Rajendra Singh: When you make that observation, you must also take into account the other factors operating in those countries, before you ask us to develop this habit.

Shri Harish Chandra Mathur (Pali): What is the time that I can have?

Mr. Deputy-Speaker: He can have full fifteen minutes.

Shri Harish Chandra Mathur: The Railway Minister has given us a very impressive account of the performance of the railways, in his budget speech. I would not say that he has overdrawn the picture, but if we take into account certain factors which he has not mentioned, then I have no hesitation in conceding that the performance of the railways, more particularly, in respect of the programmes and projects of the Second Five Year Plan has been fairly satisfactory. Even where they have had some shortfalls, they have

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explained them fully, because they were beyond their control. From all knowledgeable quarters the Railway Administration has been able to earn applause for their performance.

We are quite happy that they have been able to achieve self-sufficiency in locomotives and wagons, but I thought they could have done equally well so far as coaches are concerned, for, passenger traffic still continues to be overcrowded. As was rightly pointed out by a previous speaker, if we had made the fullest use of the railway workshops, that are there in our country, I think the position would have improved considerably. As a matter of fact, I had pointed out on the floor of the House on an earlier occasion that the capacity of the Jodhpur workshop which has done exceedingly nice work in regard to coach-building should have been stepped up. I think the railways should draw up a plan and programme to see that the production capacity of the railway workshops in each zone so stepped up that in the course of one or two or three years, they would be able to step up their production to such an extent that the zones could become completely self-sufficient. Though we attach quite a lot of importance to the lifting of goods, yet it does not present a good sight if we find that the passenger trains are overcrowded. Especially, when we see that coach-building is easier than wagon and locomotive building, I do not see why these imbalances should have been there. These imbalances should now be corrected.

While saying this, I would like to make a special appeal to the Railway Minister. My suggestion to him is that for his own stores, he should set up a big enterprise comprising about two hundred industrial estates. In fact, we have asked even other enterprises in the public sector to set up certain industrial estates from which they could draw upon for their accessories and auxiliary goods. I think the railways could give a good lead to the

country in this matter. I would make a personal appeal to the Railway Minister in this matter, because it will also tend to increase efficiency in respect of the stores which he is drawing if there is a particular industrial estate which has been properly planned for a particular type of goods after an engineering examination has been made about it. I would further urge that the industrial estates which are set up should be put in charge of certain engineers. The engineers should be encouraged. Our Prime Minister has expressed quite a number of times that he wishes that in this country the engineers own the factories. How are the engineers going to own the factories? If a lead could be given by the railways, and if these various industrial estate units are put in charge of the engineers, and gradually the property goes to the engineers, because they have done quite a little bit of planning and so on, then, ultimately they will purchase the entire interest, and the whole thing will be owned by the engineers. The efficiency will also go up. The railways will then be able to get their stores from a standard source. They will not have to face trouble in regard to their stores. They will know from where to get a particular kind of stores, because a particular industrial estate will cater to a particular need of theirs. I think this point should be examined, and something must be done about it.

While talking about rolling stock, I also wish to draw the attention of the hon. Minister to the fact that our first class coaches are not what they ought to be. There is great deterioration in them. I do not think we are going to be a third class country. There is no need to plead all the time for all facilities to third class passengers and for improvement of third class coaches. But there should be no deterioration in the standard of first class coaches. In this connection, I would also urge that the three-tier system in the third class compartments should be done away with. It is almost

inhuman to ask a man to squeeze himself in that manner. I wish some of the high-ups go and try it.

Regarding personnel, I do not at all agree with any suggestion regarding reconstruction of the Railway Board. I am thoroughly satisfied that the Railway Board is very scientifically constituted and it is working in an absolutely proper manner. They have correctly drawn applause from all over. The Board is in much better health than it used to be even two years earlier.

But I had expected that some real scheme of decentralisation would come about. The hon. Minister had stated on the floor of the House that he was giving particular attention to this matter. But when asked what were the powers which he had decentralised, no proper answer was given. Possibly one post of Deputy Director was surrendered because of this scheme of decentralisation. This is just ridiculing the whole idea. I think much more and much better action could be taken in this sphere.

They are having General Managers on Rs. 3,500 per month. So I do not know why they want to have unnecessary papers to be crowded in the Railway Board. I wish the hon. Minister takes advantage of the branch about which I spoke during the discussion on the Report of the Organisation and Methods Division, namely the SRU branch. They will be able to help the Board. The Board must see what is the real decentralisation which they can give effect to. It will save their time. The members of the Railway Board, who are highly qualified people, will be able to devote their time to doing much better things.

I feel that there should be an economy drive. I have a hunch that so far as the ministerial jobs are concerned, an economy of 20 per cent. could be immediately effected. I am not talking of the field staff. The present strength of field staff would be required. But so far as the ministerial

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staff is concerned, so far as the Secretariat and the Directorates are concerned, the staff could be reduced by at least 20 per cent. That is my hunch. I wish the Railway Minister examines this suggestion carefully.

Coming to the Personnel Branch, they have not been able to make proper selection. At least they have not been able to create the feeling that it is the right persons who will get selected. After a certain level, they have got selection posts. Also, I may say in a hurry that the recruitment policy has not been for some time—possibly now they have taken note of it; I do not know—on scientific lines. There is a complete blockade in a particular branch. There is a stores branch. Only those who are fit for the engineering side, will go to the engineering side. But if you go to the stores branch, you find that anybody who has put in six or seven years will be able to get a chance of promotion, while on the engineering side he will not be able to do it. I think some steps should be taken in this direction to rectify matters.

I very much welcome the delegation of powers to the General Managers to deal with disciplinary matters. Discipline in our country is very low, and we must take note of the situation. How is it that they do not trust even their General Managers? How many cases there will be on each railway? Hardly half a dozen or one dozen. They cannot even trust their General Managers drawing Rs. 3,500. Do they think that these General Managers have got malice against a man getting Rs. 40, Rs. 50, or Rs. 100 a month. I think we are going a bit too far in this matter. We are only satisfying a particular fad in insisting that the Railway Board members—who are getting Rs. 4,000—should do the humblest job. They should do the jobs for which they are paid. They should not do the humblest job. I think there was a conference of the General Managers here, and we were expecting that the hon. Minister would take us into confidence as to what real steps

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he has taken to see that better discipline is enforced on the railways.

While talking about personnel, I would like to refer to one matter. Some hon. Members referred to the employment of Harijans in the railways. I think there should be no grievance or complaint against the Railway Minister on that account. In this matter, he has brought into being the full force of his personality and in so doing, has done what was possible so far as Harijans are concerned in the matter of appointments and promotions. I think if he goes faster, it will have a reaction which will not be very happy so far as the Railway Administration is concerned. But let us take a very balanced view in this matter.

Again, referring to the Personnel Branch, it is definitely an advanced technique of administration to have a separate Personnel Branch. I am very happy to note that it is the Railway Administration who have adopted this procedure first. But unfortunately, their Personnel Branch is working in a most unsatisfactory manner, and there is always a conflict between the administrative side and the Personnel Branch because no co-ordination has been brought about. The man who has to take work from his subordinate feels very much handicapped. I think there should be a proper assessment. Also, the Personnel Branch must definitely have specialisation. There is no specialisation at present. As an hon. Member pointed out, a person taken at random from here or there is put in. Sometimes what happens is that nobody wants to go to the Personnel Branch. Somebody who is not fit for anything is put in the Personnel Branch. This is very wrong. I hope the advances in technique which they have achieved will be taken care of and they will see that the Personnel Branch is functioning properly, that there is proper adjustment between the Personnel Branch and the administrative side and all that.

My hon. friend, unfortunately, touched on the question of road transport.

I have a strong feeling—and I wish to stress it here—that it is only road transport which has injected a sense of urgency and efficiency in the railways. The crack trains, of which we hear so much now, are nothing but the result of competition from road transport. It would be an absolutely fallacious thing to say that road transport should just be a feeder to the railways. There must be a healthy competition between the two; otherwise, the railways are going again to relapse into the same inefficiency as before. It is really unfortunate that we do not watch the trend of development of road transport in the entire world. After all, road transport has in itself those intrinsic merits which cannot be suppressed. What has happened to road transport is really unfortunate. Out of Rs. 23 crores of fresh taxation announced by the Finance Minister in his Budget, Rs. 13 crores will be a deadweight on road transport. And here is the Planning Commission sitting, and the Minister of Planning who we had occasion to examine, saying that road transport is the most heavily taxed in India. And yet through this indirect method of taxation, road transport receives another setback.

Shri Jagjivan Ram: I am also taxed.

Shri Harish Chandra Mathur: I am coming to him what he has done. The hon. Minister has not taxed enough. That is my complaint against him. The expert Committee on freight structure appointed by the hon. Minister said that there is a possibility of going right up to 13 per cent. The hon. Minister has not even gone beyond 9 per cent. He has not gone beyond 9 per cent. to 13 per cent. only to cover up the inefficiency of the railways. I wish him to go up to 13 per cent.

What have they done? They have selected certain items. Because of their inefficiency, they have selected coal. I am definitely against it. Even if you put a surcharge on coal, there should certainly be no increase on the freight beyond 500 miles. They are just jeo-

pardising the development of the country. Unfortunately, the railways have developed in these matters a very parochial and very commercial outlook. They do not have a national and developmental outlook in this country.

My hon. friend was talking about the development of the hinterland in Rajasthan. If you take the complete picture, I am sure the railways would benefit considerably after a short time. After all, the hinterland has got to be developed. The development of Kandla port has been given a very great setback simply because of the regressive policy pursued by the Railway Board. Here is the Commerce and Industry Ministry coming and asking them for it. But nothing is done.

I have to switch on to another point before I sit down and that is about big zones. I am not one of those who will ask the Railway Minister now to change the zones and have more zones. But what I would certainly like to ask him is that he should strengthen the Divisional set-up and each Division must function as if it is almost a zone and the General Manager should have only an overall coordination of the zone. The Divisional set-up must be very much strengthened and efficiency must be injected into it.

For other matters I shall take another opportunity.

14:21 hrs.

श्री च० क० नायर : (बालौ दिल्ली) : उपाध्यक्ष महोदय, आप लोग तो दिल्ली को भूल ही गये हैं। दिल्ली जो है वह राजधानी की दफ्तर से शायद हिन्दुस्तान का सब से बड़ा ज़ंकशन है। इसलिये हमें ज़रूर भौका मिलना चाहिये और इस मौके को देने के लिये मैं आप को धन्यवाद देता हूँ।

उपाध्यक्ष महोदय : मैं भूल तो नहीं गया बल्कि मारा चबकर लगा कर आखिर में दिल्ली में आ गया।

श्री हरिश्चन्द्र माधुर : नई दिल्ली का नया स्टेशन बना है तो पुरानी दिल्ली का नया स्टेशन क्यों नहीं बना?

श्री च० क० नायर : सब से पहले तो मैं कई उन मैटरों के साथ शामिल हूँ जिन्होंने रेलवे मंत्रालय को इस लिये बधाई दी कि उस ने बहुत शानदार काम पिछले कई सालों में किया है और हम उस की उम्मीद भी रखते हैं। मैं इस के लिये मंत्रालय को शाबाशी देता हूँ। खास तौर से हमारी रेलवे फैस्ट्रोज की तरकी बहुत बड़े सन्तोष की बात है।

थर्ड ब्लास की सहायियतें बढ़ाने का हमें आदासन दिया गया है। खास कर बीमोरम कम्पार्टमेंट्स में सिस्टलिंग के लिये जो स्पेशल डिवाइस का जिक्र किया गया है उस के लिये भी मैं बहुत बधाई देता हूँ। इस के अलावा जो रेलवे डिपार्टमेंट ने शेड्यूल ब्लास को एन-लिस्ट करने के लिये, नौकरी देने के लिये जो कदम उठाया है उस के लिये भी मैं शाबाशी देता हूँ। सिफ़े एप्लाईटमेंट के सिलसिले में ही नहीं, मैंने सुना है कि एक नया नोटिफिकेशन निकला है जिस के अनुसार उन के प्रभोशन में भी खास सहायियतें दी गई हैं। यह सचमुच बहुत ही सन्तोषजनक कदम है, जिस की मैं चाहता हूँ कि और मिनिस्ट्रीज भी नकल करें बयोकि हमारे शेड्यूल ब्लास के लोग बहुत पिछड़े हैं। उन की जितनी भी मदद की जाय मैं उस कम समझता हूँ।

लेविन बाबूजूद इन तमाम कोशिशों और तरकीयों के हमारी शिकायतें भी बढ़ती जाती हैं। इसमें कोई शक नहीं है कि जब एक डेवेलपिंग एकान्सी हो, एक डेवेलपिंग मुक्क हो तो उस में चाहे जितनी कोशिश करें, उस के साथ साथ ज़रूरियात भी बढ़ती जाती है, और इस के लिये खास तौर पर मिनिस्ट्री का व्यान आकर्षित किया गया है कि नई नई लाइनें कई जगहों पर होनी चाहिये, खास तौर पर कगावार के बारे में बहुत ज़ोरदार स्पीच दी गई। ले.न

[श्री च० र० नायर]

मैं समझता हूँ कि बजाय इस के कि हम इस के लिये डेवेलपमेंट स्थाता नाये, मैं रिहैबिलिटेशन खाने को उस में ज्यादा ज़रूरी समझता हूँ। क्योंकि जब तक हम लाइन्स और कोचेज का रिहैबिलिटेशन नहीं करेंगे उस बकत तक जो हालत रेलों की है वह मुश्वर नहीं सकती जब तक हम उन की हालत को नहीं सुधारेंगे और नया डेवेलपमेंट करने का ही ट्रैडिशन ही कायम रखते हैं तब तक इनएफिगिएन्सी और स्लोनेस के खतरे को दूर नहीं किया जा सकता है। इस लिये मैं इस पर जोर देना चाहता हूँ कि एक रिहैबिलिटेशन कंड जरूर लुलना चाहिये जिस के द्वारा लाइन्स का एक्स्टेंशन हो, जो मीटरगेज हो उन को, ब्राड गेज बनाया जाय, जो कमज़ोर लाइन्स हैं उन को मजबूत किया जाय, जहां कोचेज कम हों वहां उन को पूरा किया जाय। इन तमाम चीजों पर ध्यान देना आवश्यक है। हम चाहें जितनी नई लाइनें खोल दें लेकिन आम जनता के प्रनदर रेलवे औवरकाउंटिंग के बारे में और थँड़ क्लास की ट्रैवेलिंग में मुश्किल होने की बजह से जो शिकायतें हैं वह जब तक कम नहीं होती हैं तब तक रेलवे की असली नरककी नहीं मानी जायेगी।

मैं एक स्पेशल लाइन के बारे में कहना चाहता हूँ, हानाकि मैं उस के लिये इतना उत्सुक नहीं हूँ जितना एम्जिस्टिंग हालत को सुधारने की चिक्र में हूँ लेकिन फिर भी एक चीज कहे वगैर नहीं रह सकता। वह चीज टिनेवली और ट्रैवेन्ड्रम को बाया केप कमोरिन मिलाने की है। एक और साहब ने इस का जिक्र किया था कि टिनेवली लाइन को केप कमोरिन तक मिलाया जाय। लेकिन मैं समझता हूँ कि उस को ट्रैवेन्ड्रम तक मिलाया जाय। हानाकि मेरा प्रदेश केरल था और है, लेकिन मैंने आज तक इस चीज को इतना महमून नहीं किया जितना इस दफा किया जब मैं कॉर्पस के कार्य के लिये वहां गया था। मेरे कुछ मित्र थे वे केप कमोरिन देव ही

नहीं मस्के क्योंकि वहां कोई डाइरेक्ट ट्रेन करनेवाला नहीं है। यह सब से बड़ी खासी है। जो हिन्दुस्तान के सब से दक्षिण का हिस्सा है उस को काश्मीर में मिलाने की रेलवे मिनिस्टर की स्वास जिम्मेदारी है।

आज रेलवे डिपार्टमेंट में होने वाली जो खराबियां हैं वह सब को मालूम हैं। इट इज ऐन ओपन सीकेट। उन के बारे में कुछ जिक्र किया गया है। मैं समझता हूँ कि उस का जबाब भी मंत्री जी ने सोच निया है कि विजिरेम डिपार्टमेंट शुह किया गया है। यह बहुत अन्धा है और विजिरेम डिपार्टमेंट का काम बहुत नेजी में बढ़ना चाहिये और वह हो सकता है। मैं जानता हूँ कि रेलवे डिपार्टमेंट के प्रनदर कई बड़े शानदार और ईमानदार व्यक्ति हैं, उन को इस का इनचार्ज बनाया जाय क्योंकि वही डिपार्टमेंट के भेद जान सकते हैं। अगर ईमानदार व्यक्ति इन में लगाये जायें तो मुझे उम्मीद है कि बहुत सी खराबियां दूर कर सकते हैं और दुर्दस्त कर सकते हैं। लेकिन अफमोस है कि जब दोस्तों ने यह कहा कि विजिरेम डिपार्टमेंट को एन्क्वायरोज के मुताबिक अगर कोई जनरल मैनेजर कोई कदम उठाता है तो उस के लिये मुश्किल हो जाती है। यह गलत है। कहते हैं कि वह दुखी आदमी है, उस के लिये कोई जरिया नहीं है जिन्दगी का, इसलिये उस के बारे में फिर एन्क्वायरी होनी चाहिये। मैं पूरा इन्माफ दिये जाने के हक में हूँ लेकिन जब विजिरेम डिपार्टमेंट बहुत कांशिश के साथ एक चीज की एन्क्वायरी कर के जनरल मैनेजर के पास उसे भेजता है तो मैं ममझता हूँ कि उस में डिपार्टमेंट वालों का दबल देना बहम होना चाहिए। उस में मचमूल पूरा हाथ जनरल मैनेजर का होना चाहिये। अगर बम्बई के जनरल मैनेजर ने सचमूल इस तरह का काम अपने ऊपर उठाया है तो मैं तो तमाम जनरल मैनेजरों से उम्मीद रखूँगा कि वे

नोग भी विजिलेंस डिपार्टमेंट की एन्वायरी और उन की रिकमेन्डेशन के ऊपर फौरन कदम उठायें।

दिल्ली के बारे में मुझे दो ही एक चीजें कहनी हैं, उस के बारे में समाप्त कर दूँगा। सब से पहली चीज तो आवरबिज के बारे में है। आप को मालूम है कि कोई तीन चार साल पहले एक बहुत बड़ी ट्रैकेडी हुई थी मधुरा रोड पर, तिलपट की। जब वहाँ एप्रिल शो हुआ था तो उस में हजारों गाड़ियाँ गई थीं जो कि कोई भी जगह पर नहीं पहुँच सकीं और कोई दो बजे रात तक ही बापम आ सकीं। उस की बजह यह थी कि बीच में दो रेलवे लाइनें हैं जिन की बजह से गाड़ियाँ को हमेशा रुकना पड़ता था। नतीजा यह हुआ कि एक बहुत भयानक जैम हो गया। वह सब को याद है। इसके कारण मधुरा रोड पर एक आवर रिज बनाया गया। वह बहुत अच्छा हुआ लेकिन मैं समझता हूँ कि उतना ही जरूरी एक और आवरबिज रोहतक रोड पर सराय रुहेला के पास है। इस के निये मैंने कई दफा जिक किया लेकिन मुझे प्रकसोन है कि डिपार्टमेंट ने उस पर ध्यान नहीं दिया। एक दफा यहाँ कहा गया एक क्वेश्चन के दर्घ्यान कि यहाँ जमीन अवैकेल नहीं है। यह बिल्कुल सरासर गलत बात है। वहाँ जितनी जमीन रेलवे के पास है उतनी किमी के पास नहीं है। दूसरे यह कि एक तरफ सलामी या रिज है, इस निये वहाँ मिट्टी डालने की भी कोई जरूरत नहीं है। दूसरी तरफ मिट्टी डाल कर ही आवरबिज बन सकता है। यहाँ पर अगर शंटिंग भी हो तो भी रोड बन्द हो जाती है। यह बहुत शर्म की बात है कि दिल्ली में रेलवे बालों का हैडवाटर होते हुए भी इस तरफ जग भी ध्यान नहीं है। इसलिये मैं मंत्रालय से यह दख्खासित करक्का कि वह इस पर ल्लास ध्यान दे। एक दो सालों के अन्दर उमेर इस काम को अपने हाथों में उठाना ही चाहिये।

एक और चीज सबसे ज़रूरी मुझे कहनी थी और वह दिल्ली के एलेक्ट्रिफिकेशन के बारे में है। आप को मालूम है कि दिल्ली का मास्टर प्लैन तैयार हो रहा है। उस के अन्दर यह एन्विसेज किया गया है कि आपने वाले बीस सालों के अन्दर दिल्ली की आबादी २०, २५ लाख से बढ़ कर ५० लाख हो जायेगी। आपको मालूम है कि इस बक्त हमारी ट्रैकिंग की क्या हालत है, ट्रांस्पोर्ट की क्या हालत है? दिल्ली अब एक बहुत बड़ी आबादी वाला शहर हो गया है। यातायात की हालत बहुत प्रक्षेपणाक हो गयी है। उसको दुरुस्त करने के लिये हमारे पास क्या साधन हैं? यह ठीक है, कि बेसेज, टैक्सीज और कारों की संख्या पहले की अपेक्षा काफी बढ़ाई गई है लेकिन इतने से तो समस्या हल होने वाली नहीं है कारण दिल्ली की आबादी और ट्रैकिंग को देखते हुए सहके जितनी चोटी होनी चाहिए, उतनी चोटी नहीं है। दिल्ली के निया मास्टर प्लानसंग ने जो यह कहा है और दिल्ली प्रशासन ने जो यह सोचा है कि दिल्ली में एक रिंग रेलवे बनाई जाय, वह उचित ही सोचा है और रिंग रेलवे का निर्माण होना चाहिए लेकिन स्थाली रिंग रेलवे बनाने में यह सबाल हल नहीं होगा क्योंकि इसके साथ ही मास्टर प्लानसंग ने यह तजीबी किया है कि दिल्ली के आसपास ३०, ४० मील तक मेट्रोलाइट्स टाउंस बनाये जायें जैसे कि गाजियाबाद है, फरीदाबाद है, पानीपत है, मोनीपत है, गुडगांव है और बहादुरगढ़ है। यह सब दिल्ली से २० से ३० मील की दूरी पर है और चूंकि दिल्ली देश की गजायानी होने के कारण बढ़ रही है और अभी भी उसका बढ़ना रुका नहीं है तो यह जरूरी है कि इन पास के टाउनशिप्स को इस तरह से डेवलप किया जाय कि लोग वहाँ पर आकर बसें। लेकिन इसके साथ ही हमें दिल्ली की ट्रांस्पोर्ट व्यवस्था में भी काफी सुधार और प्रगति लानी होगी और उसको बढ़ाती हुई आवश्यकताओं के अनुरूप बनाना होगा। आज दिल्ली

[श्री च० क० नायर]

की रेलवे लाइन्स का एलेक्ट्रिफिकेशन होना बहुत जरूरी है। यह इलेक्ट्रिफिकेशन का काम सब से पहले शुरू करना चाहिए। यह ठीक है कि पावर की हमारे यहां कमी है लेकिन जैसे भी हो इसको किया जाय और पहले एक दो लाइन में इलेक्ट्रिफिकेशन का एक्सप्रेसेंट करके हम देख सकते हैं। अगर एलेक्ट्रिफिकेशन हो जाय तो उस में हम चाहे जितनी लाइनें चला सकते हैं। इस बबत लाइन्स की भी भीड़भाड़ है क्योंकि हिन्दुस्तान की सब से बड़ी बड़ी लाइन्स यहीं दिल्ली में आकर मर्ज होती हैं इसलिए इस भीड़भाड़ को किसी हद तक दूर करने के लिए पुराने किले के पीछे से गाजियाबाद को जो एक पुल बनाये जाने की तज्जीब है वह मुनासिब है और आशा है कि उस ब्रिज के निर्माण से आज जो केवल एक पुल होने से दिक्कत है और कंजेशन है वह बहुत हद तक दूर हो सकता है। काफी लाइनें उधर को डाइवर्ट हो सकती हैं। लेकिन जैसा मैंने पहले कहा कि एलेक्ट्रिफिकेशन का सवाल बहुत जरूरी है और उस पर ज्यादा ध्यान दिया जाना चाहिए। मुझे अफसोस के साथ यह कहना पड़ता है कि हमारे मास्टर प्लानर्स ने भी इसके ऊपर ध्यान नहीं दिया। मास्टर प्लान का मतलब तो यह है कि तमाम मिनिस्ट्रियों में सलाह मशविरा करके सब के कोआर्डिनेशन से इस चीज को बनाया होता तो ज्यादा अच्छाया। इस कारण से भी और मुझे इस मन्त्रालय के डिवेट में हिस्सा लेना पड़ा और मेरे हिस्सा लेने का मुख्या कारण यह था कि दिल्ली का एलेक्ट्रिफिकेशन एक बहुत बड़ी आवश्यकता है। दिल्ली की आबादी निरन्तर बढ़ती चली जा रही है और अनुमान है कि कोई बीस साल में दिल्ली की आबादी बढ़ कर ५० लाख हो जाने वाली है क्योंकि बाहर से लोग आ आकर यहीं हमेशा के लिए बस रहे हैं और बच्चों की पैदाइश भी ज्यादा हो रही है। सरकार को अभी से इस बारे में सरकं हो जाना चाहिये और इस बढ़ती हुई

आबादी के खतरे का सामना करने के लिये आवश्यक इन्तजाम अभी से कर लेना चाहिये और वह है एलेक्ट्रिफिकेशन आप दी रेलवे और हमारे दिल्ली के जो अब आवरबिंज बनाने का काम ह उसको पूरा किया जाय और कम से कम यह सराय रोहिल्ला के आवरबिंज बनाने का काम तो फौरन शुरू कर देना चाहिए।

Shri Jagjivan Ram: Sir, quite a large number of hon. Members of the House has participated in the debate and their words of appreciation and encouragement will naturally hearten me and more than a million of railway employees and I share that feeling as one of the railwaymen.

Mr. Deputy-Speaker: Does he not want to share anything given by the Pay Commission?

Shri Jagjivan Ram: In so far as the benefits are concerned I would like to give the benefits to them.

The two important questions which practically covered the entire field of railway working had been posed in this House: namely, whether the Railways are working with a degree of efficiency and whether the present financial position of the Railways is sound. In regard to the question of efficiency, it would be unrealistic to suggest that we have reached the optimum limit. In a vast organisation like this, there must always be some scope for improvement, however well-run it may be, and my approach to the problem is not one of complacency but one of active and energetic endeavour to do better and better. The question, however, is whether we are far removed from the optimum stage, or we are nearing it, or progressively receding from it.

The principal assets which we possess are our coaches, wagons, engines, railway lines and equipment for the maintenance of these assets. So far

as our passenger coaches are concerned, these run on trains according to the set time-tables, allowing a reasonable margin at the terminal for their maintenance and there is very limited scope for any improvement in their use. In regard to the punctuality of passenger trains, a persistent endeavour is being made to effect an improvement and although there is scope for improvement particularly in respect of branch line trains, some results are already in evidence which has also been recognised by a number of the hon. Members of this House. We are also watching the punctuality of the trains at intermediate points, not only at the originating station and the destinations, but also at other stations which are junction stations.

An Hon. Member: That is very necessary.

Shri Jagjivan Ram: As I said we were watching the punctuality performance of the passenger trains, whether express or mail, at the destination stations. Now, we are watching their performance at the intermediate points and junction stations also and I am sure some improvement will be noticeable shortly.

Now, we have to focus our attention on the usage of wagons, engines, railway lines and workshop equipment. In regard to wagons, the most important composite statistics which bring out their earning potential are the net ton miles per wagon day, that is, the net ton miles output achieved daily on an average from each wagon owned by the Indian Railways. This figure in 1957-58 was 598 on the broad gauge and 225 on the metre gauge and in 1958-59, 573 on the BG and 218 on the MG. The figure in 1958-59 shows some drop which I have already explained in my Budget speech was due to a lack of traffic on account of which the available rolling stock could not be fully utilised. Now the question

which arises is against which yardstick should this output be measured? Our own figures against which we can judge are the results achieved during the war years when things were regimented and the then Government had exerted its utmost to achieve the maximum output. The Estimates Committee had also recognised these results as a guide. The best results then attained were 451 on the BG in 1942-43 and 201 on the MG in 1943-44. Allowing for the increase in the average carrying capacity of the wagons since the war years, the corresponding results for the year 1958-59 work out to 557 on the B.G. and 182 on the M.G.

Although the results of different countries are not strictly comparable, because the pattern of traffic, method of traction etc. differ, the corresponding output achieved by some of the advanced countries of the world which publish their statistics does provide some index against which we may judge our results.

The equated net ton mile per wagon day figures are:—

United Kingdom	74
United States of America	330
Germany	363
France	304
Italy	243
Japan	938
India	573

For this purpose we should base our judgment on the B.G. figures of Indian Railways because nearly 85 per cent of the net ton miles materialise on the B.G. system. The Japanese Railways which show better results than us are admittedly more efficient though an appreciable proportion of the disparity is accountable to the difference in the pattern of traffic and a preponderance of electric traction. A point worthy of note in our case is that there is a variation of about 7 per cent between the busy and the slack months, and it is this which I wish to keep down by inducing more

[Shri Jagjivan Ram]

movement during the slack period. Shri B. C. Ghose has suggested that Railways should have their own coal dumps. This we have already done. In regard to the dumps for the public, we have even agreed to recover the freight for coal when it is moved from the dump to its ultimate destination provided the party concerned gives us a reasonable security. There is, however, no progress in evidence in this direction. We shall further pursue it with the Coal Controller.

On our Metre Gauge the results are not comparable because the areas are essentially agricultural and deficient of industries; therefore, the quantum of freight traffic available in such areas is of a lighter character. Also, the inherent character of our metre gauge construction does not lend itself to a much better output with the axle load limitations. For these reasons, wherever the density of traffic demands we are planning to project a B.G. line if it is feasible to do so. I wish to assure the House that we are paying sufficient attention to the problems of the M.G. sections, but we cannot obviously rectify its inherent drawbacks.

Coming to the question of locomotives, their output may be judged from the figure of net ton miles per engine day. Comparable figures after making allowance for the variation in tractive effort are:—

Net ton miles per goods locomotive day—steam traction

1941-42	B.G.	18,379
1957-58		20,360
1958-59		20,296

Here too, results comparable with war years have been attained. Results, however, cannot be compared with other countries because there are great variations in the tractive effort of engines and the type of tractive power used.

In regard to the usage of railway lines the comparable figure is net ton miles per running track mile of railways. These results are:—

	Net: ton miles per running track mile	
	B.G.	Million.
India	1942-43	.98
	1957-58	1.94
	1958-59	1.95
U.K.	1958	.52
U.S.A.	1957	2.36
Germany	1957	1.28
France	1957	.97
Italy	1957	.66
Japan	1957	2.04

Here too, our results are fairly comparable. U.S.A. and Japan show better results. With the new bogie wagons and bigger train loads about which I have mentioned in my budget speech, we hope to catch up these countries very soon.

In regard to the output of our workshops, this has progressively improved, but we cannot say how much leeway we have to make up in our approach to the optimum results. It is for this reason that I have started a Productivity Cell in the Railway Board, whose main job is to determine the norms of output in each phase of working of the various workshops. This examination will take some time, but as soon as it has been done we will introduce the incentive bonus scheme on the Chittaranjan pattern and I hope by this and other means we will make further improvement.

While dealing with workshops, Sir, it will not be out of place to deal with the points raised by my hon. friend, Shri Mathur. As the House is aware, we have achieved self-sufficiency progressively in the matter of railway requirements of equipment. Some we are manufacturing ourselves and some we are farming out to private manufacturers. As and when surplus capacity becomes available in

the workshops, that capacity is utilised and farming out of orders is reduced to that extent. But, Sir, we cannot manufacture all our requirements in our own workshops all of a sudden because that will adversely affect the capacity that has been created in the country, in the private sector, and we will have, in order that there is progressive increase in the industrial output in the country as a whole, to see that no capacity which has been created either in the private sector or in the public sector is not fully utilised. Therefore, though it has been suggested by some hon. friends that all the requirements of the railways should be manufactured by the Railways themselves, I think that is a strange suggestion.

An Hon. Member: That was not the suggestion.

Shri Jagjivan Ram: Nowhere in the world it is done, except, of course, Russia or China.

Shri Harish Chandra Mathur: There is no other sector.

Shri Jagjivan Ram: Everywhere, railway requirements are manufactured, to a certain extent, by themselves and also by private industries. In India we are doing better than most of the other countries so far as production of railway requirements by the railway establishment themselves is concerned.

Shri Harish Chandra Mathur: My submission was about small-scale industries.

Shri Jagjivan Ram: I am coming to that. Perhaps my hon. friend is aware that we have taken certain steps to encourage private industry to undertake manufacture of certain items which we had been up till now importing from other countries, and the results in this respect have been rather spectacular. Several industries have been encouraged. We have detailed engineers to advise the private industry, to give them the know-how. We have even put some officers who are more or less engaged whole time in this job of advising

the private industry in the matter of know-how and also watching the progress in those industries, to see how far they have succeeded in manufacturing the equipments which we had been importing from other countries.

Regarding the question of Railways establishing industrial estates, I do not know how far it will be feasible. Industrial estates are being established by practically all the State Governments at various centres either at the provincial headquarters or at the district headquarters, and advantage may be taken of that by the Railways to suggest in which place what items of railway requirements may be manufactured and the duplication of establishing separate industrial estates at convenient centres by the Railways can be avoided.

Shri Harish Chandra Mathur: If I may explain the point, as a matter of fact, the hon. Minister of Commerce and Industry has also circularised to all the big private enterprises also to set up industrial estates for their ancillaries, and the enterprises in the public sector have also agreed to set up industrial estates. It is with a double purpose, to see that you have close supervision at one place and that there is a dispersal of industries even in the backward areas where you want to bring them up. It is to see that industrial estates can be set up at any place. A scheme may be examined. I do not say you should accept it here straightforwardly.

Shri Jagjivan Ram: I think we have made very satisfactory progress in encouraging small industries to undertake the manufacture of certain railway stores and equipments. I feel that decentralisation is taking place. I have instructed the Railway Board to farm out orders in such a way that centralisation of certain items does not take place at one centre but these various industries are dispersed throughout the country so that the railway may not have to undertake

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unnecessary transport of certain items from one corner of the country to the other.

I will give one example. Take cast iron sleepers. I have asked the Railway Board to see whether we can create some capacity in the south, in the west and other parts of the country so that transportation of cast iron sleepers from more or less the eastern part of the country is avoided. So, we are taking these steps.

Shri Harish Chandra Mathur: We appreciate it. What we suggest is improvement.

Shri Jagjivan Ram: There is further scope for improvement in our workshops and the steps that we have taken have saved us substantially and I am sure that during the course of the next year or so our workshops will achieve spectacular results. I am not talking of Chittaranjan or Perambur. I am talking of the normal workshops of the railways.

Again, I would remind Shri Mathur that we have increased the capacity of several workshops. We have recently rehabilitated them and where we found that the railway works so justify, we have increased the capacity of the workshops and we will be continuing to do that wherever it is necessary.

Shri Rajendra Singh: You are not utilising it to the full extent. That is the point.

Shri Khushwaqt Rai (Kheri): And you are not encouraging private industries.

Shri Jagjivan Ram: No capacity of the railways remains idle.

Shri Rajendra Singh: See Jamalpur.

Shri Jagjivan Ram: I am supposed to know better than the hon. Member knows. I know that no capacity in any of the railway workshops remains idle.

Shri Rajendra Singh: Jamalpur is an example.

Shri Jagjivan Ram: My hon. friend gets some information from some one or two persons. I have the complete picture of the workshops.

Several hon. Members have commented about the speed of goods trains. This subject has been comprehensively studied by the Efficiency Bureau of the Railway Board and its report has already been placed in the Library of the Lok Sabha. Similar study for the metre gauge section is in progress. The recommendations of the Efficiency Bureau will be followed up.

I, however, feel that I should clarify the position in regard to the results attained in the year 1958-59. The average speed of 'all goods trains' on the broad gauge main lines purely under steam traction indicates an improvement, but in the case of broad gauge branch lines as also on the metre gauge it has registered a drop. I have since received the corresponding figures for 1959-60 up to December which register a distinct improvement. They are: Broad gauge, for 1958, 8.95; for 1959, 9.54. Metre gauge: for 1958, 7.90 and for 1959, 8.38.

The House may, however, like to know why there has been some drop from year to year. In my budget speech I have commented upon the effects of extensive developmental work on operation. While these works have been in progress even the existing facilities get restricted, and yet, from year to year and from month to month, traffic has increased at a rate unprecedented in the history of the Indian railways. The density of traffic or rather the net ton mile per running track mile, which is an index of output and is a measure of strain on our capacity, approaches closely the highest attained in the world. Amidst these environments, even if we completely discount other factors like floods etc, which of course vary in intensity and effect from year to year, we must concede that there

would be some adverse effect on speeds.

The existing position is that most of our trunk routes are being worked to 80 per cent or more of the capacity. The problem of expansion of capacity in a fast developing economy is a continuous one. We are not so rich as to effect all the improvement required in one stride. We have to adopt every conceivable way to do so and move up progressively in consonance with our expanding needs. There is some skill in doing so with the utmost economy. We have to double some sections, improve the signalling on others and adopt the various modern methods available including electrification and dieselisation, consistent naturally with the financial and other resources available. We have to function within these limitations and I cannot visualise any easy or a comfortable position for us when we can just sit back.

Now, I come to the financial outlook. I am afraid I cannot share the apprehensions of some of my hon. friends in this House. I would request that this problem may be viewed objectively in the light of the historical background; what we inherited and what vicissitudes we are going through. It is common knowledge that Rs. 121.77 crores of our railway surpluses were credited to general revenues during the war years. This amount normally would have been credited to our reserves to meet the post-war inflationary element. Other industries during the war boom built up their reserves. The credit to the depreciation fund during the ten years, from 1941-42 to 1949-50, was Rs. 144.77 crores, or an average of Rs. 14.5 crores per year. The total rehabilitation expenditure was restricted to Rs. 84.44 crores during those years. Even during the pre-war period, due to a depressed economy and several railways being under company control, rehabilitation was done sparingly. Added to this was the acquisition of a number of State railways whose assets largely were of

subnormal condition. Besides intensive usage during the war, the mounting accumulation of rehabilitation work was thus our legacy, and unluckily for us, it coincided with a period of rapid price inflation. In the result, steel which constitutes the most important ingredient in our scheme of rehabilitation costs 3.66 times the prewar price. The money values have gone down here and every item of asset which is rehabilitated costs nearly four times the prewar price. The system of allocation has also undergone a change. We do not simply debit the original cost of the asset replaced to the depreciation fund, but we even debit the inflationary and the improvement elements—a practice that is not in vogue in normal commercial accounts. The total debit to depreciation fund in respect of improvement of assets alone amounts to Rs. 73.17 crores.

15 hrs.

During the pre-war years, the contribution to the depreciation fund amounted to 1/80th of the capital assets and this was adequate under stabilised price conditions when rehabilitation signified replacement of an asset by an equivalent at practically the same cost. With the changed conditions and price inflation, we have to spend nearly four times the original cost to replace an asset and the contribution to the depreciation fund has, therefore, to be correspondingly greater. The stress on the depreciation fund, therefore, has operated from two directions: the price inflation and the high incidence of deferred maintenance.

In our endeavour to overtake these heavy arrears, naturally the draft on the depreciation fund has been excessive during the second Five Year Plan and the depreciation fund will run down to the low level of Rs. 18 crores in spite of an additional contribution of Rs. 10 crores per annum we are making to supplement what the Convention Committee had suggested. I am alive to the need of

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building up this fund and the views of my Ministry on this subject will be placed before the next Convention Committee for their consideration.

An erroneous impression seems to have been created by certain views voiced by the ex-Financial Commissioner in the Statesman dated 24th February, 1960, that heavy arrears of rehabilitation of track will still be left after the third Five Year Plan. This view does not seem to be warranted. On our present thinking, it looks that these arrears will be more or less liquidated by the end of the third Plan period and in the subsequent Plan periods the task will be reduced to the normal figure; and, debits to the depreciation fund are likely to come down by Rs. 70 crores to Rs. 80 crores in a five-year period.

Coming to the question of the development fund, it was constituted as a result of the recommendation of the Convention Committee of 1949. This fund is built out of the revenue surpluses which may be credited to it. The principles of allocation of expenditure under this fund were revised by the Convention of 1954 and the following items were listed for debit to this fund:

- (i) Expenditure on amenities for all users of Railway transport, such as improvement of goods sheds, loading and unloading platforms, waiting sheds for the trading public etc. and the minimum of Rs. 3 crores per annum on this account would continue to be spent.
- (ii) The expenditure on unremunerative operating improvement works costing more than Rs. 3 lakhs each.
- (iii) Labour welfare works, including cost of Class III quarters.

The scope for debit to this fund was greatly enlarged with the result that the debits to this fund during the second Plan have been much greater as compared to the first Plan—Rs. 126.48 crores against Rs. 50.53 crores during the first Plan. The labour welfare works alone cost Rs. 37.57 crores during the second Plan against Rs. 8.66 crores during the first Plan. The operating improvements cost Rs. 61.14 crores against Rs. 6.84 crores in the first Plan. Most of these debits are of such a nature, as may even justify their inclusion in the capital cost. I would like to emphasise this aspect. The operating improvements of which the remunerativeness cannot be precisely determined because the benefits are widely dispersed are assets of a productive nature which are being created, but are for convenience debited to the development fund. Likewise, Class III quarters built for labour are assets of a potential value. It is also to be noted that bulk of the expenditure debited to this fund is of such character. Therefore, to the extent the revenue surpluses credited to this fund sustain works of a capital nature, we are saved the dividend liability and for the balance we must borrow. Apparently, the Convention Committee of 1954 had visualised the possibility of revenue surpluses being inadequate to meet such heavy debits as were likely to materialise and to meet this contingency, it had recommended as follows:

"Money should be advanced from General Revenues to the railways for utilisation on those projects or works which are of a development nature. Such advances should be treated as temporary loans to the railways and will not be added to the capital-at-charge on which 4 per cent. dividend is payable annually. The railways will pay interest on this loan to General Revenues at the average borrowing rate charge-

able to commercial departments. It shall, however, be open to the railways to repay this loan in instalments, if necessary, from accretions to the development fund in more prosperous years and thus liquidate the debt and the interest liability thereon."

This was the view of the Convention Committee in the context of a planned forecast of a much smaller dimension. It is not surprising, therefore, that for a much bigger plan that was later sanctioned for railways, the need for temporary loans arose. The investment already made is bound to yield results and this should undoubtedly enable the railways to revive their reserves and build them up to an adequate level.

Another factor which must be borne in mind is that the railways throughout have met their increasing dividend obligations to the general exchequer which has risen from Rs. 36.12 crores in 1955-56 to the budgeted estimate of Rs. 57.27 crores in 1960-61 and this with inflationary prices and increasing wages. The additional capital, therefore, has been ploughed into productive channels. In the last year of the Plan, besides paying 4 per cent. dividend, there will still be a surplus of Rs. 18 crores and this for a public utility concern, where numerous losing assets to satisfy the social and commercial needs of the people have to be nursed, cannot be considered a mean achievement. There are at present several narrow gauge sections of the line, where parallel road services already exist, which can be dismantled to the financial gain of the railways, but we have not viewed this problem in such a narrow perspective in response to the public demand.

The return from railways, therefore, must be viewed in this broad perspective, in the light of its public utility character and the fund balances should be judged in the context which I have delineated at length. Some of my friends here have accused me of

painting a rosy picture. They would probably have liked me to paint a gloomy picture. I have done neither. I have simply shown a healthy picture, which is what it is. I cannot paint a public utility with the brush of a profiteer and only then say that it is healthy. Public utilities are a means to an end and not an end in themselves. They are primarily for service.

I feel sure, in view of what I have explained, it will be conceded that there is no cause for pessimism in regard to the railways' financial position. The country is in a rapid stride towards a 'take-off' stage in its economic resurgence, and transport, which is the handmaid of this revolutionary change, must inevitably reap the harvest in the gains which will be shared by millions of our people.

Some hon. Members have, on the one hand, expressed their apprehensions about the financial stability of the railways and, on the other, questioned the desirability of the proposals for a five per cent. surcharge. It is very difficult to reconcile both these things.

Shri Harish Chandra Mathur: There are exceptions also.

Shri Jagjivan Ram: I have said "some hon. Members". I think that if they think over what they have said they will find that they are contradicting themselves and I am sure that they will feel that this very small levy was called for.

Coming to the rehabilitation of rolling stock, we are utilising old coaches. I myself gave instructions to the Railway Board that no coach which can be serviceable should be condemned. But, then, the engine, coach or wagon has to be kept in a serviceable condition. In the case of over-aged stock special care has to be taken as in the case of old persons. When it is found that a particular coach is not economical to maintain, then it has to be condemned, rejected and disposed of.

Shri Harish Chandra Mathur: But let there be even distribution of good and bad.

Shri Jagjivan Ram: I have asked the Railway Board to prepare the statistics of engines, coaches and wagons on each railway, giving their age. I have asked them to publish a small pamphlet so that it can be supplied to the hon. Members, who can see whether any railway has been treated unfairly or discriminated against, because if persons from every railway zone make the complaint....

Shri Bimal Ghose (Barrackpore): We should take into consideration the miles done, not merely the age.

Shri Jagjivan Ram: I have dealt with the most important aspects of the budget. Then, quite a number of other points have been raised, and I would like to deal with them also.

Of course, if we have sufficient funds, we can very well say "all right, we will replace all the coaches", because new coaches are more pleasant, more comfortable and good. But we have to choose: whether we go with reconditioned coaches or without coaches. That is also another aspect. Of course, Shrimati Parvathi Krishnan will ask "Why are you thinking of exports?" Well, we have to build up foreign markets, if we can. And if a situation like that comes, I may appeal to the country "let us put up with some inconvenience so that we can capture foreign markets and increase the export trade". That many countries do, and we will have to do in the best interests of the country. I am sure, I will get the support of the House in that matter.

Shri P. N. Singh stated that our passenger trains do not cover the journey in the same time as they used to do during the pre-war period. Well, in many cases what he has said is correct.

Shri A. C. Guha (Barasat): In most cases.

Shri Jagjivan Ram: I will not say "in most cases", but what he has said is correct in many cases. We are taking many steps to see whether we can catch up with that. But our present comparison should be with the past few years, and when we compare our position with the past few years we find that we are achieving some result progressively towards the speeding up of the passenger trains.

Secondly, we should not forget that demands are increasing for opening of new stations, halts, flag stations and other amenities for the travelling public. When a new halt or station is provided, it affects the speed of the trains; it takes time. So, all these factors will have to be taken into consideration. As I said, there is no sense of complacency and every endeavour is being made by the Railway Board to see how far we can speed up the trains and maintain the punctuality of passenger trains.

I now come to accidents. My friend, Shri Vajpayee, is not here. He ridiculed me for the word which was there in my budget speech, fortuitous. I do not know how far he was justified in that. Sometimes it is a way of putting things. Of course, there were no major accidents, fortunately, and the credit must go to the railway workers who have worked efficiently. Since they are blamed when there are accidents when there is no accident the credit should go to them. There are several factors on account of which accidents do take place. Steps are being taken and railwaymen are alive to their responsibilities; they are alive to the sense of discipline. We have been fortunate that no major accident took place during this year.

While talking of accidents, Shri Bharucha spoke about automatic block signals and automatic signals. I find he is not here. He said that there were quite a number of failures of the automatic block signals round about Bombay in the suburban section which led to accidents and the staff

was not to be blamed. I would like to refresh his knowledge about this. One positive thing about automatic signalling is that if it fails the signal is at danger and, therefore, in case of failure there would be no accident, unless the staff deliberately ignore the signal. That is one great advantage of automatic signal—if it fails, the signal is at danger. So, in case of failure there should be no accident.

Then he said that the general rules and the subsidiary rules were drafted hundreds years ago and they are still continuing. He was not properly informed. These rules are kept up-to-date and the subsidiary rules have been revised and were enforced on various railways from different dates. On the Central Railway they came into force on 1st April 1958, Northern Railway 1st July 1958, North Eastern Railway 1st October 1958, Southern Railway 1st October 1958, Western Railway 1st October 1958 and so on. The Signalling Manual was revised and brought into force from 1st October 1956. Perhaps the House is aware that, after the Mohri accident near Ambala, a committee was set up to revise those rules, and those rules are kept up to date. So, to say that some of the rules are very old, out-of-date and, therefore, the staff are not quite alive to their duty will not be correct.

Shri Vajpayee, again, said that most of the staff did not know the rules. Well, if they did not know the rules, they are to blame. If something untoward happens on account of their ignorance, they will have to be punished. If opportunities are not provided to them so that they may know the rules, they can approach the superior officers with a request to that effect. But no plea can be taken that because they did not know the rules, they should not be punished. That will affect the safe running of railways to a very great extent.

Here I am not dealing with staff matters, but as it is a connected

thing I would like to say a few words about that. Some hon. Members had mentioned that the services of some staff have been terminated without the normal procedure being followed. Some hon. Members have suggested that if discipline has to be enforced and safe running of trains has to be ensured, some powers should be given to the General Managers to deal with the staff guilty of such delinquencies. Such authority or power exists with the General Managers, according to which they can terminate the services of any railway employee. But I may assure the House, as I have done on previous occasions, that this power of the General Managers is exercised very sparingly.

Shri Rajendra Singh: That is not true.

An Hon. Member: Can't help.

Shri Jagjivan Ram: Only those, who have to defend persons whom they know to be guilty, will never like the authority of the General Managers.

Shri Rajendra Singh: My submission was that the hon. Prime Minister.....

Shri Jagjivan Ram: I am not yielding.

Shri Rajendra Singh: The hon. Prime Minister declared that a man is not guilty unless he is proved.....

Mr. Deputy-Speaker: Order, order. When the hon. Minister is not yielding, the hon. Member may wait for some time or till he finishes. I will allow him an opportunity if he wants to ask a question.

Shri Jagjivan Ram: I know what type of cases are brought to my notice by some of the hon. Members of this House. This authority is to be exercised.....

Shri Braj Raj Singh (Firozabad): It is clear that there are certain implications.....

Shri Rajendra Singh: Insinuations.

Shri Baghunath Singh (Varanasi):
No insinuations.

Shri Jagjivan Ram: There is no question of any insinuations. But there are facts. When some members of the staff approach the hon. Members, they, out of sympathy, write to the Minister concerned. In some cases even when they get a reply from the Minister explaining the facts, they again write to him. Maybe, they are pestered by the employee concerned. There is no insinuation. I am stating a fact.

This power of the General Managers to terminate the services of a railway employee is to be exercised in a case where the General Manager is convinced that the employee is corrupt and if there is a case of gross indiscipline involving violence. These are the only two types of cases where this authority of the General Managers has been exercised. The third category where it has been exercised in a very limited number of cases is in the case of accidents. Apart from that this power of the General Managers to terminate the services of railway employees has not been exercised. They have been exercised very sparingly. But if we are to deal with accidents and if we are to deal with corruption, we have to exercise this power. Wherever action has been taken under this section, salutary effects have been produced on the railway staff as a whole.

I will again assure the hon. Members that utmost care is taken to see that no person, who is innocent, is punished under this section. The utmost care is taken. But we have to believe some authority. As Shri Mathur says, we have to rely upon the General Managers. I have to rely upon the General Manager's fairness and sense of justice. If he says that he is satisfied that the action taken is quite justified, I see no reason to interfere in that matter.

An Hon. Member: You are right.

Shri Baghunath Singh: Otherwise you cannot manage.

Shri Jagjivan Ram: I will implore the hon. Members of this House not to encourage the tendency on the part of some railway employees to approach them.

Shri Harish Chandra Mathur: In wrong cases.

Shri Jagjivan Ram: I am referring to those cases. I am not referring to it generally. I am referring to these cases. Generally, of course, hon. Members write to me on general questions or about some principles. I try my best to reply and explain the position to hon. Members. Even in these cases I try to explain it. But once the matter has been explained to them, they should try to convince the employees. What happens is that I send a reply to one hon. Member, then the employee goes to another hon. Member. Well, then I have to go on sending the same reply to different hon. Members.

Shri Harish Chandra Mathur: I am sure he is talking of exceptions.

Shri Jagjivan Ram: These employees themselves are exceptions. I am talking of them, not of hon. Members.

Shri Harish Chandra Mathur: A general wrong impression may not be created that hon. Members of this House act irresponsibly. You are talking of exceptions in your staff and exceptions in this House.

Shri Jagjivan Ram: I am talking of the exceptions in the staff. I am not talking of the hon. Members. The hon. Member is not aware that the man concerned has already approached the Minister through some other hon. Member and he has approached me. So, he writes to me. He does not know that he has already exhausted ten hon. Members.

Shri Braj Raj Singh: Even then they may be very few.

Shri Jagjivan Ram: So, in this matter, I will again appeal to hon. Members of this House to discourage this tendency on the part of Government employees if we want to eradicate complaints of corruption from the general public regarding railway staff whether it is the staff or officers—I do not discriminate in that matter; if it comes to my notice that some officer is involved, howsoever high-up he might be, I will never be found wanting in taking necessary action against him....

Shri Rajendra Singh: Charges were brought on the floor of the House and they were ignored.

Shri Jagjivan Ram: Again, I would not have liked to pass certain remarks on the running commentary made by the hon. Member. I know what those allegations were and how far they were true.

Shri Rajendra Singh: Was any investigation made?

Shri Jagjivan Ram: The hon. Member made certain allegations. He was asked to give them in writing. He never cared to give them in writing. I again assure him that if he gives that in writing, I will take appropriate action in the matter.

Shri Rajendra Singh: I said that if an open enquiry is made, I can give it in writing. But if a departmental enquiry is made....

Mr. Deputy-Speaker: If the hon. Member's offer was also conditional that unless an open enquiry was made, he was not prepared to give those facts to the hon. Minister, why should he complain?

Shri Rajendra Singh: An open enquiry should be conducted.

Shri Jagjivan Ram: About corruption I do not claim that there is no corruption in the railways, but as I have said the co-operation of every member of the public will be of help in this matter. We are taking certain action but as you are aware and as

the House knows how difficult it is to deal with this problem, which is a threatening problem in the country at present. But wherever it comes to our notice, action is taken.

Then, connected with the operation of the railways, the question about coal supply was raised. I mentioned in my speech about the poor quality of the coal supplied to the railways. Some hon. Member asked whether the railways cannot establish their own washeries. Some hon. Member asked whether we cannot run our own collieries. Both are not feasible, because it has to be done by the Ministry competent to do that, and we are pursuing the question of establishment of washeries with the appropriate Ministry.

Before I come to the other point raised by various Members, I would like to deal with one important matter, and that is about the recommendations of the Pay Commission and their effect on the railway employees. Some of the Members have suggested that there is great dissatisfaction among the railway employees. I want to make it clear that there is no cause for dissatisfaction among a large section of the railway employees on account of the recommendations of the Pay Commission. As a matter of fact, the vast bulk of the railway employees is going to gain by the recommendations of the Pay Commission which have been accepted and are going to be implemented.

So far as our contacts with the railway employees are concerned, we have devised a machinery by which we have periodical meetings at different levels with the representatives of the organised employees on the railways. At the Railway Board level, we have periodical meetings between the two federations and the Railway Board. At the zonal railway levels, we have the negotiating machinery at the railway headquarters and at the district or divisional level, and they have their periodical meetings and the grievances or complaints

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are discussed at these meetings. Some of them which the authorities at that level are competent to settle are settled, while others which they are not competent to settle are referred to higher levels, sometimes to the Railway Board or to the Minister.

There have been some complaints that this machinery is not functioning expeditiously. The matter was recently discussed between the two federations and the Railway Board, and we have agreed to take certain action by which this machinery functions expeditiously, efficiently and effectively.

Therefore, to say that the complaints of the railway employees are not heard will not be correct. I am talking of the organised labour. So far as individual complaints are concerned, they have their proper channels of first appeal, second appeal and things like that. That avenue is open to them.

On this question of the recommendations of the Pay Commission, I want to repeat that the agitation that is being whipped up has no justification. To say that the railway employees have been adversely affected is without any foundation.

Much was being made out of the passes and P.T.Os. I made it clear while answering questions either in this House or the other, that the *status quo* was being maintained. There has been no reduction in the number of passes or P.T.Os. to which the different categories of railway employees are entitled. If at any stage the question of revision of the number of passes or P.T.Os. is to be considered, the two federations will be taken into confidence, and consultation will be held with them. Therefore, to whip up agitation on this account, I say, is not disinterested.

Again, to say that on account of working of Saturdays, or reduction in casual leave, or reduction in holidays,

the railway employees have been adversely affected is quite incorrect; it indicates lack of either knowledge or of *bona fides* that agitations are carried on saying that these are going to affect the 11 lakhs of railway employees.

I will dilate somewhat in detail on this. It has been said that some of the recommendations of the Jagannadha Das Pay Commission have the effect of superseding the adjudicator's award, to the disadvantage of the railway staff. The actual position is as follows. The points in dispute adjudicated upon by the late Justice Raja-dhyaksha were : (i) Hours of work of railway servants other than those to whom the Factories Act applies; the quantum of periodic rest, provision regarding leave reserve, leave rules and holiday concessions applicable to railway servants who were daily-rated and/or in inferior service. The recommendations of the adjudicator on the first of these three items were accepted in their entirety and are still in force. The decisions regarding hours of work, period rest and overtime have also since been incorporated in the Indian Railways (Amendment) Act, 1956. As regards the fourth item the Government did not consider it necessary to issue formal enforcement orders as, in the meantime, the recommendations of the Varadachariar Pay Commission in this regard had been accepted and these recommendations more or less met the adjudicator's award. The Jagannadha Das Pay Commission's recommendations regarding hours of work do not alter the existing statutory limitation in respect of railway servants. In fact, one of the recommendations states that a weightage of ten minutes for every hour worked should be given in respect of night duty, which is such as to require continuous application. Such a provision had not been made in the adjudicator's award. This recommendation has, however, yet to be considered by Government.

In respect of office clerks, the Pay Commission's observations are that their hours of work are on the low side and that an increase would be justified, but that an attempt should be first made to secure better out-turn within the present hours. Government have since decided that there should be a slight increase in the working hours of office staff and this decision has been implemented on the railways.

Shri Tangamani: Does it not adversely affect the railway employees?

Shri Jagjivan Ram: I am coming to that.

Shri Harish Chandra Mathur: They must work harder.

Shri Jagjivan Ram: The people who are agitating are referring to this decision which may be construed to be against one of the observations made by the late Justice Rajadhayaksha.

So, I am myself saying that this is going to affect them, but it applies only to those who are working in the offices on the railways, as it does apply to other employees working in other offices of the different Ministries of the Government of India.

I was going to say that all this agitation is being put up by the staff in the offices which have been slightly affected because their hours of work, as compared to other workers on the railways or in other departments of the Government, had not been disadvantageous to them. What Shri Tangamani has said is correct. In any case, this will affect only the office staff whose number will not exceed about 9 per cent of the total staff on the railways. More than 90 per cent. of the Railway employees will not be affected at all.

As regards periodic rest, no change has been made either by the Jagannath Das Commission or by Government's orders.

As regards overtime, one hon. Member, perhaps Shri Radha Mohan Singh

or some other Member, said that the lowest paid staff on the railways were going to be adversely affected by the recommendations of the Pay Commission. I do not know who told him so. No sensible person will ever come to this conclusion that the recommendations of the Pay Commission are going to affect adversely the class IV employees. If they have benefited substantially any section of the railway employees, then they have benefited the class IV employees. I am saying this just to point out how this kind of wrong information is carried to Members. When such information is given to them, it will be better if it is checked up.

Shri S. M. Banerjee (Kanpur): I would only say this. I am sure the hon. Minister must have read the booklet issued by the All India Railwaymen's Federation entitled *Railwaymen's Rejoinder to Pay Commission*, at page 43 of which they have said:

"Government's decisions on the Pay Commission's recommendations affect railwaymen adversely, inasmuch as.....".

and then they have given about nine points. I would like to know whether the hon. Minister has gone through them, and whether they are correct. It has been supplied to us.

Shri Jagjivan Ram: I would advise the hon. Member who is quite studious and painstaking to go through the summary of the recommendations of the Pay Commission and the recommendations which have been accepted by Government, and he can himself come to know whether those things are exaggerated or not, whether they have some basis or not. Why does he want my comment on them? He can himself come to some conclusions on those points.

As regards overtime, I may point out that overtime is going to be very advantageous to those who work overtime. I think any railwayman who scrutinises that will come to the same conclusion.

Shri S. M. Banerjee: I have not asked about overtime, but I have asked about the other points.

Shri Jagjivan Ram: In regard to hours of work also, it is not going to affect them at all.

The Pay Commission have also recommended certain changes in the reckoning of overtime allowance. As against the present procedure under the Hours of Employment Regulations, of calculating overtime on basic pay plus dearness pay, the Commission have recommended that overtime allowance should in all cases be calculated on the basis of pay and all allowances except house rent allowance. This means that overtime has to be based on pay plus dearness allowances plus city compensatory allowance. Apart from the automatic advantage which even under the existing rules, the staff get by the process of the merger of the dearness allowance in the basic pay, this will result in a higher rate of overtime because of the recommendation that it should also be calculated on the dearness allowance and city compensatory allowance.

As regards leave reserves, the Pay Commission have stated that the adequacy and the basis of the calculation of leave reserves should be reviewed to ensure that the leave to which the staff are entitled will actually be granted to them. There is, therefore, no question of any modification being made in the award of Justice Rajadhayaksha.

I now come to the question of holidays. The workshop staff are entitled only to fifteen paid holidays of their choice, but no casual leave. Therefore, the question of the workshop staff being affected by the reduction in the casual leave does not arise. I am just pointing out how many categories are not being adversely affected by the recommendations of the Pay Commission which have been accepted by Government.

As a matter of fact, the workshop staff are going to gain by the recommendations of the Pay Commission. The Pay Commission have not recommended any positive change. As regards casual leave for such staff, however, they have stated that if it is proposed to grant them the privilege of casual leave, the quantum of earned leave should be proportionately reduced, in view of the fact that on the railways, the workshop staff are already getting leave on the same scale as non-workshop staff, which is considerably more than what has been recommended by the Pay Commission for workshop staff in other industrial establishments.

The number of holidays has been reduced from 23 to 18. This decision affects mainly the office staff and some supervisory staff. The number of staff affected is not likely to exceed about 10 per cent of the total strength.

However, line staff who were hitherto not entitled to any holidays—I think Shri Frank Anthony raised the question about the line staff—have been recommended the three national holidays or compensatory payment of 4½ days' wages in lieu thereof.

The casual leave has been reduced from 15 to 12 days, but this also is in respect of office staff and some supervisory staff. Other staff who do not get any holidays or who get a very restricted number of holidays will continue to have fifteen days of casual leave as at present. This will, therefore, affect about 10 per cent of staff as in the case of the holidays.

It may be mentioned here that office staff and some supervisory staff who have been affected by the decisions concerning increase in the working hours or reduction in holidays and casual leave have up to now been better off than the other staff. The rest of the staff do not get any holidays or get a very restricted number of holidays, and their hours of work are also longer.

Shri Frank Anthony raised a question when I said that we were not going to charge any tuition fees from the children of railway employees in railway primary schools up to the primary stage, having instruction in any of the languages contained in our Constitution. He asked why Anglo-Indian children were being deprived of this privilege, and he argued that according to the Constitution, it might amount to discrimination. Without entering further into that question, I may assure him that there was no intention to discriminate against the Anglo-Indian children. The only consideration when we decided to make the primary education free was that in primary schools imparting instruction in the English medium, the cost was much higher as compared to that in primary schools imparting instruction in any of the Indian languages. That was the only consideration. After Shri Frank Anthony spoke, I have given further thought to the matter, and I have decided that in the English-medium schools also, the boys or girls of railway employees, whose mother-tongue is English will be free from the payment of fees in the primary standards.

Shri S. M. Banerjee: But they should learn Hindi.

Shri Jagjivan Ram: Those whose mother-tongue is not English will have to pay the fees in the English-medium schools.

Shrimati Subhadra Joshi (Ambala): Whose mother-tongue is English?

Shri Jagjivan Ram: The Anglo-Indians.

Shri C. K. Nair had said that I had done something for the recruitment of Scheduled Castes and Scheduled Tribes boys on the railways. Well, I have done nothing more than what the Home Ministry has done. What I have done is to see that all the orders, and circulars issued in this behalf are properly implemented.

An Hon. Member: Are they? Not fully.

Shri B. K. Gaikwad (Nasik): Not yet. The hon. Minister is trying, and we must congratulate him.

Shri Jagjivan Ram: Some hon. Members want a millennium in a day. Any trend which has been established in society for centuries takes time to change. One has to see whether the change is taking place or not, and whether it is taking place in the right direction or not.

Shri Sinhasan Singh (Gorakhpur): May I know whether the Home Ministry's circular is applicable only to the Railway Ministry and the Posts and Telegraphs Department or it is applicable equally to all departments of the Government of India?

Mr. Deputy-Speaker: Why should the Railway Minister be asked to interpret whether that circular is applicable to other Ministries or not?

Shri Jagjivan Ram: I am coming to that.

Mr. Deputy-Speaker: He says that it is applicable to his Ministry and he has implemented the circular. He need not be asked to state whether it applies to other Ministries or not.

Shri Jagjivan Ram: I am coming to that.

The hon. Member is in possession of the Office Order of the Home Ministry and the Office Order of the Railway Ministry. I sent a copy of each to the hon. Member. The hon. Member is a practising lawyer. I am sure he can read the Office Order of the Home Ministry as well as that of the Railway Ministry. I am sure he can understand whether that order is applicable to other Ministries or not.

I know a furore has been created in certain sections of railway employees and in certain sections of the caste

[Shri Jagjivan Ram]

Hindus in this country. I want to make it clear that I am not going to be cowed down by this agitation. No flutter was created when the memorandum was issued by the Home Ministry. But when the Railway Ministry just fell in line with that memorandum and saw to it that that memorandum was honestly implemented, there are a number of questions and notices! I am surprised how this caste feeling is deep-rooted in this country, how everything is weighed and measured by the criterion of caste and caste alone. No questions were put when the Home Ministry issued that memorandum.

Shri Tangamani (Madurai): Nicely said.

Shri Jagjivan Ram: When after three years, the Railway Ministry issued a Memorandum on the same lines as the Home Ministry memorandum, the caste interests are affected and questions are put and constitutional provisions invoked. Why? Is efficiency going down? How? If there are a hundred efficient persons and one inefficient man comes, does efficiency go down? It is a matter of commonsense.

Then the hon. Member asks me whether that circular applies to other Ministries or not. I presume the hon. Member is aware that the Home Ministry is the custodian of all services in the Central Government and any circular issued by that Ministry—I presume he knows that much—is applicable to all government servants, to all Ministries. Therefore, that question should not have been put to me.

Shri Sinhasan Singh: The question is whether it is applicable to other Ministries also and whether they are following the same.

Mr. Deputy-Speaker: As to whether it applies to other Ministries or not, the hon. Minister should not be asked to clarify.

Shri Jagjivan Ram: If the hon. Member is honest and solicitous about the interests of the Scheduled Castes and Scheduled Tribes, he might put that question to other Ministries, whether they have implemented that memorandum or not, and not to me.

Shri B. K. Galkwad: Perfectly right.

Shri Jagjivan Ram: The whole question comes up because I have implemented it. Questions are put to me, not to those who have not implemented it.

Shri B. K. Galkwad: Others are sleeping over it.

Shri Jagjivan Ram: I want other people to be honest about their convictions. If they feel that I have done wrong, they should come directly and tell me—not indirectly. I am prepared to face it here and now.

An Hon. Member: Do not mind such things.

Shri Jagjivan Ram: I know I have done the right thing. I am convinced of it. Therefore, I never mince matters.

I do not know how Kumari M. Vedakumari was briefed by some people—that qualifications have been reduced in the case of Scheduled Castes and Scheduled Tribes. This was a mischievous information given to her. Nowhere have the prescribed minimum qualifications been reduced either for the Scheduled Castes or for the Scheduled Tribes. And I will be the last person to reduce qualifications which will in any way affect the efficiency of the services. What I want is nothing more than what the Constitution has provided for the Scheduled Castes, Scheduled Tribes and Anglo-Indians.

Shri S. M. Banerjee: They must have it.

Shri Jagjivan Ram: I want to be honest and sincere about it. I want to

see that the provisions are not flouted. If certain interests are enraged on that account, I cannot help it.

Then she said that perhaps educational qualifications were being reduced. If any qualification is to be reduced or modified, it will be for all, and not only for Scheduled Castes and Scheduled Tribes.

Then again, I do not know how she says.....

Mr. Deputy-Speaker: That much should be enough for the hon. lady Member, that the information conveyed to her was mischievous.

Shri Jagjivan Ram: I am giving this information that if any qualification is to be reduced, it will be reduced for all. It cannot be for any one section alone.

Then she says that the same privileges should be given to the Scheduled Tribes. I may assure her and the House that whatever concessions have been granted, have been granted for the Scheduled Castes and Scheduled Tribes equally. No office memorandum has issued only for the Scheduled Castes. It is always issued for Scheduled Castes and Scheduled Tribes—for both.

It was suggested that there should be joint committees on the railways. We have formed joint committees and they have started functioning in some of the railways. I think by the next year I will be in a position to give something about it in the Report on the Railways, for the information of hon. Members. It has always been my effort to encourage railway officers and men to have greater and greater personal contacts among themselves, because nothing counts so much for the efficient functioning of any undertaking as personal contacts among the workers in that undertaking at various levels. I regard all people who are engaged in this national undertaking as workers for a common cause. Their designations may be different; their

salaries may be different. But the objective is the same—how to render efficient transport service for the community. There will be lapses here and there, but I have always been emphasising upon the officers the necessity of taking personal interest in the workers so that the workers may look up to them, not only as officers but as advisers in times of necessity and difficulty. That will take some time. Both sides will have to change.

As regards passenger amenities, doubts have been expressed whether we will be able to spend Rs. 15 crores during the Plan period. Up till now, we have spent Rs. 9·87 crores and I am sure by the end of the Plan, we will be able to spend all the Plan allocation on this account.

16 hrs.

Shrimati Parvathi Krishnan wanted to know the break-up of the Rs. 20 crores which have been provided to meet the effects of the Pay Commission's recommendations. For her information I may give it. *Ex gratia* payment for the period 1st July, 1959 to 31st October, 1959 to be credited to the Employees Provident Fund accounts is Rs. 3·19 crores; cash payments on account of pay and allowances from 1st November, 1959 to 31st March, 1961, Rs. 13·82 crores; and Government contribution to Provident Fund in respect of (2) above, Rs. 3·11 crores; total Rs. 20·12 crores.

Then, questions have been raised about the provision of overbridges. Without going into individual cases, whether it is at Jabalpur or at Calicut.....

Shri S. M. Banerjee: At Kanpur.

Shri Jagjivan Ram:.... At whatever place it may be, whether it is at Jabalpur or at Kanpur.....

Ch. Ranbir Singh (Rohtak): Rohtak-Delhi road.

Shri Jagjivan Ram: Wherever it may be—or at Ahmedabad—the general principle is this. We have to share with the local authority or the State Government concerned. We on the railways are always prepared to meet our share.

I have got in my brief the present position regarding Ahmedabad, Calicut or Jabalpur. Either references have been made to the municipalities or to the local authorities, and, as soon as matters are finalised, they will be undertaken.

What I have done is this. When the Transport Ministry wrote to the State Governments I also wrote to them to prepare a list of the over-bridges that they will require in their respective States and determine the priority in which they would like these works to be executed. They would have to provide the necessary funds in their own Budgets so that the Transport Ministry and the Railway Ministry may provide the balancing provision in their Budgets, so that these works may be taken in hand. I personally feel that this problem in our country is a big problem and will have to be tackled in a planned way on a long term basis.

Shri Sinhasan Singh: What is the ratio?

Shri Bimal Ghose: What is the proportion?

Shri Jagjivan Ram: The proportion, in some cases, is half and half about the bridge portion; and, in some cases, the bridge portion is to be done entirely by the railways and the approach portion has to be done by the local or road authority or the Transport Ministry.

Ch. Ranbir Singh: What about the portion that will fall in the Delhi State?

Shri Jagjivan Ram: The Delhi Administration takes the place of the State Government, and they will have to do it.

Ch. Ranbir Singh: That is the responsibility of the Centre.

Shri Jagjivan Ram: I wanted to say generally about overbridges.

Then, there were questions about platforms, waiting halls etc. I have got information about them. But, I am afraid there is no time at my disposal. They are all at various stages and it is our intention to provide the minimum basic amenities at all stations.

We have also made good progress with electrification. But, it will take some time to electrify more than 6,000 stations. We are electrifying stations on a programmed basis where electricity is available in the adjoining town or city.

We have been providing drinking water facilities; and I have asked the Railway Board to see that even at the smallest station drinking water facilities are provided. If nothing else is possible, at least a hand-pump should be sunk there so that drinking water becomes available. We will see that before the next summer sets in, these programmes are executed. There is much to be desired regarding the cleanliness of the third-class compartments, waiting halls, etc. It requires some social education for the passengers and more sense of responsibility on the railway staff charged to look after cleanliness. It is true that the sweepers took very little care of the third class compartments. I have asked specifically the General Managers to appoint sweepers detailed only for third class compartments in the bigger stations. Staff has been appointed but still the old tendency is continuing. I will only suggest that passengers should be careful in taking work from them. I have been emphasising upon the railway officers that the scavengers who

are meant for third class compartments should see that at the bigger stations they are cleaned and the same broom should not be used for the lavatory and the compartment. As a matter of fact some swabs and duster are provided for them. (Interruptions.) I am saying that we have provided the staff with the equipment and accessories to them. It is not being utilised fully. It should be seen by the passengers themselves that the scavengers do their job.

About sleeping accommodation for the ladies, instructions have been issued to reserve at least one boy for them in the sleeper coach (Interruptions.) About push button it is not only to be introduced in the higher class ladies compartments; it will be introduced in the third class compartments as well.

Shri Sinhasan Singh: What about the third class three-tier system?

Shri Jagjivan Ram: We have the three-tier coaches; we have the two tier coaches. The former are not as comfortable as the latter. It is quite obvious. We have decided to maintain two-tier and three-tier coaches. Those who want comfortable accommodation will have to pay and travel by the two-tier coaches and those who cannot afford to pay for that comfort will travel by the three-tier coaches and no additional charge will be levied from them. It will be seen which of these is more popular. If the three-tier coach is more popular then we will have more of them but if the two-tier coach is more popular, the three-tier coach may be withdrawn.

Shri Sinhasan Singh: There is now a fourth class!

Mr. Deputy Speaker: If the three-tier coach becomes more popular, then he should not begin to levy a charge on that!

Shri Jagjivan Ram: No, Sir. We have said that no charge will be

levied for the three-tier sleeping accommodation.

मुख्य मणिकेन पटेल (धानन्द): दो टायर वाले में जगह नहीं होगी तो तीन टायर वाले में जायेंगे। जिसको सोना है वह तो सोयेगा ही। जिसके लिये दो टायर वाले में जगह नहीं है वह तीन टायर वाले में नहीं जायेगा तो क्या करेगा?

Shri Jagjivan Ram: The whole intention was to provide the third class passengers travelling long distances some accommodation where he could stretch himself. Instead of sitting all the time, if I can provide him some accommodation where he can stretch his legs and body without charging anything extra from him, I think it will be an advantage to them. I am providing not a very comfortable accommodation but there is accommodation where a passenger will be in a position to stretch himself and sleep.

मुख्य मणिकेन पटेल (धानन्द): आप एक रात तीन टायर वाली कोच में सबसे ऊपर सोकर तो देखिये, थोड़ी देर के लिये नहीं, और दो चार बार उतर कर देखिये तब पता चलेगा कि यह कितना आसान है।

श्री जगजीवन राम: जो नये डब्बे बने हैं उनमें मैंने चढ़ कर और लेट कर भी देख लिया है। रात भर तो नहीं, लेकिन थोड़ी देर के लिये ट्राई कर के देख लिया है, और देख लेने के बाद ही उनको बनाने का आर्डर दिया है।

Shri S. M. Banerjee: Sir,.....

Mr. Deputy-Speaker: Are we going to stretch ourselves now?

Shri S. M. Banerjee: Sir, if I travel from Delhi to Calcutta I am charged this extra levy for two nights by the third class sleeper coach. I have to pay Rs. 7 or more at the rate of Rs. 3.70 nP, whereas in the case of first class the reservation charges are only 50 nP for travelling both the nights. Has the hon. Minister considered this matter?

Shri Jagjivan Ram: That is a separate question. That is the existing system. I am not talking of that. When the new third class three-tier sleeper coaches are introduced no extra charge will be levied on the passengers. In some sections these coaches have been introduced and no additional charges are levied.

Sir, I think, I have dealt with the important aspects. There are many small matters which have been raised. It is not possible for me to deal with them all though I have briefs here in regard to all those points. I would only assure the hon. Members that all their suggestions will be taken into consideration and we will try to see how far we can implement them.

Some Hon. Members: What about the line to Kashmir?

Mr. Deputy-Speaker: We will again be taking up the lines under Demand No. 1.

Shri Jagjivan Ram: I have already given that information, that that line is going up to Kathua. I do not know why hon. Members want me to repeat it. The survey is being conducted and work will start. That work is going to be undertaken.

I am grateful to the hon. Members of this House for the way in which they have received the Railway Budget and for the way in which they have expressed their appreciation for the work performed by the Railways. I will again repeat that this will very much encourage more than a million employees on the Railways.

Shri Rajendra Singh: I submitted that since the Railway Minister has failed to bring the two federations together let there be a referendum irrespective of the total membership of this federation or that federation, and those who are elected as members

should be recognised as the absolute representatives of the railwaymen.

Mr. Deputy-Speaker: Is the hon. Member making another speech? I can only allow a question.

Shri Rajendra Singh: This was my submission, Sir, and it has not been replied. My second point is about the wage board for the Railways. These are the two things on which I would request the hon. Minister to reply.

Shri Jagjivan Ram: It is for the two federations to come together, and if there is unity amongst them I will welcome it. The Pay Commission has just examined the conditions of service, pay scales and other things of the railway employees along with other government employees. Therefore, there is no case for a separate wage board at present.

Shri Harish Chandra Mathur: He has said nothing about economy.

Mr. Deputy-Speaker: We shall pass on to the next stage. He shall have another opportunity when we take up the Demands.

16.13 hrs.

*DEMANDS FOR GRANTS—RAILWAYS

Mr. Deputy-Speaker: Now we shall take up the Demands for Grants relating to the Railways.

In this connection, I have to announce that a large number of cut motions have been received. Hon. Members who desire to move cut motions may send slips to the Table within fifteen minutes, indicating the numbers of their cut motions. I shall treat them as having been moved, if the hon. Members in whose names the cut motions stand are present in the House and the cut motions are otherwise in order.

*Moved with the recommendation of the President.

Shri Bimal Ghose (Barrackpore): I would request you, Sir, kindly to extend the time up to 12.30 tomorrow.

Mr. Deputy-Speaker: All right. But this desire might be expressed in respect of Demand No. 1 at least, not in respect of others. I am only asking hon. Members to indicate the numbers of cut motions which they desire to move in respect of Demand No. 1. In respect of other Demands they may indicate the numbers tomorrow. In respect of Demand No. 1 alone there are 330 cut motions, and all the other Demands put together there are only 114 cut motions. I would suggest, if the House is agreeable, that out of the 10 hours—here, I would like to have the desire of the House.

Shri Jangde (Bilaspur): 5 hours for Demand No. 1.

Mr. Deputy-Speaker: Perhaps I have had to disappoint many hon. Members whom I could not accommodate in the general discussion and they may be having a grievance against me. If the hon. Members agree that in Demand No. 1 they would cover all their points which they wanted to make in the general discussion, then, instead of five hours, we might make it perhaps six hours. That is, we may have six hours for Demand No. 1.

Several Hon. Members: Yes, Sir.

Mr. Deputy-Speaker: So, six hours for Demand No. 1 and four hours for all the other demands.

Then there is one more point. The hon. Speaker has expressed a desire that if the Members of the Opposition, the different groups, could meet together and decide upon certain limited number of cut motions, perhaps the discussion might be real and we might concentrate more attention on those particular cut motions than merely having a general discussion even during the cut motion stage.

I think hon. Members of the Opposition have not considered that point. Perhaps they do not like the idea. But even now, if the number of the cut motions is reduced and a limited number of them is brought in—I am not talking of Demand No. 1—at least in regard to all the remaining demands, it would be better. When we put all the cut motions to the vote, we usually put all the remaining cut motions to the vote, at the end of the discussions, and that is not really very nice. If there are a limited number of cut motions, then we can concentrate on them and finally, we can put them to the vote of the House. If this aspect of the question is considered by the Opposition groups, it will be good, and we may just confine our attention to those particular cut motions.

Now we start with Demand No. 1.

DEMAND NO. 1—RAILWAY BOARD

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 93,61,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961 in respect of Railway Board".

श्री गणपति राव (जीनपुर-राजित-झनु—सूचित जातियां) : उपाध्यक्ष महोदय, मेरा निर्णय है कि जो मेम्बरान जनरल डिस्केशन पर बोल चुके हैं उनको दुबारा न बुलाया जाकर ऐसे मेम्बरान को बोलने का मौका दिया जाय जो कि अभी तक नहीं बोले हैं।

उपाध्यक्ष महोदय : मैं इस बात का व्यापार रखूँगा कि माननीय सदस्य को बोलने का मौका मिल जाय।

There ought to be a time-limit here also, irrespective of the number of cut motions that a Member might have to his credit. Let us have 15

[Mr. Deputy-Speaker]

minutes, at the most, for each Member so far as the cut motions are concerned.

Shri Chintamoni Panigrahi (Puri): It was about the year 1956, when the plans for the railways were being finalised that the Railway Minister said that the railways had been allotted too little money. They said that by 1960-61 goods traffic would rise to about 181 million tons annually and so they would have to be given about Rs. 1,480 crores during the second Plan period for coping with this problem. The Planning Commission, however, allotted only about Rs. 1,120 crores for the second Plan period for the railways. The Planning Commission also suggested to the Railway Ministry that if the Ministry could find more resources, then they could spend more for the railways.

Mr. Deputy-Speaker: I find there is still a general discussion among the Members themselves!

Shri Chintamoni Panigrahi: The hon. Minister in his budget speech has said that he has been able to spend, rather the Railway Board has been able to spend, whatever amount has been allotted to be spent for the second Plan period and that the railways have been able to achieve their targets. While reading the Railway Minister's speech, one may find that the Minister has tried to be content with what he has achieved. The Railway Minister himself has said that he is very optimistic. But he himself—the hon. Shri Jagjivan Ram himself—had said a couple of years ago that for meeting the requirements of the railways and to carry 162 million tons of goods traffic annually the railways need more money from the Government. He himself said that because of the rise in prices, the original allotment of Rs. 1,125 crores would ultimately come to Rs. 1,225 crores. So, actually if his assessment is true, we will find the actual shortfall would be round about Rs. 100 crores according to his original estimation. He himself has also admitted in his speech that there

is a huge short-fall in the railways carrying capacity itself.

With regard to passenger earnings, he said that in 1950-51 the earnings from the upper classes were Rs. 13.75 crores and in 1959-60, the earnings were Rs. 15.31 crores. From third class, the earnings were Rs. 84.09 crores in 1950-51 and Rs. 108.77 crores in 1959-60.

So, it is evident that so far as third class passengers are concerned, the earnings to the railways have increased remarkably, but the amenities provided to the third class passengers are really not commensurate with the earnings. The hon. Minister has said in his budget speech that they have been able to cope with overcrowding in the trains. But my own experience in South-Eastern Railway and the trains which pass through Orissa is different. If the hon. Minister visits it—Shri Ramaswamy, the Deputy Minister has visited that area recently—he will find that there is really overcrowding in third class trains in that area and it cannot be said that it has been checked. It still continues. The number of trains in that section in South-Eastern Railway is very few. Even the one passenger train which was running from Howrah to Waltair up and down has been cancelled. We were assured by the hon. Minister that during the first quarter of this year, those two trains will be restored, because some operational works were undertaken in that section. But the two trains have not been restored yet.

With regard to movement of traffic, it has been said that the movement of anticipated coal for the public has particularly not materialised. The movement of coal and other raw materials for the steel plants also has fallen short of the expectations. It has been said so in the booklet circulated along with the budget papers.

The Deputy Minister of Railways (Shri Shah Nawaz Khan): It is not because the railways could not carry

it, but because coal was not available at the mines.

Shri Chintamoni Panigrahi: The coal deposited in the pits is more and it is a fact that if we go through the report of the Colliery Owners' Association, we will find that the railways have not been able to provide sufficient wagons to move coal.

With regard to the total outlay on the Railway Plan, the hon. Minister has stated that the railways have done well. They have calculated that during the first four years they have spent Rs. 875 crores, and they hope to spend another Rs. 250 crores in the last year of the Second Plan period. Though the Railway Minister entertains near-satisfaction of having accomplished the Plan target, I think there is much to be done, so far as goods traffic is concerned, in the case of South Eastern Railway, more particularly in those areas where the steel factories have been erected.

With regard to electrification, I have a grave doubt whether the Railway Ministry will be able to get the required amount of electricity for carrying out its programme of electrification from the source from which they possibly expect, because they have not erected the plants yet. For instance, they have planned to get 25,000 kw of electricity from Hirakud, and they are not going to get it till 1964. Therefore, the programme of electrification on railways is going to suffer, though the hon. Minister has stated that they are working according to the Plan.

Shri Shahnawaz Khan: That will not be our fault.

Shri Chintamoni Panigrahi: Your target is not going to be achieved, as you have stated in the railway budget, because you are depending on the State Government, whose programme is also not going to be achieved.

Shri Shahnawaz Khan: Don't be such a pessimist.

Shri Rajendra Singh (Chapra): We are forced to accept your pretences also.

Mr. Deputy-Speaker: It should not be my fault if I am to call the Member to order.

Shri Chintamoni Panigrahi: So far as the carrying of mineral ores is concerned, the hon. Minister has stated in his budget speech: let them build up stocks at the source during the busy season so that they could be shifted to the consuming centres in the slack season. The hon. Minister should know that many of the collieries, manganese ore and iron ore mines, are run by small mining interests, and it is not possible for them to raise ore from the mines and stock it in the pit-heads till better facilities are available in the slack season when wagons could be made available to them. If that is insisted, many of the mines will close down. It is a fact that because wagon capacity is not available, in Orissa a number of mines have remained closed for the last two years. It is well-known that more than 237 manganese mines have been closed all over India. Of course, the question of recession is there. Still, they have raised sufficient quantity of manganese ore in the pit-heads and it could not be removed because wagon facilities were not available. They are lying in the ports and also in the pit-heads. Yes, you carry something to the ports. They remain in the ports.

Many hon. Members have made suggestions about new railway lines. I have also a few suggestions to make. In spite of the assurances which were given from the time of Dr. John Mathai when he was the Railway Minister to this day when the hon. Shri Jagjivan Ram is the Railway Minister, in spite of those assurances that the railway map of Orissa would be written better, none

[Shri Chintamoni Panigrahi]

of those assurances has been carried out yet. It has been submitted to the Railway Ministry that at least four important lines may be constructed for meeting the demands of Orissa. One such line was from Talcher to Rourkela, which should be connected to Paradip, because with the development of the port, it will help in carrying much of the ores which are now being exported through Calcutta or Visakhapatnam.

The second suggestion is having a line from Rupsa to Mayurbhanj, which will serve areas which are completely undeveloped. We have made suggestions from time to time that this Rupsa-Mayurbhanj line and railway link from Gunapur to Nawpada should be made a broad gauge line. This suggestion has been made a number of times. It must be made a broad gauge line. The rolling stock and the condition of the line, if the hon. Minister have ever visited it, remains in the same condition as it used to be fifty years ago.

I have another suggestion also and that is to have a new rail link from Puri to Konarak. If the hon. Minister has ever visited Konarak he must have felt the necessity of a rail link. From Puri to Konarak the distance is 22 miles. A large number of tourists, who have to travel from Puri to Konarak, find it very difficult because till today an all-weather road has not been constructed in spite of the Government of India helping the State Government with Rs. 26 lakhs. Therefore it is necessary that Puri and Konarak should be linked with a new railway line.

With regard to the Cuttack industrial estate, suggestions were given to the Railway Ministry that it must have a railway siding. But this suggestion has not yet been considered. With regard to the divisional headquarters, we have made representations from time to time that Khurda Road should be considered and made

the divisional headquarters so that it will fulfil its necessity.

So far as the railway route mileage in proportion to 1,000 square miles is concerned, the route mileage in Orissa is the lowest. In Assam it is 30.03, in Bihar it is 45.92, in Bombay it is 34.29, in Madhya Pradesh it is 19.94, in Madras it is 35.16 and in Orissa it is 13.93. Therefore, as some hon. Members have suggested, I plead that the under-developed States must be developed so far as rail communications are concerned. Orissa is one of those States which have not yet been developed so far as railway lines are concerned.

Just one word more and I will finish. With the completion of the Ganga Bridge at Mokameh, there will be additional traffic for Calcutta Port. The work of Bhilai, Rourkela and Durgapur steel mills will make the already congested railway line between Calcutta and Bilaspur more congested. Therefore it is time that a railway line linking Paradip from either Talcher, Rourkela or Cuttack is considered. It will save congestion which the Railway Ministry will face within a period of two to three years. I hope this suggestion will be taken into consideration so that the congestion at Calcutta Port or Vizag Port can be diverted. If a railway link is established from Cuttack to Paradip, all the ore traffic from South Bihar can go through Paradip. It will help in relieving congestion in that sector of the railways.

श्री भूलबन्द दुबे (फर्स्टवाराद) : उपायक श्रीमहोदय, मैं माननीय रेलवे मंत्री को जो बजट उन्होंने पेश किया है उस पर बधाई देता हूँ। रेलवे ने काफी तरक्की की है हर तरह पर। गरजे कि बहुत से तो स्टेशन बने हैं, बहुत से प्लेटफार्मों पर शीड पड़े हैं और यह डंकलास के मूसाफिरों को बहुत सी सहायता दी जा रही है। जहां तक गाड़ियों और इंजिनों का ताल्लुक है, यह कहा जा रहा है कि हम न सिंक भरनी

बहरते पूरी कर सकते हैं बल्कि बाहर भी इंजिन और गाड़ियां बर्गरह भेज सकते हैं। ये सब बातें बहुत ठीक हैं और इनके लिए रेलवे मिनिस्टर और रेलवे बोर्ड की जितनी भी तारीफ की जाए उतनी बजा है। लेकिन मुझे कुछ ऐसा लगता है कि चूंकि रेलवे फाइनेंस को जनरल फाइनेंस से अलग कर दिया गया है उसका प्रसर यह हो रहा है कि रेलवे का मन्त्रालय दूसरे मुहकमों की जहरतों की तरफ ध्यान नहीं देता जितना कि उसे देना चाहिए। मसलन कई दफा मैं एक रेलवे लाइन के बारे में जो शाहजहांपुर को फर्स्ट-बाद से जोड़े और जर्ज़ कर चुका हूँ लेकिन उसके लिए हर दफा हमको यह जबाब मिलता है कि हमारे पास रुपया नहीं है। यह बात मेरी समझ में जरा कम आती है। अब की दफा तो रेलवे मिनिस्टर साहब की स्पीच से यह पता लग रहा है कि उन्होंने ६० करोड़ का कर्ज़ दूसरे मुहकमों और वर्ल्ड बैंक से लिया है। इतना कर्ज़ लेने के बाद भी वह पांच, छः या सात करोड़ का इन्टिजाम नहीं कर सकते यह बात मेरी समझ में बहुत कम आती है। अगर वह लाइन बन जाए तो उससे बहुत काफ़ीदा हो सकता है। यह बात मिनिस्टर साहब के ध्यान में नहीं आती कि पिछले १० बरस में हम बाहर से करीब १४०० करोड़ रुपये का गल्ला मंगा चुके हैं। रेलवे मिनिस्टर साहब इस बात पर ध्यान नहीं देते कि यह जो रुपया हम बाहर से गल्ला मंगाने पर खर्च कर रहे हैं यह इस लाइन के बना देने से खर्च नहीं करना पड़ेगा और हम इस रुपए को बचा सकेंगे। इस रेलवे लाइन के बारे में मैं कई दफा मिनिस्टर साहब की लिदमत में अर्ज़ कर चुका हूँ और हर साल उसके बारे में कह देता हूँ, अगर उनके कान पर ज़ूँ नहीं रेंगती। अगर वह इस लाइन की तरफ ध्यान दें तो एक बहुत बड़े इलाके को जो कि लाखों एकड़ का इलाका है बहुत काफ़ीदा हो सकता है और वहां पर जो हर साल करोड़ों रुपए के गल्ले का नुकसान हो जाता है उसको बचाया जा सकता। लेकिन वह इस तरफ ध्यान नहीं देते। पर दूसरी तरफ

हम देखते हैं कि एक डबल लाइन इलाहाबाद से कानपुर तक बनायी जा रही है। कई साल से यह मामला चल रहा है। मैंने पिछली दफा भी इस बारे में ध्यान दिलाया था और कहा था कि इस पर ५-६ करोड़ रुपया किलूल खर्च नहीं होना चाहिये। यह लाइन महज इसलिए बनायी जा रही है कि करीब दो हजार माल गाड़ियां कोयला लेकर मुगलसराय-इलाहाबाद होती हुई कानपुर को आती हैं और उनके आने में दिवकत होती है। उस दिवकत को दूर करने के लिए यह डबल लाइन बनायी जा रही है। मैंने इस सिलसिले में पिछली साल भी यह सुनाव दिया था और फिर उसे दुहराता हूँ कि मुगलसराय से लखनऊ को तीन लाइनें आती हैं, और बजाय यह डबल लाइन बनाने के उन गाड़ियों को सीधा मुगलसराय से लखनऊ ले आया जाए। और वहां से वह कानपुर को जा सकती है। इसमें कोई दिवकत नहीं होगी और डबल लाइन करने की ज़रूरत नहीं पड़ेगी। लेकिन मिनिस्टर साहब ने उस तरफ ध्यान नहीं दिया। लेकिन जो रुपया इस काम में लगाया जाएगा वह किलूल खर्च होगा। अगर यह लाइन इलाहाबाद से कानपुर तक डबल न की जाए तो कोई दिवकत नहीं हो सकती। वह गाड़ियां मुगलसराय से लखनऊ आ सकती हैं। लखनऊ से शाहजहांपुर तक डबल लाइन है, शाहजहांपुर से ये गाड़ियां फर्स्ट-बाद होती हुई शिकोहाबाद भी जा सकती हैं और जो कनजेशन कहा जाता है उसको इस तरह से बचाया जा सकता है। लेकिन उस तरफ ध्यान नहीं दिया गया।

इसके अलावा एक और स्कीम है कि गाजियाबाद से तुगलकाबाद तक एक लाइन सोली जाए और जमना दिज बनाया जाए। यहां दो घट्टे की सहूलियत के लिए इस स्कीम पर करोड़ों रुपया खर्च किया जा रहा है। और जहां करोड़ों रुपए का गल्ला बच सकता है

[श्री मूलचन्द दुबे]

और लालों आदमियों को कुछ आराम मिल सकता है और उनकी गरीबी मिट सकती है, उस तरफ जरा भी ध्यान नहीं दिया जा रहा है। मैं बार बार आनरेविल मिनिस्टर की तवज्ज्ञह इस तरफ दिलाना चाहता हूँ और चाहता हूँ कि वह इस तरफ ध्यान दें।

एक बात और आपसे कहना चाहता हूँ और यह भी बहुत ध्यान देने की बात है। इस बात को मैंने पार साल कहना मुनासिब नहीं समझा और त्योरस की साल भी मैंने इसको कहना मुनासिब नहीं समझा था लेकिन इस साल मैं यह बात कहना मुनासिब समझता हूँ। सुना जाता है कि नेपाल से पश्चिम की तरफ चीन अपनी सड़कें बना रहा है। यह नेपाल के पश्चिम का इलाका उत्तर प्रदेश के उत्तर का इलाका है। चीनी लोगों ने अपने नए नक्शे बनाए हैं उनमें इस तरफ के इलाके को अपना मुळक दिखाया है। यह हिस्सा भी उस लाइन से बच सकता है जिसका मैंने ऊपर जिक्र किया है। इस लाइन से इस इलाके को आप फौजें और दूसरा सामान भेज सकते हैं और इससे बहुत सी सहूलियतें मिल सकती हैं। यह लाइन फर्स्लाबाद और शाहजहांपुर को मिलाएगी। शाहजहांपुर में भी केनटोनमेंट है और फर्स्लाबाद में भी केनटोनमेंट है। यह लाइन शाहजहांपुर से पीलीभीत होती हुई नेपाल के बाहर तक जा सकती है। इसलिये अगर और किसी लिहाज से नहीं तो कम से कम डिफेंस के लिहाज से ही यह लाइन बहुत जरूरी है और इस पर अगर पांच करोड़ रुपया लंबे हो जाएगा तो इससे न सिफ़ डिफेंस के लिए सहूलियत मिलेगी बल्कि उस इलाके के लालों लोगों को कायदा होगा और उनकी गरीबी मिटेगी और वह खुशहाल होंगे। मैं उम्मीद करता हूँ कि आनरेविल मिनिस्टर साहब इस तरफ ध्यान देंगे और इस चीज को इस नुस्खे नजर से

देखेंगे कि अगर यह लाइन बन जाती है और पुल बन जाते हैं तो उसका नतीजा यह होगा कि एक बहुत बड़े इलाके के लोग खुशहाल हो जायेंगे और दूसरी तरह से भी इससे बहुत कायदा होगा।

बहुत से लोगों ने रेलवे में जो करप्यान होता है उसके बारे में बार बार कहा है। मैं भी यह समझता हूँ कि जितना ज्यादा कहा जाता है उतना ज्यादा करप्यान तो नहीं है बगर किसी कदर है जरूर। मेरी समझ में नहीं आता कि जब हमारे पास माल के और सवारी के काफ़ी डब्बे हैं और काफ़ी इंजिन हैं तो फिर यह करप्यान का सवाल क्यों पैदा होना चाहिये। करप्यान का सवाल तो तब पैदा होता है जब डब्बों की कमी होती है और आदमियों को अपना माल भेजने की सहूलियत नहीं होती और वह बादशाहों को कुछ देकर अपना माल भेजने की कार्यशाला करते हैं। बगर जब हमारे पास डब्बे और इंजिनों की कमी नहीं है तो फिर लोगों को माल भेजने की दिक्कत क्यों हो और क्यों करप्यान का सवाल पैदा हो।

एक तरफ मैं और ध्यान दिलाना चाहता हूँ। रेल की आमदनी में जो कमी हुई है उसकी बजह रोड कम्पिटीशन बतलाया जाता है। आनरेविल मिनिस्टर साहब ने भी अपनी स्पीच में कहा है कि इस बार जो चार करोड़ से ज्यादा का रेलवे की आमदनी का नुकसान हुआ है उसकी बजह रोड कम्पिटीशन है। यह तो जाहिर है कि रोड वाले या ट्रक वाले रेलों से कम्पिटीशन नहीं कर सकते अगर रेल वाले ठीक तरह से काम करें। मैंने पार साल भी यह कहा था और मैं फिर माननीय मिनिस्टर की तवज्ज्ञह इस तरफ दिलाना चाहता हूँ कि उन स्टेशनों पर जहां से ज्यादातर व्यापारी माल भेजते हैं अप को लिए जाओ आफिसर मुकर्रर करने चाहिये। ये आफिसर उन व्यापारियों के पास जायें जोकि ज्यादा माल भेजते हैं, उन से मिलें, उन की खुशामद करें और जो सहूलियतें उन को मिल सकती

है उन को दिलाने का वायदा करें तो मैं समझता हूँ कि यह काम्पटीशन कम हो सकता है । और कानूनी तरीके से दुक वालों का कम्पटीशन कम करने की या उन का काम रोकने की कोशिश नहीं होनी चाहिये । अभी जो बजट पेश हुआ है उस में ईजिन आइन पर दृष्टी लगायी गयी है । यह दृष्टी ऐसी चीज है जोकि रोड ट्रांस्पोर्ट को नक्सान पहुँचाने वाली चीज हो सकती है । और मुमिकिन है कि यह इस स्थान से किया गया हो कि इन लोगों का रेलवे से काम्पटीशन न हो सके । मैं समझता हूँ कि इस तरीके से इन्हीं लगा कर इन लोगों को रोकने और उन के कम्पटीशन को खत्म करने का यह तरीका नहीं होना चाहिये, बल्कि कोई हूँसरा तरीका होना चाहिये । मैं समझता हूँ कि व्यापारियों और सौदागरों से मिल कर उन को समझाना चाहिये और उन की सुवामद की जानी चाहिये कि वे रेल से अपना माल भेजें और इस बात का स्थान रखा जाये कि उन का माल खराब न हो और अगर वह लराब हो, तो उन को उस की कीमत, उस का मुआवजा फारन दिया जाये । किंवद्धि ट्रांजिट सर्विस के लिए एक्सप्रेस ट्रेन्ज चलाने का इन्तजाम किया जा रहा है । यह मुनासिब चीज़ है और उन से कभी कायदा हो सकता है । इस बक्त रेलवे के ऊपर तीन चार करोड़ रुपये के खलेंज होते हैं । मैं समझता हूँ कि उन में कमी हो सकती है और ऐसा बक्त आ सकता है कि किसी को कम्पेन्सेशन देने की नीबत ही न आये ।

मुझे आशा है कि मैं ने जो बन्द बातें पेश की हैं, उन का ध्यान रखा जायगा और जिस लाइन और गंगा और रामगंगा के पुल का मैं ने जिक किया है, अगर उन को बनाया जाता है, तो उस से एक बड़े इलाके की गारीबी मिट जाती है और वहाँ के लोग शुद्धाल हो जाते हैं और उन को बड़ा कायदा हो सकता है ।

Shri Chintamoni Panigrahi: There is no quorum in the House.

Mr. Deputy-Speaker: The bell may be rung.....Now there is quorum. Seth Achal Singh.

सेठ अचल सिंह (आगरा) उपाध्यक्ष गंगाद्वय, डिमांड नम्बर १ पर जो विचार चल रहा है, उस के सम्बन्ध में मैं अपने विचार जाहिर करना चाहता हूँ । रेलवे हमारे देश की समृद्धि के लिए एक बहुत ज़रूरी चीज़ है और रेलवे की बजह से हमारे देश में काफ़ी उन्नति हो रही है । पिछले पांच सात बरस से, जबकि हमारे देश में फ़ार्स्ट और सेंड फ़ाइव यीआर प्लान चले हैं, रेलवे ने बहुत कुछ काम किया है । जैसा कि पूर्व बक्ताओं ने बताया है, हर तरह की फ़ैसिलिटी और आराम दिया गया है ।

इस बार मैं फिर अपनी एक पुरानी पांग को पेश करूँगा । आगरा कैंट के पास जगनेर का कासिंग है, जिस का गेट चौबीस चंटे बन्द रहता है ।

श्री शाहनवाज खां : चौबीस घंटे बन्द रहता है ?

सेठ अचल सिंह : उस गेट के संबन्ध में मैं कई बरस से कोशिश कर रहा हूँ । वहाँ पर चौबीस घंटे ट्रैफ़िक बन्द रहता है । मुसिकल से कभी पांच सात मिनट के लिये खुलता है और फिर बन्द हो जाता है । मैं ने इस सम्बन्ध में मंत्री महोदय को लिखा था और उहोंने ने बताया कि यह मामला विचार-न्तर्लब है और रेलवे मंत्रालय इस के लिये रुपया देने के लिये तैयार है, वहाँ कि प्राविधिक गवर्नरेंट भी कुछ रुपया दे । मैंने उन को लिखा है । मुमिकिन है कि माननीय मंत्री ने भी लिखा हो । यह बहुत ज़रूरी मामला है, क्योंकि वहाँ पर ट्रैफ़िक काफ़ी रहता है और उस कासिंग का गेट घंटों बन्द रहता है, जिस की बजह से लोगों को बड़ी असुविधा होती है ।

[सेठ अचल सिंह]

जैसा कि पूर्व बताया गया है, बैंगन्ज काफी हो गये हैं, लेकिन जब ट्रैफिक बन्द हो जाता है, तो काफी असुविधा होती है। जबकि बैंगन्ज की तादाद काफी बढ़ गई है, तो इस सूरत में बैंगन्ज का मिलना प्रासान होना चाहिये। जब बैंगन्ज नहीं मिलते हैं, तो करणन होता है।

ज्यादातर लोग ट्रक्स और ट्रांस्पोर्ट कैरियर वैरीह से माल भेजते हैं, क्योंकि रेलवे के बैंगन्ज समय पर और ज़रूरत के मुताबिक नहीं मिलते हैं। रेलवे को जो सात करोड़ रुपये का घाटा हुआ है, वह बच सकता है बशर्ते कि हम इस सम्बन्ध में कुछ फ़ैसिलिटी दें। पहले रेलवे के आदमी माल लदाने में काफी सहायता देते थे और बैंगन्ज भी जल्दी और प्रासानी से मिल जाती थीं, लेकिन यद ऐसा नहीं होता है। यह तो दुकानदारी है। अगर लोगों को ज्यादा फ़ैसिलिटी और आराम मिलेगा, तो लोग ट्रांस्पोर्ट कैरियर और ट्रकों से ट्रांस्पोर्ट न कर के रेलों के द्वारा प्रणयन माल भेजेंगे।

प्रगरा में रेल का सिफ़ एक पुल है ट्रैफिक के लिये और उस में बड़ी असुविधा होती है। वहां पर बन-वे ट्रैफिक है और पुल के बन्द होने से लोगों को बड़ी हानि होती है। वहां पर वाया प्रागरा कलकत्ते का ट्रैफिक काफी है। पिछली मर्टबा थी लाल बहादुर शास्त्री ने कहा था कि हम वहां पर एक हाई-वे बिज़ देंगे, लेकिन उस का कोई प्रबन्ध नहीं हुआ है। उस की तरफ़ व्यान दिया जाना चाहिये।

प्रागरा एक इन्टरनेशनल सिटी है और वहां पर तमाम दुनिया से काफी लोग आते हैं। मैं ने मुझब दिया था कि जिस तरह ट्रूफ़ान दिल्ली से कलकत्ता वाया प्रागरा जाता है, उसी तरह एक ट्रैन दिल्ली में बम्बई वाया प्रागरा बियाना जाये, तो लोगों को काफी राहत मिल सकती है। मैं ने

इस बारे में सजेस्वन्द दिये थे, लेकिन उन पर कोई धोर नहीं किया गया। मैं प्राशा करता हूँ कि इन दो तीन बातों पर विचार किया जायगा और जहां तक हो सके, इन को पूरा करने का प्रबन्ध किया जायगा।

Mr. Deputy-Speaker: Pandit Thakur Das Bhargava. Nobody else has risen.

Shri S. M. Banerjee (Kanpur): Sir, I rose.

Mr. Deputy-Speaker: I wanted to call him; I saw that side but he did not rise.

Shri Ajit Singh Sarhadi (Ludhiana): Sir, I rose several times.

Mr. Deputy-Speaker: Not this time. Only two hon. Members have been yet accommodated. Now can hon. Members rise several times?

पंडित ठाकुर बास भार्गव (हिसाब)

जनाव डिनी स्पीकर साहब, मैं यह में आप का और इस हाउस का व्यान एक बहुत ज़रूरी बात की तरफ़ दियाना नाहता है, जो रेलवे के मुतालिक है। जो रिपोर्ट हम को दी गई है, उस में भूम के पेंजिज में, रेलवे पर गवर्नरमेट ने जो कैपिटल लगाया हुआ है, उस का जिक्र किया गया है। वह बड़ा प्रोप्रेसिव है। उस की जो प्राप्तिगती किमर दिलाई गई है, उस के हिसाब से हम भूमपे वैरीह को देखते हैं और यह देखते हैं कि रेलवे ने जो कमाया है, वह दुर्स्त है। या नहीं। मैं यह पर्व करना चाहता हूँ कि जो रकम दिलाई जाती है कि रेलवे पर इंतजार गया लगा हुआ है, वह फ़िलवाके सही रकम नहीं समझी जानी चाहिये। प्रगर हम सही रकम जाना चाहते हैं, तो उस रकम में उस सारी जमीन की कीमत भी शामिल की जानी चाहिये, जोकि रेलवे ने आकुपाई की हुई है। प्रगर उस जमीन की कीमत लगाई जाये आज के हिसाब से, तो मैं समझता हूँ कि रेलवे पर जो कैपिटल लगा हुआ है

१५०० करोड़ रुपये, उस से कहीं ज्यादा—
दुगना, तिगुना, चार गुना वह पहुंच जायगा।
जो लखहाँ एकड़ जमीन रेलवे के नारों
तरफ़ है और रेलवे के कोड़े में है, उस का
क्या उपयोग होता है, उस से देश को कितना
फायदा पहुंचता है और उस के बूझ न होने
से देश को कितना नुकसान पहुंचता है, यह
सवाल हल्सबन्टसब है। हिन्दुस्तान में जो
फूँड प्रावर्तनम है उस के बारे में गवर्नरमेंट की
तरफ से हम को बताया जाता है कि यहाँ पर
आस्ट्रेलिया और अमेरीका की तरह के देशों
से जमीन नहीं है, यहाँ पर, लान्तादाद जमीन
नहीं है और हम किस तरह से लोगों को
जमीन दे सकते हैं। जब सीलिंग का सवाल
जाता है तो पन्द्रह एकड़ या इस से कुछ
ज्यादा पर सीलिंग लगा दी जाती है। जब
मवाल आता है कि शैद्यूल कास्ट इत्यादि
के लोगों को जमीन दी जाय तो कह दिया
जाता है कि जमीन नहीं है, क्या किया जाय।
लेकिन जो लाखों बीघा और लाखों एकड़
जमीन रेलवे के पास पड़ी हूँ है जोकि किसी
भी काम नहीं आती है उस का मुदुपयोग
क्यों नहीं हो पाता है यह मैं नहीं समझ पाया
हूँ। आप इस जमीन को लोगों को नहीं दे
सकते हैं तो इस पर आप काश्त करवा सकते
हैं। लेकिन उस का कुछ भी फायदा नहीं
उठाया जाता है, यह कालोसल बेस्ट है जोकि
किया जा रहा है और इस की तरफ किसी
का व्यान नहीं गया है। किसी भी मूलक में
इस तरह का बेस्टेज नहीं होता है। यदि
इस जमीन के अन्दर काश्त करवाई जाती
तो शायद जो करोड़ों रुपये का आज अनाज
हम बाहर से मंगा रहे हैं, उस में कुछ किसी
आती और हमें कम अनाज बाहर से मंगाना
पड़ता। जो जमीन आप के पास है वह सारी
की सारी बेस्ट लैण्ड नहीं है कितनी ही
जमीन ऐसी है जिस को पानी लगता है, जो कि
उस जमीन के पास है जहाँ पर खेती होती
है। मैं चाहता हूँ कि आप इस सवाल पर
मंहरबानी कर के गौर करें और कोई तरकीब
इस को हल करने की तिकानें। जब इस

जमीन को ब्रिटिश गवर्नरमेंट ने हासिल किया
था तो मुक्त में ही हासिल किया था या उस
के लिये बहुत ही कम मुशाबदा दिया गया,
बिल्कुल ही नामिनल दिया गया था। नामि-
नल कीमत पर काश्त के लिये अगर जमीन
आज लोगों को दे दी जाय तो कितना ही
देश का लाभ हो सकता है। सरकार गरीबों
को फायदा पहुंचाने के लिये कितने ही काम
कर रही है और मैं चाहता हूँ कि इस जमीन
का भी उपयोग हो और यह लोगों को दे
दी जाय, अगर मुक्त इस को नहीं दिया जा
सकता है या नामिनल कीमत पर नहीं दिया
जा सकता है तो लीज पर इसे दिया जा
सकता है। इस पर कम से कम लती तो
करवाई जानी चाहिये। अगर रेलवे आप
ही इस पर लेती करवायें तो उसे भी काफी
आमदनी हो सकती है और यात्री ही साथ
देश का जो फूँड प्रावर्तनम है उस को हल करने
में मदद मिल सकती है। अगर और कुछ नहीं
आप करवा सकते हैं तो कम में कम उस
पर पेड़ ही लगवा दें और इस से ही इतना
फायदा हो सकता है कि कोई ठिकाना नहीं।
कितनी ही जमीन रेलवे के पास पड़ी हूँ
है। दूसरे मुल्कों को आप देखे कहीं भी इतनी
जमीन बेकार नहीं छोड़ी गई है। मैं ने देखा
है कि कई जगह रेलवे की जमीन के पास
जहाँ पर नहरी जमीन है या जो काम आ
सकती है, वहाँ पर लोगों ने पेड़ लगाये हुए
हैं और उस से भी फायदा उठाया जाता है।
क्या हम यहाँ पर इस तरह में नहीं कर सकते
हैं? यह चीज हमारी नेशनल इकोनोमी में
कितनी सहायक ही सकती है। इस का आप
अंदाजा लगा सकते हैं। मैं उम्मीद करता
हूँ कि रेलवे मिनिस्टर और रेलवे बोर्ड मुझे
इस में सहेज करेंगे और जमीन का पूरा
पूरा फायदा उठाया जायगा। यह सवाल
मैं पहली बार नहीं उठा रहा हूँ। चन्द बरस
हुए यह सवाल श्री मोहनसाल मस्सेना जी

[पंडित ठाकुर दास भाग्यवंश]

ने, जो रिहैबिलिटेशन के बड़ीर थे, उठाया था और बैंसिड भैमोरी गोपालास्वामी जी के बक्त में यह उठा था और उस बक्त इस पर थोड़ी सी तबज्जह हुई थी और इस के बारे में लोकल गवर्नर्मेंट्स को लिखा गया था । लेकिन आज तक यह हल नहीं हो सका है । ३५,००० भील रेलवे लाइनें हैं और उस के साथ में कितनी जमीन हो सकती है या दूसरी कितनी जमीन हो सकती है इस का आप अच्छी तरह से अन्दाजा लगा सकते हैं । लाखों एकड़ जमीन ऐसी निकलेगी, जिस का फायदा उठाया जा सकता है ।

मैं चाहता हूँ कि यह सवाल यहीं पर न रह जाय बल्कि इस के ऊपर एकिटव कंसिल्यूशन हो । जो रेलों की ज़रूरतें हैं, मैं यह नहीं कहता कि उन को सरेंडर कर दिया जाय, वे पूरी होनी चाहिये लेकिन जो खाली पड़ी हुई जमीन है, जो उपयोग में आ सकती है, वह नैशनल बेस्ट है, वह चीज़ जायज़ नहीं है और वह काम में आनी चाहिये ।

दूसरी चीज़ में यह अर्ज़ करना चाहता हूँ कि जहां तक कलकत्ता, बम्बई का ताल्लुक है जहां पर कि दूध देने वाले जानवर जाते हैं और जब वे दूध देना बन्द कर देते हैं और उन को काट दिया जाता है, उन को वापस लाने के वास्ते रेलवे ने जो कंसेशन दिया हुआ है उस के लिये मैं उस का बहुत शुक्र-गुजार हूँ । इस से बहुत से जानवर वहां से वापिस आते हैं जिस से देश को फायदा पहुँचता है और नस्लों की नस्लें बच जाती हैं । इस के वास्ते मैं आप को धन्यवाद देता हूँ । गोसंवर्धन काउंसिल ने भी आप से दरखास्त की थी और आप ने यह अच्छा काम किया है । इस बारे में मैं इतना ही अर्ज़ करना चाहता हूँ कि फाफ़र और कैटल की काम में आती है उन के रेट्स के अन्दर भी रेलवे को पूरी रियायत देनी चाहिये । यहां पर कहा जाता है कि हमारे पास इतना फोड़ है कि ३०

फी सदी जानवरों के लिये पर्याप्त नहीं है । जानवरों को हम ७० परसेंट ही दे सकते हैं, ७० परसेंट जानवरों का ही हम गुज़र कर सकते हैं । जो कंसेशन रेट माप ने दे रखा है वह बहुत ही थोड़ा है । फाफ़र और सारे के सारे युटिलिटी फीड्स का अच्छी तरह से तभी फायदा उठाया जा सकता है जब रेलवे फाफ़र के ट्रांसपोर्ट के लिये पूरी पूरी रियायतें दे । यह चीज़ इन बेज़बाज़ जानवरों के लाभ के लिये होगी और साथ ही साथ देश का जो प्राकृतिक है वह सात्य होगा । हमारे सामने दो सवाल हैं, एक तो फूड कम होता है और दूसरा फाफ़र का पूरा इंतज़ाम नहीं है । इन दोनों सवालों को हल करने में अगर रेलवे मदद करे तो वे दोनों सवाल कुछ हद तक हल हो सकते हैं ।

एक और छोटी सी घर्ज़ इस सम्बन्ध में मैं करना चाहता हूँ । जहां तक एनिमल्स के ट्रांसपोर्ट का ताल्लुक है रेलवे ने एक ज्ञान किस्म की गाड़ियां बनाई हैं जिन के अन्दर उन को ले जाया जा सकता है और उन में उन आदिमियों के लिये भी बन्दोबस्त रहता है जोकि इन को ले जाते हैं । उन के लिये कुछ थोड़ा बहुत पानी का भी बन्दोबस्त पड़ता है । प्रभी अभी जब प्रिवेशन आफ़ कुएंटी टू एनिमल्स का सवाल सिलैक्ट कमेटी में आया तो पता चला कि दरम्भसल जितने इंतज़ामात हैं वे काफ़ी नहीं हैं और बहुत जगहों पर उन मानिकों को जोकि जानवरों को साथ ले जाते हैं पानी के इंतज़ाम में दिक्कत होती है । इस वास्ते मैं अर्ज़ करना चाहता हूँ कि जहां तक इन जानवरों के ट्रांसपोर्ट का ताल्लुक है, इन के लिये पानी का पूरा पूरा इंतज़ाम होना चाहिये और जो दूसरे काम इन के आराम के लिये हैं उन की व्यवस्था होनी चाहिये । अभी आनंदरेबल मिनिस्टर साहब ने मेहरबानी कर के कहा है कि हम छोटे से छोटे स्टेशन पर भी नस्ल का लगवाने का प्रबन्ध करेंगे और अगर यह

न हो सका तो पानी का इतिजाम करेंगे । मैं कहना चाहता हूं कि जहां तक कैंटल के ट्रोसपोर्ट का सम्बन्ध है जिन के साथ उन के मालिक रहते हैं उन के लिये भी पानी का पूरा पूरा इतिजाम होना चाहिये ताकि कोई यह न कह सके कि रेलों पर क्रुएल्टी टू एनिमल्स होता है । मैं भर्ज करना चाहता हूं कि इस पर भी आप का पूरा पूरा ध्यान जाना चाहिये ।

मध्यमी में ने बेजुबान जानवरों के बारे में भर्ज किया है और भव उन सोगों के बारे में भर्ज करना चाहता हूं जोकि बहुत ज्यादा बोकल नहीं है । सन् १९४७ से १९५२ तक मैं गुडगांव कांस्टिट्यूएंसी को यहां पर रिप्रिंट करता या और तब से मैं इस का लिंक करता आ रहा हूं यह तो चिराग तसे प्रवेशे वाली बात है । गुडगांव से, जो यहां से १८ मील के फासला पर है, वहां से भ्रातृवर तक जिस के रास्ते में फिरोजपुर सिरका आता है और दूसरी तहसीलें आती हैं उस के लिये आज तक नहीं सोचा गया है कि रेलवे या जाय । दस बार मैं भर्ज कर चुका हूं । मेरे पास आप के जवाब पहुंचे कि दूसरे प्लान में इस के बारे में देखा जायगा लेकिन दूसरा प्लान भी लग्या होने जा रहा है लेकिन इस इलाके की कोई सुनवाई नहीं हुई है । गुडगांव में भ्रातृवर तक कोई रेल लाइन नहीं है । यह बहुत चर्चेज इलाका है लेकिन बोकल नहीं है ।

17 hrs.

उचाव्याप्त महोदय : माननीय सदस्य आज खत्म करना चाहेंगे या कल जारी रखना चाहेंगे ?

पंडित ठाकुर दास भार्गव : कल जारी रखना चाहेंगा ।

उचाव्याप्त महोदय : भव हाफ एन आवर दिसफलन होगा ।

Members may now move their cut motions to Demand No. 1 subject to their being otherwise admissible.

Increase in the freight rates

Shri T. B. Vittal Rao (Khammam): I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1." (85)

Delay in replacement of over-aged rolling stock

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1". (86)

Need to recognise Trade Unions enjoying the confidence of the workers and employees concerned.

Shri Tangamani (Madurai): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (1)

Failure to recognise the Southern Railway Labour Union

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (2)

Failure to recognise the Southern version of metre gauge to broad gauge

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (3)

Failure to carry out targets for electrification stipulated in the Second Five Year Plan

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (4)

Failure to reach physical targets in laying of new lines in spite of full expenditure of the money allocated for the purpose in the Budget.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (5)

Increasing danger to safety of person and property of passengers due to decoity and robbery.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (6)

Failure to implement Tapse Committee recommendation regarding automatic increment to Class IV employees of 13 years service.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (7)

Failure to complete decasualisation in spite of the continuing expansion programme.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (8)

Large number of temporary workers still in the Railways

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (9)

Delay in confirming the temporary and casual workers in spite of completion of one year's service.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (10)

Third class sleeping bogies in Thanjavur Express in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (11)

Delay in the publication of revised edition of Indian Stores Code

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (12)

Delay in the implementation of Ad-hoc Tribunal's award

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (13)

Delay in the implementation of the recommendations of class IV promotion Committee.

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (14)

Need to accelerate the pace of investigation by the Special Police Establishment into the cases of overpayment to contractors in connection with the doubling of the track between Rajkarsawan and Barajamda.

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (15)

Need for confirmation of temporary employees who have put in more than a year's service

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (16)

Undesirability of increase in freight rates

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (17)

Increase in the strength of officers in Railway Board.

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (18)

Need to revise the present zones

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (19)

Question of provision of one through compartment to Cochin from Delhi on the G.T. Express or Delhi-Madras Janata Express.

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (20)

Question of stoppage of Mangalore Mail and Cochin Express at Lakkitti Station on Southern Railway.

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (21)

Need to dispense with saloons for officers by providing 1st class carpet compartments instead.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (22)

Need to revise train timings by reducing running time.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (23)

Need to reduce running time of Express Trains like Grant Trunk Express.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (24)

Need to reduce running time of Madras-Delhi De-luxe train

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (25)

Failure to prevent late starting of trains

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (26)

Late running of Shuttle trains to and from Madurai in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (27)

Failure to provide a through bogie from Madras to Varanasi

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (28)

Undesirability of increasing the rate of Platform Ticket from 6 n.P. to 10 n.P. in the middle of the financial year.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (29)

Need to reduce the rate of Platform Ticket to 5 n.P.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (30)

Need to discontinue the practice of collecting extra fares when diversion takes place due to breaches.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (47)

Collection of extra fares during November, 1959 from passengers travelling by Tinnevelly, Tuticorin, Trivandrum Express trains which were diverted through main route viz. Tanjore due to breaches.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (48)

Failure to fix channel of promotion for Station Masters and Assistant Station Masters.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (49)

Need to upgrade the posts of Assistant Surgeons to gazetted rank

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (50)

Need to introduce Diesel Rail Cars on Madurai-Bodinayakanur stations on Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (52)

Need to route cardamom consignments from Bodinayakanur by passenger train to Madurai and express goods from Madurai to Madras to catch Q.T.S. for quick and safe transport.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (53)

Failure to improve the goods shed in Bodinayakanur in Southern Railway used for storing cardamom.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (54)

Failure to open either a flag station or a passenger halt between Kappalur and Tirumangalam at Kappalur Gate in Madurai Division of Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (57)

Failure to open either a flag station or a passenger halt near Melakottiar between Tirumangalam and Sivarkottai in Madurai Division of Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (58)

Need to run bi-weekly De-Luxe trains in the Mahe Gange between Madurai and Madras in Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (59)

Slow progress of electrification of the track between Tambaram and Villupuram in Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (60)

Need to exempt articles like food-grains, sugar and fertilisers from increased freight charges.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (61)

Need to provide armed escort to important trains for safety of person and property of passengers.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (62)

Grievances of railway staff

Shri Frank Anthony: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (63)

Fixation of scales of pay and Cadre for ex-servicemen (combatants) recruited against 'non-reserved vacancies' since 1948.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (65)

Need to discontinue practice of allowing sub-contracts in departmental catering.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (66)

Failure to establish another station near Govindnagar, Kanpur.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (87)

Need for amalgamation of various grades in Railway Accounts Department.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (88)

Delay in the implementation of the recommendations of Tapse Committee Report.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (89)

Need to reduce the cost of platform ticket from 10 n.P. to 6 n.P.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (90)

Need to provide a first, second and third class bogie from Kanpur to Howrah in 2 Down Delhi Kalka Mail

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (91)

Payment of running allowance to Travelling Ticket Examiners

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (92)

Delay in the implementation of Ad hoc Tribunal's award

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (93)

Increase in freight rates

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (94)

Delay in the disposal of representations made to the Railway Board.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (95)

Failure to achieve physical targets in laying of new lines in spite of full expenditure of the allotted money.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (96)

Insecurity of the passengers on account of dacoities and robberies in the trains.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (97)

Failure to complete decasualisation despite expansion programme.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (98)

Need for confirmation of temporary employees.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (99)

Curtailment of P.T.O. and pass facilities by the Pay Commission.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (100)

Need for reduction of surcharge for the third class sleeping berths.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (101)

Discontentment among the railway employees as a result of Pay Commission's recommendations.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (102)

Grievances of railway employees arising out of the proposed implementation of Pay Commission's Report.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (103)

Abolition of three tier system in third class sleeping coaches and immediate replacement of the same by two tier system.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (104)

Grievances of train examiners pertaining to duties and scales of pay.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (105)

Grievances of the civilian operators regarding proposed reduction of their pay scales by Pay Commission.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (106)

Construction of over-bridges at Kanpur.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (107)

Supply of defective sleepers by a firm of Calcutta.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (108)

Supply of defective keys by a firm of Kanpur.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (109)

Chaon pulling by passengers.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (110)

Need to improve efficiency in the railway administration.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (111)

Increase in the number of officers in Railway Board.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced Rs. 100." (112)

Failure to give seniority to the defence employees absorbed in Railway in 1956.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (113)

Need to recognise the trade unions representing majority of workers and employees.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (114)

Failure to recognise the Southern Railway Labour Union.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (115)

Failure to reduce over-crowding in trains.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (116)

Desirability of discontinuing the running of the air-conditioned coach on the Nilagiri Express and replacing it with a third class bogie.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (118)

Need to accelerate the doubling of track on the South-West Broad Gauge Section of the Southern Railway.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (119)

Question of stoppage of the Coimbatore-Dhanushkodi Express at Chettipalaiyam.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (120)

Need to revise the policy in regard to recognition of Trade Unions.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (121)

Delay in granting recognition to the Southern Railway Labour Union.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (122)

Delay in electrification of the Madras-Arkonam Section of the Southern Railway.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (123)

Need to grant recognition to the Employees' Union at Chittaranjan.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (124)

Need to introduce a through third-class bogie from Cochin Harbour Terminus to Delhi by the Grand Trunk Express and the Madras-Delhi Janata Express.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (125)

Slow progress in replacement of over-aged locomotives.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (126)

Failure to improve goods shed facilities at Tiruppur on the South-West broad gauge section of the Southern Railway.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (127)

Need to improve passenger amenities at Mettupalayam on the Southern Railway.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (128)

Need to step up the programme of decasualisation.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (129)

Failure to reduce overcrowding in main trains.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (130)

Failure in checking late-running of trains on branch lines.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (131)

Need to accelerate introduction of inter-locking signalling system on Grand Trunk Express.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (132)

Policy of recruiting Passenger Guides to lower guides.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (133)

Failure to fulfil targets of laying new lines.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (134)

Need to hand over small plot of railway lands to Madurai Municipality in Madurai for drinking water storage tank

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (135)

Need for sleeping accommodation for third class passengers in all mail and express trains.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (137)

Selection of candidates by the Railway Service Commission.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (138)

Need for formation of joint committees of workmen and officials for turn out, maintenance and operation at all levels to avoid wastage, pilferage, corruption in all railway centres.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (139)

Shortage of quarters for railway employees.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (140)

Need to provide quarters for employees of the Indian Refreshment Rooms.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (141)

Need for recognition of Labour Union of Chittaranjan Locomotives.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (146)

Cost of Chittaranjan Locomotive with particular reference to indirect and direct labour charges.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (147)

Overcrowding in trains between Ahmedabad and Palanpur, Western Railway.

Shri Fatehsinh Ghodasra (Kaira): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (148)

Need to have a double-line track between Kallal and Palanpur.

Shri Fatehsinh Ghodasra: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (149)

Need to link Himmatnagar with Udaipur.

Shri Fatehsinh Ghodasra: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (150)

Need to run one additional train between Viramgam-Mehsana, Western Railway.

Shri Fatehsinh Ghodasra: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (151)

Need to run a Janata train between Ahmedabad and Delhi daily.

Shri Fatehsinh Ghodasra: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (152)

Need to run a fast train between Surat and Ahmedabad.

Shri Fatehsinh Ghodasra: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (153)

Need to link Vijapur with Himmatnagar.

Shri Fatehsinh Ghodasra: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (154)

Need to join Kakosi with Sidhpur, Western Railway.

Shri Fatehsinh Ghodasra: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (155)

Need to link Radhanpur with either Patan or Harij or Beohrajee so that Kandala Port may serve North Gujarat area.

Shri Fatehsinh Ghodasra: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (156)

Need of platform sheds at Kadi, Western Railway.

Shri Fatehsinh Ghodasra: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (157)

Delay in the submission of report on price of TELCO Locomotives.

Shri Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (158)

Amenities to third class passengers.

Shri Banerjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (159)

Failure to check ticketless travel.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (171)

Discrimination in promotion of the commercial staff of railway.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (172)

Failure to serve good food by catering department.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (173)

Delay in replacing over-aged locomotives.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (174)

Grievances of commercial clerks relating to conditions of service.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (175)

Failure to check the theft of railway material.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (176)

Need to declare Poona Lonavla section as suburban zone.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (177)

Need to reduce the rate of platform ticket to 8 naye paise.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (178)

Need to reduce running time of Frontier Mail, De-luxe trains and other Express trains.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (179)

Need to adjust time-table for Mail services so as to suit Kolhapur and Miraj stations.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (180)

Question of stoppage of Deccan Queen at Karjat on return from Poona to Bombay.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (181)

Question of stoppage of 29 Down and 30 Up Nagpur Express at Bodwad station on Central Railway.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (182)

Need to convert Poona-Miraj line on Southern Railway into broad gauge.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (184)

Failure to economise expenditure on Railway Board.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (185)

Need to make permanent those temporary workers who have put in service for more than two years.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (186)

Undesirability of increase in freight rates.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (187)

Need to complete target of electrification of railways stipulated in the Second Plan period.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (188)

Failure to give protection to passengers and goods against increasing dacoities and robberies.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (189)

Need for expanding and modernising all suburban stations of Bombay.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (190)

Need to construct an over-bridge at Vile-Parla, Bombay.

Shri Assar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (191)

Need to provide employment to sons of railway employees.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (192)

Need to run a daily Janata Express from Madras to Coimbatore.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (205)

Reduction in running time of Express trains.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (206)

Catering on Southern Railway.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (207)

Harassment of officials of Trade Unions.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (208)

Need to classify Travelling Ticket Examiners as running staff and provide them with all such facilities and privileges.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (209)

Need to abolish the Departmental Examination Appendix II-A for Accounts Clerks.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (210)

Delay in introduction of incentive bonus scheme fully in the Integral Coach Factory.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (211)

Delay in filling of vacancies reserved for Scheduled Castes in Integral Coach Factory.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (212)

Delay in payment of Provident Fund accounts.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (213)

Promotion of ex-Apprentice Train Examiners.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (214)

Misuse of Railway labour by senior Railway Officers.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (235)

Desirability of providing more knee space between seats in third class compartments under construction.

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (236)

Need to link Neyveli with Bangalore by the same gauge

Shri Tangamani: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (237)

Need to run an additional train between Howrah and Puri on South-Eastern Railway.

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (238)

Need to run a train from Delhi to Puri via Assansol

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (239)

Delay in opening the Divisional Headquarters at Khurda in Orissa

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (240)

Failure to complete the remodelling work of the Cuttack Station in Orissa.

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (241)

Dismissal of employees under rule 148 of the Establishment Code

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (259)

Discrimination in the signals and tele-communication workshops, Podanur

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (260)

Discrimination in promotion and seniority list in Integral Coach Factory

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (261)

Delay in the settlement of Provident Fund Accounts of employees

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (277)

Need to open the reservation office of S. E. Railway at Howrah Station

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (278)

Need to open extra-booking counters at Howrah Station on Saturdays and on eve of holidays.

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (279).

Need for better waiting rooms for third class passengers at Howrah Station

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (280).

Failure to supply drinking water in the suburban Railway Station of S. E. Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (281).

Need for recognition of the Union of the employees of Chittaranjan Locomotive Works

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (282).

Need for shifting of the integral coach section of Hindustan Aircrafts Limited to Perambur Factory

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (283).

Failure to reduce over-crowding in trains

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (284).

Failure to supply vegetarian meals in the important stations of Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (285).

Need of electrification of Parsa Khera station of South-Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (286).

Need for introduction of continental type tourist trains

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (287).

Need of a tube-well at Bauria station of S.E. Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (288).

Need of a better waiting room at Ulubaria station of S.E. Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (289).

Need for better arrangement regarding latrines at Ulubaria and Bauria stations of S.E. Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (290).

Need for widening of the over-bridge of Andul station of S.E. Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (291).

Need for electrification of all stations between Santragachi and Passkuia of S.E. Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (292).

Need for restricting expenditure on development works of stations from Passengers' Amenities Fund

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (293).

Failure to implement the recommendations of the 'Suburban Over-crowding Enquiry Committee'.

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (294).

Failure to remodel Santragachi station of S.E. Railway to avoid bottle-neck of trains

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (295).

Need for quadrupling of tracks between Howrah-Kharagpur section of S.E. Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (296).

Need for increase in the frequency of trains at regular intervals in the suburban section of S.E. Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (297).

Need for reducing the running time of suburban trains of S.E. Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (298).

Failure to avoid detention of trains at road-side stations and at Howrah yard of S.E. Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (299).

Need to improve the management of Railway Press at Calcutta

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (300).

Indiscriminate transfers of Railway Employees' Union officials

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (301).

Need for the merger of Grade I and Grade II Accounts clerks

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (302).

Method of reservation of first class berths in South-Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (303).

Need for lay-out of two more railway lines from Howrah to Santragachi on South-Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (304).

Need for new railway line from Suntragachi to Bistupur via Arambag in South-Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (305).

Need for new Railway line from Kharagpur to Haldaur port on South-Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (306).

Non-representation of suburban railway passengers' Association in South-Eastern Railway Zonal Committee

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (307).

Award of one-man tribunal regarding the dispute between Railway Employees' Federation and Railway Board

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (308).

Question of nationalisation of Howrah Amla Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (309).

Failure to stop theft of electric fittings in Railways

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (310).

Late running of suburban trains of South-Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (311).

Condition of first-class compartments of the suburban trains of South-Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (312).

Need for loop line at Ramrajatala Station of South-Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (313).

Need for a stoppage of Nagpur Passenger train of South-Eastern Railway at Uluberia

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (314).

Need for representation of traders and businessmen who book goods with South-Eastern Railway in Howrah Station Committee

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (315).

Need for the revival of communication chord facilities in the suburban trains of South-Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (316).

Need to check carrying of extra-luggage by traders without booking

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (317).

Delay in payment of claims to small traders

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (318).

Method of recruitment by Railway Service Commission

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (319).

Failure to recruit candidates after conducting examinations by Railway Service Commission

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (320).

Need for store-houses for housing dry fishes

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (321).

Need to stop the practice of storing goods in waiting halls and platforms of the suburban stations of South-Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (322).

Need for free service of sweepers in suburban stations of South-Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (323).

Need for quick reception of trains of South-Eastern Railway at Howrah Station

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (324).

Need for adequate lighting arrangement in the suburban trains of S.E. Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (325).

Need for removal of Turn Pike Gates from the Howrah Station

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (326).

Failure to reduce over-crowding in third class in main trains

Shri Fatehsinh Ghodasar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (327).

Failure to open either a flag station or passenger halt between Nadiad and Vina at Bilonra on Nadiad-Kapadvanj narrow gauge line on Western Railway

Shri Fatehsinh Ghodasar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (328).

Need to exempt articles like food-grains, sugar and fertilizers from increased freight charges

Shri Fatehsinh Ghodasar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (329).

Need to provide armed escort to all long distance and important trains for safety of persons and property of passengers

Shri Fatehsinh Ghodasar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (340).

Need to reduce the rate of platform ticket to 5 nP.

Shri Fatehsinh Ghodasar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (341).

Increasing danger to safety of passengers and their property due to robbery in running trains

Shri Fatehsinh Ghodasar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (342).

Need to improve travelling conditions in narrow-gauge railways of Gujarat, Western Railway

Shri Fatehsinh Ghodasar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (343).

Need to introduce dining car in Delhi Express running between Ahmedabad and Delhi

Shri M. B. Thakore: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (353).

Need to improve the quality of food served at Rewari-Ajmer, Bandikui, Jaipur, Phulera, Palanpur and Mehsana Railway Stations

Shri M. B. Thakore: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (354).

Failure to give protection to women passengers from increasing dacoities and robberies in Railways

Shri M. B. Thakore: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (355).

Need to replace Indian-fashioned lavatories and urinals in the coaches on all Railways

Shri M. B. Thakore: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (356).

Need to stop Delhi Express coming from Ahmedabad at Bhatawada

Shri M. B. Thakore: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (357).

Need to stop Delhi Express at Chitranshi and Shri Amirgadh

Shri M. B. Thakore: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (358).

Need to provide furniture and other facilities in the first class waiting rooms at the Sidhpur, Unjha, Patan, Chaasma, Harij, Deesa, Deodar and Bhiladi Railway Stations

Shri M. B. Thakore: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (359).

Need to convert Ahmedabad-Delhi metre gauge line into broad gauge

Shri M. B. Thakore: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (360).

Need for obtaining tickets from the ticket checkers without payment of penalty

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (364).

Retrenchment of 83 draughtsmen and estimators of S.E. Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (365).

Non-implementation of 'New Deal' in the Claims and Refunds office of S.E. Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (366).

Non-availability of food-packets in trains without restaurant cars

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (367).

Promotion of Station Masters and Assistant Station Masters

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (368).

Inadequacy of food in the restaurant cars of vestibule trains

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (369).

Abolition of air-conditioned coaches

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (370).

Abolition of saloons

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (371).

Difference in the rate of meals supplied by different contractors

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (372).

Decasualisation of the workers of Engineering Section of Railways

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (373).

Need for abolition of Three-tier third-class sleeping compartments

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (374).

Use of special power for dismissal by the General Managers

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (375).

Increase in the price of platform tickets

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (376).

Promotion of ticket-checkers

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (377).

Abolition of restaurant cars

Shri Aurobindo Ghosal: I beg to

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (378).

Failure to grant running allowance to travelling ticket examiners

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (379).

Need for confirmation of temporary employees

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (380).

Curtailment of P.T.O. and pass facilities for railwaymen

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (381).

Acceptance of defective sleepers

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (382).

Discontent among the railway employees due to recommendations of the Pay Commission

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (383).

Failure to manufacture diesel cars in the Chittaranjan Locomotives

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (384).

Need for electrification of the Kharagpur division of S.E. Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (385).

Need for electrification of Sealdah division of Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (386).

Increase in the railway accidents

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (387).

Increase of robberies and murders in running trains

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (388).

Increase in freight rate

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (389).

Need for integrated rail-road transport policy and planning for Railways in the Third Five Year Plan

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (410).

Failure to take effective steps to check corruption on the Railways

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (412).

Abolition of saloons and air-conditioned coaches

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (413).

Need for reduction in the rate of platform tickets to 5 naya paise

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (414).

Need to revoke rule 148 of the Railway Establishment Code

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (421).

Need to run a through bogie between Mangalore and Bangalore

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (422).

Need to make full use of indigenous sleepers

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (423).

Inordinate delay in the examination of the Report of Railway Uniforms Committee

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (434).

Necessity to take up the manufacture of Diesel locomotives

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (435).

Need to reduce the rate of interest on World Bank loans

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (436).

Mr. Deputy-Speaker: These cut motions are now before the House.

17 hrs.

***MEDIUM OF INSTRUCTION IN UNIVERSITIES**

श्री बजाराज सिंह (फिरोजाबाद):

उपाध्यक्ष महोदय, प्रश्न ६६ जो कि लोक-सभा में ११ फरवरी को पूछा गया था उसके बारे में मैं चर्चा उठाना चाहता हूँ।

जो प्रश्न किया गया था, वह इस प्रकार था:-

"Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 541 on the 26th November, 1959 and state:

(a) the progress made so far by the Working Group appointed by the University Grants Commission some time back to consider as to how far the Indian languages can be made the medium of instruction in Universities; and

(b) when that Group is likely to finish its work?

जो जवाब दिया गया था वह इस प्रकार था:-

"The first session of the Working Group will be held on the 15th February, 1960.

(b) Cannot be anticipated at present."

यह समस्या जो विश्वविद्यालयों में शिक्षा के माध्यम की है, यह बहुत महत्वपूर्ण है और इस सम्बन्ध में दो प्रश्न इस सदन में पूछे जा चुके हैं जिनका कोई ऐसा उत्तर नहीं मिला जिससे यह पता चलता हो कि इस समस्या का समाधान शिक्षा मंत्रालय की तरफ से कोई सही तरीके से हो रहा हो।

*Half-an-hour discussion.

[श्री ब्रजराज सिंह]

इस प्रश्न के ऊपर जो पूरक प्रश्न पूछे गये उस दिन उनमें एक प्रश्न मैंने यह पूछा था :

“क्या यह सत्य है कि यूनिवर्सिटी ग्रान्ट्स कमिशन उन यूनिवर्सिटीज के रास्ते में जो खुद हिन्दुस्तानी भाषाओं में पाठ्यक्रम रखना चाहती हैं रोक लगा रहा है और उन विश्वविद्यालयों को जो कि हिन्दुस्तानी भाषाओं में पाठ्यक्रम चलाना चाहते हैं, ग्रान्ट्स कम देता है या बिल्कुल नहीं देना चाहता है ?”

इस पर शिक्षा मंत्री महोदय को बहुत आश्चर्य हुआ । उन्होंने जवाब दिया :

“इस प्रश्न को मुझे बड़ा आश्चर्य हुआ है । यूनिवर्सिटी ग्रान्ट्स कमिशन स्वयं इस बात की कोशिश कर रहा है कि प्रादेशिक भाषायें माध्यम हो जाएं और उसके लिए दर्किंग ग्रुप बनाया गया है और सदस्य महोदय कहते हैं कि यूनिवर्सिटी ग्रान्ट्स कमिशन रोडे अटका रहा है, यह तो उनका बड़ा आश्चर्यजनक प्रश्न है ।”

मैं इसी प्रश्न को जरा साफ कराना चाहता हूँ । यूनिवर्सिटी ग्रान्ट्स कमिशन के जो कर्तव्य निर्धारित किये गये हैं सन् १९५६ के कानून में, जिसके जरिये से यूनिवर्सिटी ग्रान्ट्स कमिशन बना था, उनमें आदि से लेकर अन्त तक पढ़ कर देख लें, कहीं यह नहीं लिखा कि यूनिवर्सिटी ग्रान्ट्स कमिशन का यह देखना भी कर्तव्य है कि विश्वविद्यालयों में शिक्षा का माध्यम क्या होगा । लेकिन आश्चर्य होता है कि जब सन् १९५६ में एक कानून के जरिये यूनिवर्सिटी ग्रान्ट्स कमिशन की स्थापना की गई, उस से पहले यूनिवर्सिटी ग्रान्ट्स कमिशन के ही नाम से एक संस्था गठनमेंट ने २८. १२. ५३ को स्थापित की थी, जिस का शिक्षा मंत्री महोदय ने उद्घाटन किया था । वह संस्था किसी कानून

के जरिये नहीं बनी थी, सरकार ने एक हृतम के जरिये उसे स्थापित कर दिया था । उस यूनिवर्सिटी ग्रान्ट्स कमिशन ने इस प्रश्न को तभी उठा लिया । सन् १९५४ में उस बहुत यूनिवर्सिटी ग्रान्ट्स कमिशन ने यह विचार व्यक्त किया कि “अंग्रेजी से भारतीय भाषाओं को शिक्षा के लिये माध्यम अपनाये जाने में विश्वविद्यालयों को धीरे धीरे चलना चाहिये ।” वहां पर धीरे धीरे चलने की बात रखी गई थी । मुझे हिन्दी के लिये इतनी शंका या खतरा नहीं है, लेकिन जैसे जैसे आप आगे बढ़ते जाते हैं, वैसे बैसे पता यह लगता है कि यूनिवर्सिटी ग्रान्ट्स कमिशन इस तरह की योजना बना रहा है जिससे भारतवर्ष के विश्वविद्यालयों में कभी भी हिन्दुस्तानी भाषायें शिक्षा का माध्यम न बन सकें और अंग्रेजी हमेशा के लिये हिन्दुस्तान के विश्वविद्यालयों पर धूरी रहे, और कभी भी हिन्दुस्तानी भाषाओं में विश्वविद्यालयों में शिक्षा न दी जा सके । यह इस से पता लगता है कि जब सन् १९५६ में कानून बन गया और उस सन् १९५६ के कानून में यह रखा गया कि विश्वविद्यालय अनुदान आयोग का यह कर्तव्य नहीं है कि वह यह जांच पढ़ाता करे कि विश्वविद्यालयों की शिक्षा का माध्यम क्या होगा, इसके बावजूद जो सन् १९५४ में सिफारिश की गई थी या राय व्यक्त की गई थी, उसी राय को हम आगे बढ़ाते जा रहे हैं और उस राय को बढ़ाते बढ़ाते इस स्टेज तक पहुँच गये हैं कि उन्होंने एक कमेटी मुकर्रर कर दी । और उस कमेटी का नाम विश्वविद्यालय अनुदान आयोग नहीं दिया, यह कमेटी इस लिए नहीं थी कि कैसे हिन्दुस्तानी भाषाओं को विश्वविद्यालयों की शिक्षा का माध्यम बनाया जाय, उस कमेटी का नाम रखा गया इमिलश कमेटी । मुझे आश्चर्य होता है कि किस तरह से भारतीय भाषाओं को शिक्षा का माध्यम बनाने की कोशिश करने की बात है । विश्वविद्यालय अनुदान आयोग ने एक सब कमेटी बनाई है

और उस का नाम रख दिया है इंग्लिश कमेटी। अगर उस इंग्लिश कमेटी की सिफारिशों पर विचार किया जाय तो उसमें से साफ जाहिर होगा कि यह इंग्लिश कमेटी क्या चाहती है। उसका खास व्यय यह है कि किसी तरह से हिन्दुस्तान में जो अंग्रेजी शिक्षा का स्तर गिर रहा है वह और न गिरता जाय, और यह कमेटी लगातार वह कोशिश करती रही है। उसने अपनी सिफारिशों में कहा है कि अधिक से अधिक समय तक हिन्दुस्तान में अंग्रेजी का बोलबाला बना रहे।

मैं साफ कर दूँ कि मुझे अंग्रेजी भाषा से कोई द्वेष नहीं है, न उस से कोई वैमनस्य या दुश्मनी है। मैं चाहता हूँ कि जो हिन्दुस्तान के लोग अंग्रेजी भाषा का अध्ययन करना चाहते हैं, उसका बड़ा से बड़ा ज्ञान प्राप्त करना चाहते हैं, उसके लिये उनको पूरी मुविधा दी जानी चाहिये। मुझे तो ऐतराज सिफ़

श्री जयपाल सिंह (रांची-पश्चिम-रक्षित अनुसूचित आदिम जातियाँ): उपाध्यक्ष महोदय अपने नौजवान दोस्त को मुझे केवल एक परामर्श देना है और वह यह है कि वे जो विचार लोक सभा के सामने पेश करना चाहते हैं उसको सुनने के लिये यहां सदस्यों की तादाद अभी बहुत कम है और वे अपने

परिश्रम को व्यर्थ न करें। मेरा निवेदन आप के सामने केवल यह है कि अगर वे अपना उद्देश्य हमारे सामने

Mr. Deputy-Speaker: The bell may be rung—

धंटी बजने के बावजूद कुल ३६ मेम्बर इकट्ठे हो सके हैं। चूंकि अब कोरम नहीं है इस लिये इसके बारे में जो डाइरेक्शन ११ है वह यह है :

"When half-an-hour discussion under sub-rule (1) of rule 55 is interrupted for want of quorum or when there is no time for the Minister to give a full reply to the debate, he may, with the permission of the Speaker, lay a statement on the Table of the House."

Shri Braj Raj Singh: Because there is no quorum, may I submit that this discussion may be postponed?

Mr. Deputy-Speaker: How can I do that? He can give a fresh notice if he wants. The hon. Minister will lay a statement on the Table of the House.

17.12 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 2, 1980|Phalguna 12, 1881 (Saka).

[Tuesday, March 1, 1960/Phalguni 11, 1881 (Saka)]

ORAL ANSWERS TO
QUESTIONS . . .

S.Q. Subject
No.

485. Dandakaranya Scheme
486. Film Production Bureau
487. Slum Clearance
488. Heavy Machine Building Plant
489. Export of Indian Textiles
490. Bullock Power Project in Khanpur Village
491. Chinese Map
492. Textile Mills in Rajasthan
493. Displaced Persons in W. Bengal

WRITTEN ANSWERS TO
QUESTIONS

S.Q. Subject
No.

494. Fire in Mecca
495. South-West Africa
496. Financial Assistance to Small Scale Industrialists
497. Laying of Mines by Chinese
498. Public Display of Lord Curzon's Collections
499. Aluminium Factory at Kolhapur (Bombay)
500. Coconut fibre mill in Orissa
501. High Tension Insulator Factory, Ranchi
502. Indian Scientists Abroad
503. Andhra Paper Mills at Rajahmundry
504. Anand Bazar Patrika Ltd., Calcutta
505. Antibiotics plant at Chandigarh
506. Expansion of Hindustan Machine Tools (P) Ltd.
507. Handloom Industry
508. Fair prices of paper
509. Paper Mill in Jammu and Kashmir State
510. Tea Replanting
511. Damua Colliery Accident

3321-56

WRITTEN ANSWERS TO
QUESTIONS—contd.

S.Q. Subject
No.

512. Ka Najangud
513. Hunger Strike in Bagjola Camp
514. Sodium sulphate
515. Indians in Burma
516. Woollen Hosiery yarn Distribution Scheme
517. Pakistani Raid in Jammu
518. National Sample Survey Report
519. Atomic isotopes for agricultural production
520. Accident in Okhla Industrial Estate
521. Water Supply to Pench Valley Coalfields
522. Movable and immovable properties in Pakistan
523. Fertilizer Factory at Kothagudum

U.S.Q.
No.

566. Guwar Gum
567. Industrial Training Institutes in Jammu and Kashmir
568. Production of silk in Jammu and Kashmir
569. Motor Vehicles
570. Khan Market, New Delhi
571. Pottery manufacturing Centre in Delhi
572. Non-payment of dues by displaced persons
573. Free Technical Advice for House Builders
574. Hindustan Samachar Sahakari Samiti
575. Fertilizer plant in West Bengal
576. Wage Maps for Bombay and Kanpur
577. Standing Labour Committee

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WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No. Subject

COLUMNS

578. Restrictions on visits of foreigners to NEFA
 579. Indians kidnapped on West Bengal Border
 580. Use of Indian ships by State Trading Corporation
 581. Basic magnesium carbonate and potassium chloride
 582. Citric Acid
 583. Ceramic colours
 584. Porous ceramic thimbles
 585. Vitreous Enamel Stains
 586. Wage Boards
 587. Handicrafts Museum in New Delhi
 588. Development-cum-Training Centre for Surgical Instruments, Sonepat
 589. Manufacture of cycles and sewing machines
 590. Hospital at Madras under Employees' State Insurance Corporation
 591. Import of hand-made paper
 592. Radiation hazards
 593. Manufacture of sugar plants
 594. Stoppage of cash doles to displaced persons
 595. A.I.R. Station, Calcutta
 596. Ambar charkhas in Bombay
 597. Middle Income Group Housing Scheme, Orissa
 598. Ccicr Industry in Orissa
 599. State Trading Corporation
 600. School in Defence Colony, Delhi
 601. Calcutta dock Labour Scheme
 602. Japanese Tractors for Dandakaranya
 603. Stoppage of doles to camp refugees in West Bengal
 604. Road Transport Study Team

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3383-84

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3399-3400

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3401-02

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No. Subject

605. Quarters for Industrial Workers in U.P.

3402

606. Training in watch making

3402-03

607. Group leader system of construction in Dandakaranya

3403

608. C.P.W.D.

3403

609. Chinese Roads reaching Indian Border

3403-04

610. Imported Crockery for Ashoka Hotel

3404

611. Production of tea

3404-05

612. Industrial Units for displaced persons in Punjab

3405

613. Export of ginger

3405-06

614. Import of exposed films

3406

615. Andhra Pradesh and Second Plan

3406-08

616. Export of manganese dioxide

3407

617. Manufacture of Hand-made Paper in Himachal Pradesh

3407-08

618. Ambar Charkha

3408

619. Export of cattle feed

3408-10

620. Terracing loans to displaced persons in Tripura

3409

621. Displaced persons' colonies in Tripura

3410

622. Employment of displaced persons in Tripura

3411

623. Quota of motor tyres for Tripura

3411

624. Minimum Wages Act.

3412

625. Dearness Allowance to Coal Miners

3412-13

626. Rules under State Aid to Industries Act.

3413

627. Export of iron ore

3413-14

628. Meeting of Panel of Scientists

3414-15

629. Import of Watches

3415

630. Import of camphor

3415-16

631. Export of tea to U.S.S.R. and U.S.A.

3416

632. Requirements of printing inks

3416-17

COLUMNS

PAPERS LAID ON THE TABLE

3417-18

(1) A copy of Notification No. S. O. 221 dated the 23rd January, 1960, under sub-section (2) of Section 17 of the Requisitioning and Acquisition of Immoveable Property Act, 1952.

(2) A copy of each of the following papers :

(i) Report (1959) of the Central Wage Board for the Cement Industry.

(ii) Government Resolution No. WB-6 (57) dated the 29th February, 1960.

RESTRAINT AND RELEASE OF MEMBER

3418

The Speaker informed Lok Sabha that he had received two telegrams dated the 29th February, 1960 from the District Superintendent of Police, Belgaum, intimating that Shri Nath Pai was restrained on the 29th February, 1960 and released the same day.

STATEMENT BY MINISTER

3418-20

The Minister of Works, Housing and Supply (Shri K. C. Reddy) made a statement on the subsidence of the floor below the storage tanks in the milk collection and chilling centre at Muradnagar.

RAILWAY BUDGET—GENERAL DISCUSSION 3420—3532

General Discussion on the Railway Budget, 1960-61 continued. The Minister of Railways (Shri Jagjivan Ram) replied to the Debate and the discussion was concluded.

DEMANDS FOR GRANTS —RAILWAYS

3532—94

Discussion on Demand No. 1 in respect of Railways commenced. The discussion was not concluded.

HALF-AN-HOUR DISCUSSION

3594—98

Shri Braj Raj Singh raised a half-an-hour discussion on points arising out of the answer given on the 11th February, 1960 to Starred Question No. 66 regarding medium of instruction in universities.

Shri Braj Raj Singh's speech was not concluded when the quorum bell rang.

The Deputy Speaker directed that in reply to the debate, the Minister of Education should lay a statement on the Table.

The House adjourned for want of quorum at 5.12 P.M.

AGENDA FOR WEDNESDAY, MARCH 2, 1960 PHALGUNA 12, 1881 (SAKA)—

Further discussion on Demand No. 1 in respect of Railways.