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Wednesday, March 2, 1960
Phalgun 12, 1881 (Saka)

LOK SABHA DEBATES

**Tenth Session
(Second Lok Sabha)**



**LOK SABHA SECRETARIAT
New Delhi**

CONTENTS

[SECOND SERIES, Vol. XXXIX—FEBRUARY 22 TO MARCH, 4, 1960/PHALGUNA 3 TO
14, 1881 (SAKA)]

	COLUMNS
No. 11—Monday, February 22, 1960/Phalguna 3, 1881 (Saka)—	
Oral Answers to Questions—	
Starred Questions Nos. 267 to 271, 273 to 279, 281 and 282	2071—48
Written Answers to Questions—	
Starred Questions Nos. 272, 280 and 283 to 300	2048—59
Unstarred Questions Nos. 309 to 339, and 341 to 353	2059—85
Obituary Reference	2085—88
Motions for Adjournment	2088—96
(1) Alleged eviction of 3,000 displaced persons in Mikir Hills, Assam	2088—94
(2) Reported occupation of Salt Lake in Ladakh by Chinese	2094—96
Papers laid on the Table	2097
Messages from Rajya Sabha	2098
Motor Vehicles (Amendment) Bill—	
Laid on the Table as returned by Rajya Sabha with amendments	2099
Public Accounts Committee—	
Twenty-third Report	2099
Calling Attention to Matter of Urgent Public Importance—	
Fire accident in refugee camps near Bharatpur	2099—2101
Tripura Municipal Law (Repeal) Bill—introduced	2101—02
Motion on Address by the President	2102—43
Demands for Supplementary Grants (General), 1959-60	2143—74
Motion re : Report of O. & M. Division for 1958-59	2174—2232
Business Advisory Committee—	
Forty-eighth Report	2232
Daily Digest	2233—38
No. 12—Tuesday, February 23, 1960/Phalguna 4, 1881 (Saka)—	
Oral Answers to Questions—	
Starred Questions Nos. 301 to 305, 307, 308 and 310 to 316	2239—77
Written Answers to Questions—	
Starred Questions Nos. 306, 309 and 317 to 344	2277—95
Unstarred Questions Nos. 354 to 369 and 371 to 391	2395—2380
Paper laid on the Table	2320
Estimates Committee—	
Seventy-third Report	2320
Calling Attention to Matter of Urgent Public Importance—	
Lightning strike by Bombay Port Trust workers	2321—23
Business Advisory Committee—	
Forty-eighth Report	2323—24
Demands for Supplementary Grants (General), 1959-60	2324—2406
Dowry Prohibition Bill	2407—53
Motion to consider Rajya Sabha amendments	2407—53
Imports and Exports (Control) Amendment Bill	2453—56
Motion to consider, as passed by Rajya Sabha	2453—56
Daily Digest	2457—62

No. 13.—Wednesday, February 24, 1960/Phalgun 5, 1881 (Saka)—

Oral Answers to Questions—

Starred Questions Nos. 346 to 352 and 354 to 360 2463—99

Written Answers to Questions—

Starred Questions Nos. 345, 353 and 361 to 372 2499—2507

Unstarred Questions Nos. 392 to 425 2507—31

Papers laid on the Table 2532

Committee on Private Members' Bills and Resolutions—

Fifty-sixth Report 2532

Calling Attention to Matter of Urgent Public Importance—

Accident in Bhilai Steel Plant 2532—34

Correction of Answer to Starred Question No. 604 2534

Appropriation Bill, 1960—Introduced 2534—35

Statement of Personal Explanation 2535—37

Imports and Exports (Control) Amendment Bill 2537—2600

Motion to consider, as reported by Rajya Sabha 2537—99

Clauses 1 to 5 2600

Motion to pass 2600

Dhahi Land Holdings (Ceiling) Bill 2600—52

Motion to consider, as reported by Joint Committee 2600—52

Daily Digest 2653—56

No. 14.—Thursday, February 25, 1960/Phalgun 6, 1881 (Saka)—

Oral Answers to Questions—

Starred Questions Nos. 373 to 377, 380, 381 and 383 to 389 2657—94

Short Notice Question No. 2 2694—97

Written Answers to Questions—

Starred Questions Nos. 378, 379, 382 and 390 to 410 2697—2712

Unstarred Questions Nos. 426 to 474 2712—41

Papers laid on the Table 2741—43

Committee on Absence of Members from the sittings of the House—

Eighteenth Report 2743

Appropriation Bill, 1960—passed 2743—48

Railway Budget—General Discussion 2749—2858

Daily Digest 2859—64

No. 15.—Friday, February 26, 1960/Phalgun 7, 1881 (Saka)—

Oral Answers to Questions—

Starred Questions Nos. 412 to 416, 418, 419, 421 to 424, 427, 429, 430, 431, 433 and 434 2865—2902

Short Notice Questions No. 3 2903—06

Written Answers to Questions—

Starred Questions Nos. 411, 417, 420, 425, 426, 428, 432 and 435 to 448 2906—20

Unstarred Questions Nos. 475 to 509 2920—40

Papers laid on the Table 2941—12

Message from the President 2942—43

Messages from Rajya Sabha 2943—44

Orphanages and other charitable Homes (Supervision and Control) Bill—

Laid on the Table as passed by Rajya Sabha 2944

Joint Committee on Offices of Profit—

First Report 2944

COLUMNS

Calling Attention to Matter of Urgent Public Importance—	
Situation created by invasion of wild rats in Tripura	2944—46
Business of the House	2946—47
Railway Budget—General Discussion	2947—3005
Committee on Private Members' Bills and Resolutions—	
Fifty-sixth Report	3005
Resolution <i>re</i> : Quitting the Commonwealth	3005—76
Resolution <i>re</i> : Appointment of a Committee for evaluation of Agricultural Research Programme	3077—78
Daily Digest	3079—84
<i>No. 16.—Monday, February 29, 1960/Phalgun 10, 1881 (Saka)—</i>	
Oral Answers to Questions—	
Starred Questions Nos. 449 to 457, 459 to 466 and 471	3085—3123
Short Notice Question No. 4	3123—24
Written Answers to Questions—	
Starred Questions Nos. 458, 467 to 470 and 472 to 484	3124—35
Unstarred Questions Nos. 510 to 556 and 558 to 565	3135—63
Papers laid on the Table	3163—66
Committee on Absence of Members from the sittings of the House—	
Eighteenth Report	3166—67
Correction of Answer to Starred Question No. 586	3167—68
Railway Budget—General Discussion	3168—3279
General Budget, 1960-61—Presented	3280—3312
Finance Bill, 1960—Introduced	3313—14
Daily Digest	3315—20
<i>No. 17.—Tuesday, March 1, 1960/Phalgun 11, 1881 (Saka)—</i>	
Oral Answers to Questions—	
Starred Questions Nos. 485 to 493	3321—56
Written Answers to Questions—	
Starred Questions Nos. 494 to 523	3356—76
Unstarred Questions Nos. 566 to 632	3376—3417
Papers laid on the Table	3417—18
Restraint and Release of Member	3418
Statement <i>re</i> : Subsidence of Storage Tanks in the Milk Collection and Chilling Centre at Muradnagar	3418—20
Railway Budget—General Discussion	3420—3532
Demands for Grants—Railways, 1960-61	3532—94
Half-an-Hour Discussion <i>re</i> . Medium of Instruction in Universities	3594—98
Daily Digest	3599—3604
<i>No. 18.—Wednesday, March 2, 1960/Phalgun 12, 1881 (Saka)—</i>	
Oral Answers to Questions—	
Starred Questions Nos. 524 to 529, 533, 534, 536 to 538 and 542	3605—41
Written Answers to Questions—	
Starred Questions Nos. 530 to 532, 535, 539 to 541 and 543 to 566	3641—60
Unstarred Questions Nos. 633 to 679	3661—88
Motion for Adjournment—	
Termination of services of some employees of the Ministry of Rehabilitation	3688—92

COLUMNS

Papers laid on the Table	3693-94
Message from Rajya Sabha	3694
Committee on Private Members' Bills and Resolutions—	
Fifty-seventh Report	3695
Calling Attention to Matter of Urgent Public Importance—	
Rise in prices of rice and paddy in West Bengal and Orissa	3695-96
Statement <i>re</i> : Food situation in Mizo District of Assam	3696-3702
Motor Vehicles (Amendment) Bill—	
Amendments made by Rajya Sabha agreed to	3702-03
Demands for Grants (Railways), 1960-61	3703-3840
Half-an-Hour Discussion <i>re</i> : Aligarh Muslim University	3841-68
Daily Digest	3869-74
 No. 19.—Thursday, March 3, 1960/Phalguna 13, 1881 (Saka)—	
Oral Answers to Questions—	
Starred Questions Nos. 568 to 574 and 607	3875-3910
Written Answers to Questions—	
Starred Questions Nos. 567, 575 to 606 and 608	3911-28
Unstarred Questions Nos. 680 to 691 and 693 to 720	3928-48
Papers laid on the Table	3948-50
Calling Attention to a Matter of Urgent Public Importance—	
Tractors at Dandakaranya	3950-52
Demands for Grants—Railways	3953-4069
Arrest of Member	3986
Motion <i>re</i> : Dandakaranya Development Project	4069-4119
Half-an-Hour Discussion <i>re</i> : Community Development Programme in India	4120-34
Daily Digest	4135-40
 No. 20.—Friday, March 4, 1960/Phalguna 14, 1881 (Saka)—	
Oral Answers to Questions—	
Starred Questions Nos. 610 to 614, 616 to 620, 622 to 626, 628 and 629	4141-77
Written Answers to Questions—	
Starred Questions No. 609, 615, 621, 627 and 630 to 643	4177-88
Unstarred Questions Nos. 721 to 766	4188-4218
Papers laid on the Table	4219-20
Message from Rajya Sabha	4221
Indian Sale of Goods (Amendment) Bill—	
Laid on the Table as passed by Rajya Sabha	4221
Arrest of a Member	4221
Calling Attention to a Matter of Urgent Public Importance—	
Train collision on Southern Railway	4221-23
Business of the House	4223-24
Appropriation (Railways) Bill, 1960—Introduced	4224-25
Demands for Supplementary Grants—Railways, 1959-60	4225-58
Delhi Land Holdings (Ceiling) Bill	4258-93
Motion to consider, as reported by Joint Committee	4258-93
Committee on Private Members' Bills and Resolutions—	
Fifty-Seventh Report	4293
Sikh Gurdwaras Bill by <i>Sardar A. S. Saigal</i> —	
Extension of time for eliciting public opinion	4294-96

LOK SABHA DEBATES

3605

LOK SABHA

Wednesday, March 2, 1960 / Phalgun
12, 1881 (Saka)

3606

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Railway Line for Dandakaranya

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Shri S. C. Samanta:
Shri Sanganna:
Shrimati Ila Palchoudhuri:
Shri D. C. Sharma:
524. Shri P. K. Deo:
Shri Rameshwar Tantia:
Shri B. Das Gupta:
Shri Aurobindo Ghosal:
Shri Chintamoni Panigrahi:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 292 on the 25th November, 1959 in respect of the Railway line in Dandakaranya and state:

- whether the suggestion for alignment of the railway line to Rayagada has been considered by Government;
- if so, with what results; and
- what is the progress made so far in the survey work?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). The suggestion will be considered along with the survey of various alternative alignments.

(c) On the Kottavalasa-Bailadilla line, Reconnaissance survey has been done for 80 miles, preliminary engineering survey for 60 miles and Final Location survey for 22 miles so far. The survey is in progress.

391 (Ai) LS-1.

Shri S. C. Samanta: May I know when the Rehabilitation Ministry approached the Railway Ministry and what was their request?

Shri S. V. Ramaswamy: I am not aware; a separate question may be put.

Shri Narasimhan: Are they proposed to be broad-gauge or metre-gauge lines?

Shri S. V. Ramaswamy: Broad gauge.

Shri Panigrahi: May I know whether the final realignment has now been decided upon?

Shri S. V. Ramaswamy: So far only 22 miles have been done; the survey is in progress.

Shri Panigrahi: The hon. Minister says that the final location survey for only 22 miles has been done. But may I know whether the final realignment of the railway track has been decided upon?

Shri S. V. Ramaswamy: Which track?

Shri Panigrahi: The Bailadilla-Kottavalasa line.

Shri S. V. Ramaswamy: The question is about the Rayagada line, and that also, I have said, will be taken into consideration.

Shri S. C. Samanta: What was the request of the Rehabilitation Ministry, to complete the line during the Second Five Year Plan period?

Shri S. V. Ramaswamy: There is no chance at all.

Shri Jagannatha Rao: May I know if any time-schedule is fixed for the completion of the engineering survey?

Shri S. V. Ramaswamy: It is expected to be completed by about June, 1961, and the report will be available by December, 1961.

Shri S. C. Samanta: May I know when the request came from the Rehabilitation Ministry and when the work was taken up?

Shri S. V. Ramaswamy: I will require notice for that.

Shri B. Das Gupta: The hon. Minister had stated in a previous reply that the final decision regarding alignment of the line from Rayagada instead of Kottavalasa will be decided upon after the survey is taken up. May I know what has been the final decision when the survey has already been taken up?

Shri S. V. Ramaswamy: I have already said in answer to parts (a) and (b) of the question that the suggestion will be considered along with the survey of various alternative alignments. This will be one of the alternative alignments.

Shri T. B. Vital Rao: How is the final location survey being carried on when the engineering survey is still on?

Shri S. V. Ramaswamy: This is only about the 22 miles; Rayagada line relates to 97 miles.

Shri B. Das Gupta: What is the suggestion of the Rehabilitation Ministry regarding Rayagada and Kottavalasa?

Shri S. V. Ramaswamy: I am not aware.

Shri B. Das Gupta: Has the Railway Ministry received any suggestion from the Rehabilitation Ministry?

Shri S. V. Ramaswamy: I would require notice for that.

Wheat from U.S.A.

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*525. { **Shri S. A. Mehdi:**
Shrimati Ila Palchoudhuri:

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

(a) whether it is a fact that the U.S. freighter 'Valley Forge' which

was bringing wheat for India wrecked about 50 miles south of Singapore on the 31st December, 1959; and

(b) if so, the quantity of wheat which is considered to be a total loss?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir.

(b) The entire cargo of 9925 tons of wheat.

Shri S. A. Mehdi: May I know whether this cargo was insured?

Shri A. M. Thomas: We are dealing with large quantities, 3 to 4 million tons of wheat per year, and we cannot afford to insure each cargo, because it involves large amounts. However, we have got a proforma insurance fund in the State Trading accounts of the Food Ministry from which we have got funds to set apart for these losses.

Shri S. A. Mehdi: May I know whether this amount is going to be reimbursed? How is it going to be compensated?

Shri A. M. Thomas: I have already said that as it is, it is a loss to the Government of India. But all the same we can recoup it from the separate fund that is set apart in the State Trading account of the Food Ministry.

Shri Raghu Nath Singh: Out of the 4 million tons of wheat that is being imported into India, may I know how many tons of the wheat will be imported through our shipping?

Shri A. M. Thomas: According to the agreement itself, 50 per cent has to be in U.S. flag vessels. The other 50 per cent can be in our vessels as well as other vessels.

Seth Govind Das: May I know how much loss in terms of money we will have to bear on account of this?

Shri A. M. Thomas: It is about Rs. 28.5 lakhs, and the freight liability would be about Rs. 4.15 lakhs.

Shri Heda: May I know how the funds accrue in the proforma State Trading account? Are they the savings of insurance fund?

Shri A. M. Thomas: No, we set apart about 9 naye Paise per maund. We debit it to the account and add it on to the cost price, and that amount will be set apart for these things.

Shri Heda: Are they not from the insurance amount?

Shri A. M. Thomas: As I said, each cargo is not insured. But by way of insurance fund we are setting apart a certain sum for each quantity that is being transacted upon by us. And, subject to correction, I think it is 9 naye Paise per maund.

Dr. Ram Subhag Singh: May I know the difference between the freight charged by U.S. flag ships and other vessels?

Shri A. M. Thomas: That will depend upon the circumstances obtaining on each occasion.

Dr. Ram Subhag Singh: What is the difference in the freight rates in bringing these 3 million tons of food-grains?

Shri A. M. Thomas: There may not be much difference. This 50 per cent of freight is met by the U.S. Government itself under the PL 480 Aid account which we have to pay in a period of thirty to forty years. But there cannot be much difference between the freight of U.S. flag ships and other vessels.

Shri Raghunath Singh: What is the freight charge of Indian shipping and that of U.S. shipping?

Shri A. M. Thomas: For the specific freight charge I will require notice.

Food Zones

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Shri Ram Krishan Gupta:
Shri D. C. Sharma:
*526. Shri S. M. Banerjee:
Shri Pangarkar:
Shri Bishwanath Roy:

Shri Bibhuti Mishra:
Shri Ajit Singh Sarhadi:
Shri Madhusudan Rao:
Dr. Ram Subhag Singh:
Shri Hem Barua:
Shri Sanganna:

Will the Minister of Food and Agriculture be pleased to state at what stage is the proposal of modifying the present zonal system with a view to having larger Food Zones by linking deficit States with the contiguous surplus States?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): The State of West Bengal has already been linked with the State of Orissa and the question of linking the State of Bombay with the State of Madhya Pradesh is under consideration.

Shri Ram Krishan Gupta: May I know whether it is a fact that the Madhya Pradesh Government has raised an objection to this scheme?

Shri A. M. Thomas: It is a fact.

Shri D. C. Sharma: May I know if the tangle with regard to the linking up of Orissa with West Bengal has been solved amicably and, if so, what efforts are being made to ensure regular supplies from the Orissa State?

The Minister of Food and Agriculture (Shri S. K. Patil): As a rule, we bring no pressure on any State Government for the combination of these zones, and no pressure was brought at all on Orissa or Bengal. It was on their own free will that both the States have come together, of course with our blessings.

Shri S. M. Banerjee: May I know whether suggestions were invited from various State Governments and, if so, the names of those State Governments that have preferred a bigger zone; and whether it is also a fact that Punjab and U.P. have agreed to have a bigger zone with Delhi—and one zone?

Shri S. K. Patil: No, I do not think that they have agreed. But there is no question of linking them up; we

have not got any proposal to that effect. The proposal is only about Bombay and Madhya Pradesh. But there also we say that unless Madhya Pradesh and Bombay are ready we do not want to do anything; the normal things will operate.

Shri Ajit Singh Sarhadi: Is it not a fact that there is a great disparity in prices between the northern districts of U.P., Delhi and Punjab; and in order to avoid smuggling is there any proposal to make them one zone?

Shri A. M. Thomas: There is no such proposal now.

Dr. Ram Subhag Singh: For some time now this talk of finalisation of the zone was going on. What is the present position? Is the system working satisfactorily? If so, will the Government pay heed to the request made by the Governments of Andhra Pradesh and Madhya Pradesh?

Shri S. K. Patil: There is no talk going on that way except that questions are asked in this House. We have not been pursuing that matter in any way whatsoever. It is a mere matter of distribution, and we have no closed mind on the subject. Whatever is good could be done. Therefore, we are not pursuing any talks whatsoever.

Shri Rami Reddy: Is it not a fact that the Southern States of Madras and Andhra Pradesh have been demanding separate zones? In the budget speech the Andhra Minister has mentioned that they have been pressing the Centre for the creation of Andhra as a separate zone but the Centre is not willing.

Shri S. K. Patil: I do not know if Andhra Pradesh, or any other State, is demanding anything. If they demand it, surely they could have it. I have been able to persuade them so far, and so far as the persuasion lasts they will remain in the zone. If they want to be free, surely there is no compulsion on my side.

सेठ गोविन्द दास : क्या इस सम्बन्ध में मध्य प्रदेश सरकार ने केन्द्रीय सरकार को कुछ लिखा है और क्या उन्होंने यह भी लिखा है कि जहां तक धान और गेहूं के भाव का सम्बन्ध है वहां तक उस को दो, दो रुपये मन बढ़ाने की इजाजत दी जाये?

श्री स० का० पाटिल : यह तो लिखा है कि २ रुपये और १ रुपये धान का भाव बढ़ाया जाये, लेकिन जब धान का भाव बढ़ता है तो केवल मध्य प्रदेश के लिये नहीं बढ़ता है, वह पूरे देश के लिये बढ़ता है, और इस के माने यह है कि इस में करोड़ों रुपयों का सवाल उठ जायेगा। यह चीज ऐसी तो नहीं है कि मध्य प्रदेश ने मांग की है इसलिये गवर्नरमेंट मान सकती है।

सेठ गोविन्द दास : लेकिन क्या यह बात महीनी है कि मध्य प्रदेश में धान का जो भाव है वह सब जगहों से कम है और क्या ऐसी हालत में जब कि मध्य प्रदेश सरकार मध्य प्रदेश और बम्बई का एक जोन नहीं बनाना चाहती है तो वहां के किसानों को कुछ लाभ देने के लिये भाव बढ़ाने से कुछ फायदा हो सकता है?

श्री स० का० पाटिल : जब कोई चीज एक साथ में बनती है या यह चीज मध्य प्रदेश के हाथ नहीं है कि उकि वह एक जोन नहीं बनाना चाहता इसलिंगे भाव बढ़ा दे। अगर भाव बढ़ाना है, और मैं चाहुंगा कि बढ़ाया जाये अगर हो सके, तो यह एक स्टेंट पर निर्भर नहीं करता कि वह बढ़ा दे। अगर बढ़ाना है तो वह केवल मध्य प्रदेश के लिये नहीं बढ़ेगा, बल्कि पूरे भारत के लिये बढ़ाना पड़ेगा। यह बहुत बड़ा विषय है और केवल मध्य प्रदेश के मांग करने से काम नहीं चल सकता।

सेठ गोविन्द दास : एक बात का उत्तर मैंने नहीं मिला कि मध्य प्रदेश में जो धान का भाव है वह अन्य स्थानों से कम है या नहीं?

श्री स० का० पाटिल : नहीं, यह इसलिये नहीं है कि जो भाव हमारी तरफ से रखा जाता है वह पूरे देश के लिये गेहूं और चावल के सम्बन्ध में एक ही होता है।

Shri Tyagi: What is the usefulness and utility of maintaining this zone system and what harm would come if the deficits and surpluses are uniformly shared by the whole country?

Mr. Speaker: It is a general question.

Shri Tyagi: I want to know why is it necessary.

Shri S. K. Patil: Many people seem to be under the impression that the separate zones that are now demanded by the individual States are under the Essential Commodities Act. There were no such zones before. We have not forced them to have any zone. I agree with the hon. Minister.

Shri Tyagi: Thank you.

Shri Raghunath Singh: Would be Minister.

Shri S. K. Patil: As far as I am concerned, I am thinking of only one zone.

श्रीमती कृष्ण मेहता : क्या माननीय मंत्री बतानाने की कृपा करेंगे कि जम्मू कश्मीर का अलग जोन बनाया जायेगा या नहीं?

श्री स० का० पाटिल : जम्मू कश्मीर का अलग जोन बना कर हम क्या करें क्योंकि वह तो डेफिसिट स्टेट है। उस को अलग करने में कोई कायदा नहीं है।

Shri Sampath: Regarding a zone for Andhra Pradesh the hon. Minister has stated that there was no compulsion on the part of the Central Government. May I know whether the same applies to Madras State also?

Shri S. K. Patil: If it can apply to Andhra Pradesh, surely much more so in the case of Madras State.

सेठ अचल सिंह : क्या मंत्री महोदय बताने की कृपा करेंगे कि जब एक स्टेट में एक जगह गेहूं १६ रुपये मन बिकता है और दूसरी जगह २५ रुपये मन बिकता है तो उस को एक जोन करना कहां तक ठीक है?

श्री स० का० पाटिल : उस को दुरुस्त करना मेरा काम नहीं है, आपकी स्टेट के हाथ में है।

Shri Supakar: What is the consequence of linking Orissa and West Bengal into one zone in the matter of food prices in both the States?

Shri S. K. Patil: As it is, naturally the prices in Orissa will slightly rise; must rise. If you take both things together, apart from the price level going down a little in Bengal and going up a bit in Orissa, it creates a sense of self-confidence in the States.

Shri Assar: May I know whether the Government is aware that the price of rice has shot up in Maharashtra as a result of the reported refusal of Madhya Pradesh to join the zone?

Shri S. K. Patil: If the people want to really say something and then go on refusing it, and as a result of it the prices either go up or go down, surely neither this Government nor my Ministry are responsible for it.

Shri Ram Krishan Gupta: The hon. Minister just now stated that Jammu and Kashmir is a deficit State. In view of this fact, may I know whether there is any proposal to link this State with any other surplus State?

Shri S. K. Patil: Nobody wants a poor relative to be linked with him.

Correction of Answer to a Supplementary Question on S.Q. 525

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): With your permission, I would like to correct the answer which I gave

earlier in reply to a supplementary question put by Shri Heda on Starred Question No. 525. He asked me a question with regard to the price element to cover insurance. I had called for the information, and it is now available. The rate is not 9 nP for wheat. It is 4 nP per maund for wheat and two annas per maund for rice. These rates are reviewed from time to time.

Mr. Speaker: Next question.

Shri S. C. Samanta: I request that S.Q. 550 may also be taken up.

Mr. Speaker: Is the hon. Minister prepared to answer it?

Shri Raj Bahadur: Yes.

Mr. Speaker: I find that both Shri H. N. Mukerjee and Shri Prabhat Kar are absent.

Shri Tridib Kumar Chaudhuri: But they are related questions.

Shri Raj Bahadur: Shall I read the answers to both?

Mr. Speaker: No. I am not going to call S.Q. 550. If any questions arise then we will see.

Balari Bar Experiments

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*527.	Shri S. C. Samanta:
	Shri Subodh Hansda:
	Shri R. C. Majhi:
	Shri Ram Krishan Gupta:
	Shrimati Renu Chakravarty.

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 580 on the 3rd December, 1959 and state:

(a) whether the results of the model experiments of Balari Bar on the river Hooghly conducted by Central Water Power Research Station at Poona have since been received;

(b) if not, whether any interim report has come;

(c) since when Balari Bar is being dredged by the Calcutta Port authorities; and

(d) what are the results of dredging?

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

Statement

(a) No, Sir. The experiments are still in progress.

(b) An interim report has not been received. But the tentative conclusion reached from the model experiments so far conducted at the Central Water and Power Research Station, Poona, is that a depth of 12' feet can be maintained at the Balari Bar by the construction of a flood spur in the Balari Tower region, combined with dredging. Further experiments are in progress.

(c) From the 7th December, 1958.

(d) As a result of dredging, the deterioration has been arrested and some improvement has also been effected. The depth of water at Balari Bar which went down to 7 feet in December, 1958 is now about 10 feet.

Shri S. C. Samanta: May I know whether the Rangafalla Bar, which is very near to Balari Bar, is also being experimented under the same model by the CWPC Research Station?

Shri Raj Bahadur: So far as I know, the model is entirely of the Hooghly channel. Therefore, all the various bars and other broad features of the river are included in the model so that there may be a comprehensive and integrated examination and study of the various features.

Shri S. C. Samanta: May I know whether for the silt that is being deposited at Balari bar there is any proposal to have a dumping station?

Shri Raj Bahadur: At present it is taken to the remoter part of the river. I cannot say whether there is any proposal to dump it in a particular place at the moment. The new

dredger that we are having will have a mechanism whereby silt could be dumped on the shore.

Shri Subodh Hansda: As the experiment is still going on and in the interim report a conclusion has been arrived at for the construction of flood spur in the Balari Tower region combined with dredging, may I know whether the final conclusion has been arrived at and whether there will be any change when the final experiment is over?

Shri Raj Bahadur: This is the result so far achieved. But there is a larger model that is now being experimented upon, and final results will be available after a year, when the experiments are concluded.

Shri Tridib Kumar Chaudhuri: May I know whether in this project the special problems of seluri silt from continental shelf is being taken into consideration and, if so, whether Government has in view any training measures for the river for controlling the influx of seluri silt?

Shri Raj Bahadur: The information at my disposal indicates that so far we have had no information whatsoever of any silt being pushed back into the Hooghly from the so-called continental shelf of the Bay of Bengal. All that we have so far heard and know is that silt is brought in every freshet season or the rainy season down the river.

Shri Tangamani: The Central Water and Power Research Station at Poona has stated that the depth of the water can be kept at 12 feet, but I find that it has been kept only at ten feet. May I know whether steps will be taken for keeping it at 12 feet? I would also like to know whether the hydraulic expert, who is arriving in India in April, will also look into it and, if so, who is that expert.

Shri Raj Bahadur: The depth of 12 feet is expected to be reached when the river training works are completed. The depth of ten feet has been achieved simply by the operation of

the dredger "Bhagirathi". So far as the question of expert opinion on this matter is concerned, there is one Dr. MacDowell from the United Kingdom, whose services have been obtained from the UNTA. He is a hydraulic expert and we hope that he will be in India by April, 1960.

Shri Subodh Hansda: The construction of flood spur and dredging can maintain the depth of 12 feet as per interim report of the experiment. If so, may I know whether concrete spurs will be constructed or some other sort of spurs will be constructed?

Shri Raj Bahadur: These are preliminary observations or conclusions. Fuller or final conclusions will be known only after the experiment on the bigger model is concluded. That would take about a year's time.

Shri S. C. Samanta: Over and above this dredger at Balari, how many dredgers are working in Bhagirathi and Hooghly and has any shortage of dredgers been reported?

Shri Raj Bahadur: It is well known that the dredging fleet of the Calcutta Port Commissioner is much below their requirements. It is hardly able to cope with the work. The number of dredgers at their disposal at the moment is suction dredgers four, small suction dredgers two, bucket dredgers three and grab dredger one. One more order for a suction dredger has been placed as also an order for a bucket dredger, which has been placed recently. It is proposed to place an order for a grab dredger also. We are also trying to buy two more suction dredgers.

Mr. Speaker: The next question has been answered. The question of price of TELCO locomotives is often coming up.

Shri Tangamani: Question No. 550 has been answered.

Mr. Speaker: I said that I would not call that.

Shri Tangamani: It has been answered.

Mr. Speaker: That is all right. I will take up Question No. 528 then.

Prices of TELCO Locomotives

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Shri D. C. Sharma:
Shri Ram Krishan Gupta:
Shri Hem Barua:
Shri S. M. Banerjee:
Shri Rameshwar Tantia:
Shri T. B. Vittal Rao:
Shri Tangamani:
Shri B. Das Gupta:
Shri Aurobindo Ghosal:
Shri M. B. Thakore:

*528.

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 273 on the 25th November, 1959 and state:

(a) whether the Arbitrator has since given his award regarding the price of TELCO Locomotives for the period commencing from the 1st April, 1958; and

(b) if so, the nature of the award given?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) The Arbitrator has fixed price of the 200 locomotives to be delivered by Telco from 1st April, 1958 to 31st March, 1960 at Rs. 3,80,917 per locomotive against Rs. 3,92,861 claimed by Telco and Rs. 3,74,994 offered by Railway.

Shri D. C. Sharma: May I know if this arbitration will apply only to the period specified by the hon. Minister in his answer or it will hold good for all time to come?

Shri Shahnawaz Khan: It will apply specifically to this period.

Shri D. C. Sharma: May I know if for the fixing of the prices of TELCO locomotives, some other arrangement will be made or the prices asked for by TELCO will be granted?

The Minister of Railways (Shri Jagjivan Ram): For every price

period an offer is made by TELCO. It is examined by the Railway Board. Then negotiations start and if there is agreement that price is paid to TELCO. If there is disagreement, the matter is referred to arbitration.

श्री रामेश्वर टाटिया : क्या वितरजन में इस इंजन को बनाने की कोई योजना है और यदि है तो उस पर कितना कितना खर्च पड़ेगा ?

श्री शहनवाज खान : अभी कोई ऐसा ख्याल नहीं है कि वितरजन में मीटरगज के लोकोमोटिव बनाये जायें ।

Shri Tangamani: What will be the price paid from the 1st April, 1960 to the 1st April, 1961, by which time the agreement entered into with TELCO will expire?

Shri Shahnawaz Khan: That will be the subject of further negotiation.

Shri Tangamani: In reply to the previous question, we were told that interim payment has been made for these two years. How much has yet to be paid to TELCO as a result of the award of Shri Mazumdar?

Shri Jagjivan Ram: Interim payments were being made more or less on the basis of the offer made by the Railway Board. Now this will be the extra amount to be paid and adjustments will be made.

Shri T. B. Vittal Rao: What is the total amount of loans given by the Railways to TELCOs so far?

Shri Jagjivan Ram: That does not arise here. But that has been stated several times in the House.

Shri S. M. Banerjee: Since from the report of the arbitrator it has been found that TELCOs have charged more, what will be the basis of fixation of TELCO locomotive prices in future? Will a committee be appointed or will it be left to the Railway Board alone?

Shri Jagjivan Ram: They give their quotation. Then it is examined on the basis of the various items that go in the fixation of the prices. If we find that the prices are reasonable, settlement is effected. If we find a real disparity between the price quoted by TELCO and what the Railway Board think to be a reasonable price, the matter is referred to some arbitrator.

Shri S. M. Banerjee: I want to know the total amount spent on these arbitrators.

Shri Shahnawaz Khan: Rs. 74,000 on the arbitration proceedings.

Shri C. R. Pattabhi Raman: Is it a period contract or a contract of a batch of orders?

Shri Shahnawaz Khan: Period contract for a number specified.

Shri D. C. Sharma: May I know if the locomotives manufactured by TELCO are going to be reserved for the private sector or the Railways are going to achieve self-sufficiency in the manufacture of these locomotives also?

Shri Shahnawaz Khan: For the time being the TELCOs have been meeting our requirements quite satisfactorily. So long as there is capacity in the country we would like to utilise it provided the prices remain reasonable.

Shri Subodh Hansda: May I know if even after the arbitrator's award the price of locomotives that is paid to the Tatas is higher than the price of locomotives that are produced at Chittaranjan?

Shri Shahnawaz Khan: No, Sir, the two cannot be compared. The locomotive produced at Chittaranjan is a much bigger locomotive of the broad gauge. TELCO's is a meter gauge locomotive, which is much smaller in size.

विश्व कृषि प्रदर्शनी स्मृति टिकट

*५२६. श्री लुम्बाक्षत रायः क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह मत है कि डाक तथा तार विभाग ने विश्व कृषि प्रदर्शन के उद्दलक्ष में पन्द्रह नये पैसे का एक टिकट निकाला है; और

(ख) क्या यह भी सच है कि इस टिकट पर जुबां-धर बैलों की जोड़ी का चित्र द्वापा गया है, जो कि कार्येम दल का मान्यता प्राप्त निर्वाचन चिन्ह है ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) जी हां।

(ख) जी नहीं। टिकट के डिजाइन का मूल विषय है—एक किमान डारा बैलों की जोड़ी की सहायता से लेते जाना जो कि भारतीय कृषि की एक बहुत ही व्यापक प्रणाली है। यहां की दो मुख्य फसलें—गेहूं और मक्का—तथा ग्लोब का चित्र जो कि अन्तर्राष्ट्रीय प्रदर्शनी की रूपरेखा का दिग्दर्शक है। राजनीतिक दलों में से किसी भी राजनीतिक दल को प्रदत्त निर्वाचन चिन्ह का यह किसी प्रकार भी प्रतिनिधित्व नहीं करता।

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Yes.

(b) No Sir. The design on the stamp includes as its central theme a farmer ploughing the field with the help of a pair of bullocks which is the most widely used form of Indian Agriculture, the two principal crops, wheat and maize and the Globe signifying the international character of the Fair. It does not in any way represent the symbol allotted to any of the political parties.

श्री लुम्बाक्षत रायः श्रीमन् क्या मैं जान सकता हूँ . . .

Dr. P. Subbarayan: He may ask it

in English. I will be able to follow him better.

श्री लक्ष्मणरत्न राय : मैं तो अप्रेसी में बालता नहीं हूँ और मैं उसके लिये क्षमा चाहता हूँ। मेरे हिन्दी के प्रदनों को जो आपके महायक मंत्री महोदय है वे समझ लेंगे।

कार्यस का जो चुनाव चिन्ह है और यह जो उस की तस्वीर आपी गई है उसका अगला हिस्सा यदि आप देखें तो क्या यह बाक्या नहीं है कि यह कार्यस का जो चुनाव चिन्ह है उसकी बिल्कुल नकल है?

श्री राज बहादुर : जी नहीं। यह माननीय सदस्य की अपनी राय ही सकती है। जहाँ तक इस सारे टिकट का सवाल है अगर उसको देखा जाये, तो उस को कार्यस का चुनाव चिन्ह नहीं कहा जा सकता।

श्री लक्ष्मणरत्न राय : क्या मैं जान सकता हूँ कि सन् १९५१ में भी पांस्टन डिपार्टमेंट द्वारा ऐसे टिकट शाया किये गये थे और उनका भी उपयोग सन् १९५२ के साधारण चुनाव में किया गया था?

श्री राज बहादुर : सन् १९५१ में माननीय सदस्य ने एक शिकायत की भी एलेक्शन कमिशन को। उसमें खाली दो मुहरें बैलों के, बैल पूरे भी नहीं थे और उस समय भी किसी भी प्रबस्था में यह नहीं कहा जा सकता कि उस में कोई फायदा कार्यस पार्टी को मिला हो।

Dr. P. Subbarayan: I would like to add for the information of the hon. Member that the stamp has been issued with a tree, an elephant, a camel etc., which signify other election symbols as well. It does not mean we are advocating the symbol of any particular party.

श्री लक्ष्मणरत्न राय : क्या मैं जान सकता हूँ कि यह जो टिकट बल्ड एरीकल्चर फैमर के सम्बन्ध में निकाला गया है इसका दुरुपयोग सन् १९६२ के चुनाव में नहीं किया जा सकेगा?

श्री राज बहादुर : मैं माननीय सदस्य में विचार करने के लिये कहूँगा कि प्रगर भारतीय कृषि को किसी चित्र में प्रतिविम्बित किया जाये तो क्या उससे बैलों को पृथक रखा जा सकता है? यह प्रश्न सब में पहले उठता है।

Dr. P. Subbarayan: I would like to add for the hon. Member's information that if he would only compare the two, the election symbol of my party and the stamp, he will find that there are lots of differences, and it does not in any way convey the election symbol of the Congress Party.

Shri Tyagi: People do not vote for symbols, they vote for the party.

Shri Khushwaqt Rai: They do not vote for the party, they vote for the symbol.

Shri B. K. Gaikwad: May I know whether Government would print the photo of Dr. Babasaheb Ambedkar, the Father of the Constitution, on a postal stamp?

Dr. P. Subbarayan: There is no such proposal at the present time.

Electrical Locomotives at Chittaranjan

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Shri Rameshwar Tantia:
Shri S. M. Banerjee:
Shri Jagdish Awasthi:
Shri Radha Raman:
533. Shri A. M. Tariq:
Shri Aurebindo Ghosal:
Shri Hem Barua:
Shri Ajit Singh Sarhadi:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that arrangements have been completed to manufacture electric locomotives at Chittaranjan; and

(b) if so, when the first locomotive is likely to come out?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Arrangements are in hand to start manufacture of electric locos at Chittaranjan.

(b) The first 1500-V.D.C. electric locomotive is expected to be manufactured by about the middle of 1961.

श्री रामेश्वर टांटिया : बाहर से कितने इंजिन मंगाये गये हैं और उन पर कितना रूपया खर्च हुआ है ?

श्री शाहनवाज खां : अभी तो बने ही नहीं हैं।

श्री रामेश्वर टांटिया : मैं ने पूछा था कि बाहर से कितने इंजिन मंगाये गये और उन पर कितना रूपया खर्च हुआ है ?

श्री शाहनवाज खां : उसके लिये अगर माननीय सदस्य मेहरबानी कर के दूसरा सवाल देंगे तो जवाब दिया जा सकेगा।

Shri Radha Raman: The hon. Deputy Minister just now said that arrangements for the manufacture of electric locomotives are in hand. May I know how many electric engines in a year would come out of this factory, and whether all the components required will be manufactured at Chittaranjan or a certain portion will come from outside?

Shri Shahnawaz Khan: The present proposal is to develop the manufacture of electric locomotives at Chittaranjan. The mechanical portion will be manufactured at Chittaranjan, and the electrical components will be manufactured at the Heavy Electrical Project at Bhopal. The anticipated output would be five electric locomotives a month, that is about 60 per year, when it is in full production.

Mr. Speaker: He only wanted to know what portion of this will have to be imported.

The Minister of Railways (Shri Jagjivan Ram): In the initial years a substantial portion will be imported, till the Heavy Electricals, Bhopal, start manufacturing the components.

Shri Radha Raman: What will be the cost of the engines that will be manufactured, and how will it compare with the steam locomotives in

this country and the electric locomotives which are imported from outside?

Mr. Speaker: What is the estimated cost?

Shri Shahnawaz Khan: That will have to be, of course, worked out, and as the hon. House knows very well, as production increases the cost gradually comes down.

Mr. Speaker: He only wanted to know the cost of the first engine that is going to be produced.

Shri Shahnawaz Khan: At present the cost of the steam broad gauge locomotive manufactured at Chittaranjan is Rs. 4.58 lakhs, the cost of the imported electric locomotive is about Rs. 10 lakhs or a little more.

Shri Radha Raman: What will be the cost of the indigenous electric locomotive?

Shri Shahnawaz Khan: We have called for global tenders for the manufacture of these A.C. locomotives, and the details have yet to be worked out.

Shri C. R. Pattabhi Raman: I find there is also going to be manufacture of diesel engines. Is there going to be any zoning with regard to diesel and electric locomotives?

Shri Jagjivan Ram: That will depend upon the traffic potentialities and track capacity in the different areas. Where it is necessary to have electric traction and power is available, electric traction will be introduced and where power is not available, we will have to work with diesel.

Shri Yajnik: I understood from the Deputy Minister that D.C. locomotives were being manufactured.

Mr. Speaker: We are going away from electric locomotives to diesel engines.

Shri Yajnik: No, Sir. I am referring to the D.C. electric locomotives. May I know why D.C. electric locomotives

are being manufactured when we have actually decided to go over from D.C. to A.C. traction?

Shri Shahnawaz Khan: The ten locomotives for which orders have been placed on Chittaranjan are D.C. locomotives meant for the Central Railways. They are required very urgently, and we manufacture these ten only. The intention is to manufacture A.C. locomotives later on at Chittaranjan. This is only an interim order.

Shri Ajit Singh Sarhadi: May I know if there is any particular foreign collaboration in the matter of the imported electric material for the purpose, or there is a general purchase otherwise?

Shri Shahnawaz Khan: There is a definite set procedure. Global tenders are called, and we select the tender that is most suitable to us.

Shri Aurobindo Ghosal: What will be the cost of switching over from D.C. to A.C. later on if ten are manufactured now?

Shri Jagjivan Ram: I do not think there will be any difficulty. Orders have been placed for the manufacture of these engines because D.C. engines are required on the railways where the D.C. system is working, and when we require engines for A.C. area, orders for A.C. will be placed on them.

Shri Jadhav: May I know whether it is a fact that the shortfall of the Central Railways is to the tune of 100 locomotives?

Mr. Speaker: Is he asking with respect to electric locomotives?

Shri Jadhav: Yes, Sir.

Shri Shahnawaz Khan: I think the hon. Member's estimate is much inflated.

Shri S. M. Banerjee: I want to know if some of these locomotives are likely to be produced in 1960; if not, in which year?

Mr. Speaker: When is the first locomotive expected to be produced?

Shri Shahnawaz Khan: Of the ten D.C. locomotives which are being manufactured at Chittaranjan, we expect the first lot will start coming out in May, 1961 and the supply will be completed by October, 1961.

Shri Supakar: Since the demand in the country, so far as D.C. locomotives are concerned, is for 3000 kv and not 1500 kv, and there is a greater demand for A.C. locomotives, may I know why Government considered it advisable to manufacture these ten locomotives instead of importing them?

Shri Jagjivan Ram: It does not rule out the manufacture of other types. This is just the beginning, and we thought that, instead of importing these, it would be better if we started work at Chittaranjan so that they would have the experience, because the major portion of the electrical equipment will be imported. These are the ten that are required now. But that does not rule out the manufacture of A.C. locomotives or 3000 KV D.C. locomotives. This is just the beginning.

Shri S. M. Banerjee: May I know whether this new scheme is going to provide more employment, and if so, what the employment potential will be?

Shri Jagjivan Ram: It is too early to say that.

Shri Thirumala Rao: The hon. Minister was pleased to say that the Bhopal Plant will supply the electrical components of these locomotives. Will the Bhopal Plant be in a position to supply all the electrical component requirements of these locomotives?

Shri Jagjivan Ram: Not at present, but the Bhopal project has been established with that purpose in view.

Shri Tyagi: I could not follow one of the answers given by the hon. Minister earlier. He said that global

teners had been invited for indigenous electrical locomotives. This seems to be a contradiction. How can the global tenders help us in indigenous manufacture?

Shri Jagjivan Ram: No. As the Deputy Minister has said the mechanical portion of the locomotive will be manufactured at Bhopal. And till the time electrical portion will be manufactured at Bhopal and till the time Bhopal goes into production, the electrical portion will have to be imported, and for that purpose, global tenders have been called for.

Drinking Water Supply in Rajasthan

534. Shri Harish Chandra Mathur: Will the Minister of Health be pleased to state:

(a) whether Government is aware of acute and grave situation in respect of drinking water supply in Rajasthan;

(b) what special assistance is Government prepared to give to solve this problem; and

(c) what priority is given to projects for drinking water supply in scarcity areas and whether Government have considered the advisability of including such projects in the core of the Plan?

The Minister of Health (Shri Karmarkar): (a) Yes, Sir.

(b) Under the National Water Supply and Sanitation Programme loans at 100 per cent, and grants-in-aid at 50 per cent of the approved cost of urban and rural schemes respectively are given to the State Governments.

(c) Under the Programme, next to areas where cholera, typhoid fever and other water and filthborne diseases are prevalent, projects for drinking water supply in scarcity areas are given priority. The priorities have been intimated to State Governments who formulate schemes for inclusion in the Programme.

Shri Harish Chandra Mathur: May I know Government's assessment of the situation in Rajasthan, and whether they recognise that this is a special problem of the State beyond its resources?

Shri Karmarkar: Yes.

Shri Palaniyandy rose—

Shri Harish Chandra Mathur: If you would permit me, I want to ask some questions in sequence.

Mr. Speaker: How many questions does the hon. Member want to ask in sequence?

Shri Harish Chandra Mathur: I have asked only one supplementary question so far.

In view of the fact that the hon. Minister recognises that this is a special problem of Rajasthan and beyond its resources, may I know what special assistance in the circumstances do Government propose to give?

Shri Karmarkar: Till now, schemes have been approved to the tune of about Rs. 298.16 lakhs in the urban areas, and by the end of the Second Plan Rs. 216.23 lakhs would have been paid. Likewise, in respect of the rural water supply schemes, so far as they came within the purview of the Health Ministry, the Rajasthan Government put up schemes worth about Rs. 57.877 lakhs. As against that, we have already paid an amount of Rs. 38.34 lakhs, and another sum of Rs. 30 lakhs has been allocated during the current year. In fact, we have placed at their disposal a little more than what they actually required.

Shri Rameshwar Tantia: During the last two years, the Rajasthan Rural Water Supply Board has repaired and built many wells as well as tanks with the help of the Central and the Rajasthan Governments. Will the Central Government give them some more money so that the remaining wells or tanks can be renovated?

Shri Karmarkar: If the schemes are put up, then they can be considered by the Government of India.

Shri Palaniyandy: I find that under the National Water Supply Programmes, only the cholera affected area is included. May I know whether Government would include guinea-worm affected areas also in this programme?

Shri Karmarkar: We have said that areas where cholera, typhoid fever and other water and filth-borne diseases are prevalent, would be given priority in this matter.

Shri Thirumala Rao: In view of the fact that Government have appointed a committee with the Madras Minister as chairman, and several other members, to investigate into the water supply problem of the country, may I know whether Rajasthan has to await the outcome of that report?

Shri Karmarkar: Nobody need await the outcome of that report. The committee has been set up for the following reason. We have taken up the solution of this problem on a national scale; at the present moment, we have no exact statistics regarding all the villages. We requested the State Governments to give us their assessment, but they could not. Therefore, the Government of India have appointed a committee to go into this problem in full, and also assess the need for water supply and the sizable costs. But, nothing will await the decisions of that committee.

सेठ गोविन्द दास : क्या माननीय मंत्री जी को यह बात मालूम है कि राजस्थान में कुछ स्थानों पर पानी की ओर भी ज्यादा कमी है, जैसे जैसलमेर में ? मैं यह जानना चाहता हूँ कि क्या जैसलमेर और जैसलमेर के आरो तरफ के स्थानों में पानी का कुछ विशेष प्रबन्ध किया जा रहा है ?

श्री कर्माकर : जैसलमेर के बारे में मेरे पास कोई तैयार डूडला नहीं है। अगर माननीय सदस्य नोटिस देंगे, तो मैं बता दूँगा।

Shrimati Parvathi Krishnan: May I know the total amount allocated

under the Second Plan for drinking water supply, and how much of that money has been availed of so far?

Shri Karmarkar: I do not carry those precise figures in my head. The main question relates to Rajasthan, and I am prepared to answer any question about Rajasthan, but regarding the general question, I should like to have notice. Though I may not be able to give any figures, yet I am happy to tell the House that we have been able to spend a substantial part of the money that has been allocated for urban water supply. Regarding rural water supply, we have been able to honour as many schemes as came from the State Governments and could be worked out.

Shrimati Parvathi Krishnan: May I know whether the Ministry has received any complaints or any representations from any municipalities with regard to the State Governments standing in the way of the implementation of these schemes?

Mr. Speaker: She wants to know whether the hon. Minister has received any complaints from municipalities to the effect that the State Governments have not been sympathetic but on the other hand they have stood in the way of these schemes being implemented.

Shri Karmarkar: I do not happen to remember of any such complaint by any municipality.

Shri Harish Chandra Mathur: Is the hon. Minister aware that with the loan assistance from the Central Government, the Water Board had started certain works, and more than 50 per cent. of those works still remain only half-finished for lack of funds, that in certain areas water has got to be borne from a distance of eleven to fifteen miles, and that families are engaged only for bringing water to those areas?

Shri Karmarkar: In regard to urban water supply, anticipating any such question, I said that the total allocation that was planned in the Second Plan.....

Shri Harish Chandra Mathur: I am asking specifically about rural water supply.

Shri Karmarkar: As I said, for rural water supply, by mistake we have paid them more than what we need have paid them. If there are no more schemes from Rajasthan for rural water supply, we are helpless.

Shri V. P. Nayar rose--

Mr. Speaker: The main question relates to Rajasthan and not to Kerala. Shri Yajnik.

Shri V. P. Nayar: Can I not ask one question in regard to Kerala?

Shri Yajnik: May I know whether the operations in the Rajasthan State and the quantum of grant that is being paid have been hampered or diminished considerably due to the very artificial restriction imposed about money being granted by the Health Ministry only for the supply of pipe water by mechanical water-works?

Shri Karmarkar: According to the scheme evolved by the Planning Commission and accepted by the Government of India, they have charged the Health Ministry with the responsibility in respect of water supply schemes in the urban areas as also pipe-water supply schemes in the rural areas. Regarding individual wells or individual villages the programme was included under what is known as the development assistance, according to which a block amount is given to the State for development in which water is also included. That is the position.

Shri V. P. Nayar: Is it a fact that both rural and urban water supply schemes are delayed on account of the paucity of cast iron water-pipes, and if so, what is the action proposed to be taken to have the necessary equipment here?

Shri Karmarkar: That has been the difficulty in some cases. The only possible effort that has been made to meet that difficulty is that in the Second Five Year Plan period, more capacity has been brought into exis-

tence. Well, the foreign exchange difficulties are there which my hon. friend knows much better than I do.

Shri Harish Chandra Mathur: Do I understand that the amount made available by the Central Government remains unutilised because Rajasthan cannot raise the matching grant or because of any other reasons such as the foreign exchange difficulty etc.? What are the reasons?

Shri Karmarkar: The facts that I have got on record are as follows. So many schemes came from Rajasthan for rural water supply; for these, we had already allocated and paid them about Rs. 38-34 lakhs, and about Rs. 30 lakhs more have been allocated in addition for this year. So, what has been paid and allocated in all comes to something more than what those schemes would cost. That is the present position. I do not want to disappoint my hon. friend. The water supply problem is a very urgent one. So far as the Health Ministry is concerned, they would like the problem to be solved in the course of two Five Year Plans, but that depends upon the overall resources that will be at our disposal.

Electric Train Collision at Chinsurah

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Shri S. A. Mehdil:	Shrimati Mafida Ahmed:
Shri C. K. Bhattacharya:	
Shri Agadi:	
Shri Sugandhi:	
Shri P. K. Deo:	

*536. Shri Hem Barua:

Will the Minister of Railways be pleased to lay a statement on the Table on the collision between two electric trains at Chinsurah Railway Station on the 29th December, 1959?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): A statement furnishing the particulars of the collision between two local trains which took place at Chinsurah station of Eastern Railway on 29-12-1959, is laid on the Table of the Sabha.

STATEMENT

Details of the accident.

On 29-12-1959 at about 17:51 hours while HB 62 Down Howrah-Bandel Local was standing at Chinsurah station on the Howrah-Bandel section of the Eastern Railway, No. HB 64 Down Local, a following train, entered the station on the same line and collided with the rear of HB 62 Down.

Casualty and damage to Railway property.

14 persons were injured of whom 3 sustained grievous injuries. The approximate cost of damage to Railway property has been estimated at Rs. 45,000.

The cause of the accident is under investigation by the Government Inspector of Railways, Calcutta.

Shri S. A. Mehdi: May I know why such a delay is taking place in the submission of the report?

Shri S. V. Ramaswamy: The matter has been taken up by the Government Inspector of Railways. He is still investigating.

Shri Sugandhi: May I know whether on this local section there are no controls to avert such accidents?

Shri S. V. Ramaswamy: Controls are there. The Government Inspector is investigating to find out how it happened.

Shri Tangamani: The train was standing and another train from the same direction collided with this train and the accident took place. On such a simple issue as this, how long will it take for the Government Inspector to complete his investigation?

Shri S. V. Ramaswamy: He must make a good job of it. He must have some time to go into it thoroughly.

Shri Tangamani rose—

Mr. Speaker: Next question. There is no use in asking further questions. The Inspector cannot do it in a hurry or in a perfunctory manner.

Shri Tangamani: This accident happened to a local train. Another train from the same direction collided with it resulting in injuries to 14 persons, three of them seriously.

Mr. Speaker: I am afraid hon. Members will have to go to that place for inquiry.

Reclamation of Ravine Lands

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*537.	Shri Aurobindo Ghosh:
	Shri Vajpayee:
	Shri Vidya Charan Shukla:
	Shri Rameshwar Tantia:
	Shri Prakash Vir Shastri:
	Shri P. K. Deo:
Shri Bhakt Darshan:	
Shri L. Achaw Singh:	

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

(a) whether State Governments have been asked to prepare schemes for reclaiming ravine lands in their respective States;

(b) whether States will be given any assistance from the Centre in this regard; and

(c) if so, to what extent?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes, Sir, the Governments of Bombay, Madhya Pradesh, Uttra Pradesh and Rajasthan.

(b) Yes.

(c) Financial assistance is permissible according to the nature of the work done, on cost of works and work charged staff. For survey and afforestation, it is 50 per cent of the above cost and for all other works 12½ per cent., the balance being permissible as loan.

Shri Aurobindo Ghosh: May I know why other States were not given an opportunity to take up such schemes?

Dr. P. S. Deshmukh: These are the main States where the problem is acute.

Shri Aurobindo Ghosal: May I know whether the reclaimed lands will be put under cultivation through co-operative farming?

Dr. P. S. Deshmukh: We have not got much land reclaimed so far. So the question does not arise. It is the policy of Government to encourage co-operative farming wherever possible.

Shri Thirumala Rao: What is the amount allotted to Madhya Pradesh and what is the extent of the area covered by ravines in Madhya Pradesh?

Dr. P. S. Deshmukh: There was a provision of something like Rs. 77 lakhs in our budget. But nothing much has been spent. For Madhya Pradesh, we had sanctioned three schemes: (1) the ravine reclamation scheme in the Madhya Bharat region, (2) soil conservation ravine reclamation pilot project at Naikpura, and (3) soil conservation Chambal pilot project by the CTO. I have not got figures of the actual expenditure, but the cost was rather heavy. We intended to reclaim about 1,000 acres. The CTO did work on 352 acres. The cost was Rs. 900 per acre.

Shri Thirumala Rao: Are Government aware that apart from reclaiming land and increasing agricultural production, this ravine problem is intimately connected with the law and order problem, because the ravines provide shelter to a large number of dacoits?

Dr. P. S. Deshmukh: Yes, that is quite correct, and no less a person than the hon. President of the Indian Republic brought this matter to our notice freshly. We have now issued fresh instructions and asked for a report from the State Government.

श्री भक्त दशानं : श्रीमन् जिन राज्य सरकारों को इस सम्बन्ध में सुझाव दिये गए थे क्या उन्होंने ये सुझाव स्वीकार कर लिए हैं और क्या उन्होंने यह बताया है कि वे कब तक सारे कार्य को पूरा कर लेंगी?

डा० पं० शा० देशमुख : जी नहीं, अभी तक उन से कोई नई स्कीम नहीं प्राप्त है। पहले जो स्कीम बनाई गई थी उन से मालूम हूँ आ कि खर्च काफी ज्यादा होता है। मगर हमें आशा है कि नई स्कीम उन के पास से आ जायेगी।

श्री रावेलाल व्यास : मध्य प्रदेश के उत्तरी क्षेत्र के बारे में जैसा कि माननीय मंत्री जी को मालूम है कि भिड, मुरेना और चम्बल के दूसरे किनारे पर राजस्थान और उत्तर प्रदेश की सीमा में, डाकूप्रस्त क्षेत्र है, वहां के लिए इन योजनाओं पर ज्यादा लंबे आ रहा है लेकिन वहां की ला एंड आर्डर की समस्या को हल करने की दिटि से केन्द्र की तरफ से शार्यिक सहायता के घटावा था और भी कोई सक्रिय सहायता दी जाएगी जिस से वहां की यह डाकू समस्या हल हो और साथ उत्पादन भी काफी बढ़ सके?

डा० पं० शा० देशमुख : सभी बातों के ऊपर किर ध्यान दिया जा रहा है।

सेठ गोविन्द वास : जहां तक मध्य प्रदेश के इस क्षेत्र का सम्बन्ध है अभी तक कहां कहां ऐसे क्षेत्रों में कार्य शारम्भ हो गया है और क्या मध्य प्रदेश सरकार ने इस सम्बन्ध में केन्द्रीय सरकार को लिखा है कि जो सहायता केन्द्रीय सरकार इस संबंध में देना चाही है वह पर्याप्त नहीं है और उसको बढ़ाया जाए और क्या इस पर विचार किया जा रहा है? और यह इसलिए भी जरूरी है कि इस समय की परिस्थिति में जैसा कि मेरे नित रावेलाल व्यास जी ने कहा कि ला एंड आर्डर का प्रश्न भी वहां है, यह चीज और भी महत्व प्राप्त कर जाती है?

डा० पं० शा० देशमुख : इसके लिए कुछ सहायता तो हमने शुरू से देने का करार किया था। अब इस सवाल को फिर से ध्यान में लिया जा रहा है और आशा है कि इसको और गौर से देखा जाएगा और नई स्कीम बनाई जायेगी।

Floating Dock at Visakhapatnam

*538. **Shri T. B. Vittal Rao:** Will the Minister of Transport and Communications be pleased to state:

(a) at what stage is the proposal to have a floating Dock at Vishakhapatnam;

(b) what is the estimated cost of the project; and

(c) the likely foreign exchange component of the same?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Under preliminary stage of consideration by the Hindustan Shipyard.

(b) Roughly Rs. 150 lakhs.

(c) It is difficult to indicate at this stage the amount of foreign exchange required for the project.

• **Shri T. B. Vittal Rao:** The Ship Repairs Committee had recommended the construction of a dry Dock. It could not be taken up for want of foreign exchange. May I know when a decision on the construction of the floating Dock will be finalised?

Shri Raj Bahadur: The same difficulty is coming up in respect of the floating Dock. But we are trying to find out what we can do about it.

Shri T. B. Vittal Rao: Is there going to be any foreign collaboration in the construction of the floating Dock?

Shri Raj Bahadur: That may also be a matter which will be taken up for consideration.

Shri S. C. Samanta: May I know whether the four jetties that are being constructed there will be completed before this is taken up?

Shri Raj Bahadur: The project regarding floating Dock or dry Dock is completely different from that question. That question will be considered on its own merits.

Re. Question 542.

Mr. Speaker: Shri Radha Raman has written to me that his question No. 542 may be given preference for being answered in one or two minutes that are left. Is it the pleasure of the House that I may take it up?

Some Hon. Members: Yes.

Mr. Speaker: Question No. 542 may be answered.

International Civil Airport at Delhi

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*542.	Shri Radha Raman:
	Shri A. M. Tariq:
	Shri D. C. Sharma:
	Shri Rameshwar Tantia:
	Shri Prakash Vir Shastri:
Shri B. C. Mullick:	

Will the Minister of Transport and Communications be pleased to state:

(a) whether Government contemplate constructing any International Airport in Delhi near Ghaziabad in the near future to meet the growing air traffic of the Capital;

(b) if so, what are the details of this airport and the probable period by which it might be ready with special features, if any; and

(c) when constructed what changes will take place in the airports at Palam and Safdarjung?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) The question whether a separate International Civil Airport should be constructed for Delhi at a place other than Palam is still under consideration, but in the meantime a new runway is being constructed at Palam for use by Boeing Jet aircraft.

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

Shri Radha Raman: May I know whether Government have already acquired some land for this purpose either at Ghaziabad or any other place?

Shri Mohiuddin: No, we have not acquired any land.

Shri Radha Raman: May I know how long will it take to finalise the consideration of the establishment of an International Civil Airport in Delhi, and how long will it take to come into existence?

Shri Mohiuddin: I cannot say how long it will take for a separate International Airport to be constructed. But the runway which is now under construction at Palam will be about 10,000 ft. long and it will be serviceable for the heaviest jet plane of the type of Boeing 707.

Mr. Speaker: The Question Hour is over.

So far as such questions are concerned, I find it difficult to decide. There are differences of opinion as to whether any particular question is important or not. Personally, I do not see how this particular question is very important. Therefore, I would not like to ask the opinion of the House unless the hon. Member takes care to give me intimation before the work of the day begins in which case I will be in a position to find out whether it is really necessary or useful. I have to elbow out some other questions also which may be equally important.

WRITTEN ANSWERS TO QUESTIONS

D.T.U. Buses

***530. Shri Pramathanath Banerjee:** Will the Minister of Transport and Communications be pleased to state:

(a) how many buses run by Delhi Transport Undertaking are not road-worthy;

(b) what steps are being taken to make them road-worthy; and

(c) whether the D.T.U. workers have demanded that these buses be made road-worthy to avoid delays, accidents and break-downs on the roads?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) None.

(b) Does not arise.

(c) No demand of the nature mentioned by the Hon'ble Member has been made by the workers. However, a complaint about some defects in certain buses, was made by the DTU Workers' Union during their agitation in August, 1959 and the matter is under investigation by the Municipal Commissioner.

Electric Train from Asansol to Rourkela

***531. Shri B. C. Mullick:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 303 on the 16th February, 1959 and state:

(a) the progress achieved so far for the running of electric trains between Asansol and Rourkela; and

(b) what amount of money has been expended for this work upto the end of January, 1960?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The work is in progress and is expected to be completed according to the Schedule i.e. before the end of the 2nd Plan Period.

(b) Rs. 3,07,31,489.

Water in Railway Compartments

***532. Shri P. K. Deo:** Will the Minister of Railways be pleased to state:

(a) whether Government are aware of the complaints that the water in the water tanks of the railway compartments comes to a boiling point in summer during day time and cannot be used; and

(b) whether Government are going to provide insulators or any other device to keep the water in the railway compartments cool in summer?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No complaints have been received to the effect that water in the carriage tanks comes to boiling point during summer,

but it is known that water in the tanks does heat up during summer.

(b) This is being investigated.

Marine Engineering College in Kerala

*535. { **Shri A. K. Gopalan:**
Shri Narayananakutty
Menon:

Will the Minister of Transport and Communications be pleased to state:

(a) whether the Government of India have received any memorandum from Kerala about the establishment of a marine engineering college there; and

(b) if so, at what stage is the proposal?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) The National Shipping Board in its report on the III Five Year Plan target has advised that the existing Marine Engineering College with its expanded in-take of 100 apprentices per year is adequate to meet our requirements for the current and the next plan.

Rise in Price of Paddy in Manipur

*539. **Shri L. Achaw Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that a substantial sum of money has been advanced to the Handpounding Co-operative Societies of Manipur by the Khadi and Village Industries Commission and the procurement of paddy by these Co-operatives has adversely affected the market price of paddy and the price has gone up and paddy is not available in the open market; and

(b) if so, whether any check has been put on their operations?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Up to 29th January, 1960, 18 Handpounding Co-operative

Societies in Manipur are reported to have actually withdrawn only about Rs. 60,000 against an advance of Rs. 1.9 lakhs made by the Khadi and Village Industries Commission. With this amount they could have bought at the most 300 to 400 tons of paddy. This is a small quantity compared to the total production which is over 1 lakh tons in terms of rice. Considering that Manipur is normally surplus in rice and is separately cordoned off such small purchases should not materially affect the price level. The Manipur Administration is keeping a watch over the situation so that while the producers get reasonable prices the consumers are not unduly affected.

Hirakud Project

*540. **Shri Chintamoni Panigrahi:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether 1,56,721 acres of land which were made ready for irrigation from canals from the Hirakud Dam Project have received irrigation facilities by now; and

(b) if not, the reasons therefor?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes, Sir. The Hon'ble member perhaps refers to the area of 1,56,721 acres for which irrigation facilities had been made available up to the end of March, 1957. Since then, the area for which irrigation facilities have been provided has gone up to 3,39,760 acres of land. The State Government have reported that by October, 1959, 2,85,171 acres of land received irrigation from the Hirakud irrigation system.

(b) Does not arise.

Special Trains for Ajmer Urs

*541. **Shri Raghunath Singh:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that during this year the Railway authorities had

not made adequate arrangements for Ajmer Urs held in the first week of January, 1960 and nearly a lakh of passengers utilised private buses, roadways and about a lakh remained in Delhi and Agra and were not able to attend the Urs;

(b) if so, how many special trains were run and what arrangements were made by the Railways for the passengers;

(c) whether return tickets were issued; and

(d) if so, whether it was notified and communicated in time?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No.

(b) 7 special trains—one inward and 6 outward—were run to clear the rush of traffic in connection with the Urs. Also, extra carriages were attached to the regular trains running on the section to the maximum possible extent. Additional facilities provided for passengers were a city booking office at Dargah Bazar at Ajmer, a separate exit for lady passengers in the III class Waiting Hall at Ajmer, extra temporary lights in the III class Waiting Hall and other places, extra loud speakers and adequate arrangements for supply of drinking water.

(c) Yes, return tickets at two single journey fares were issued from certain stations.

(d) The information is being collected and will be laid on the Table of the House.

Multi-Channel V.H.F. Equipment

*543. { **Shri Aurobindo Ghosal:**
Shri B. Das Gupta:

Will the Minister of Transport and Communications be pleased to state:

(a) whether any agreement has been signed between the Government of India and the Mackay Radio and Telegraph Co. of U.S.A. for the supply of multi-channel V.H.F. equipment; and

(b) if so, what are the terms?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Yes, Sir.

(b) A statement is given below:—

STATEMENT

Under the terms of the Agreement signed between the Government of India and the Mackay Radio and Telegraph Company of the United States of America, on the 25th July, 1959, the latter are to supply to the Overseas Communications Service of the Government of India, wireless equipment and spares for a complete four-channel radio-telegraph service between India on the one hand and the U.S.A. and the Philippines on the other. The cost of the equipment, aggregating to \$150,000, will be met by the Mackay Radio & Telegraph Company in the first instance, and repaid by the Overseas Communications Service subsequently from out of its foreign exchange earnings from the leased channels that may be rented out to large users of telegraph service, such as, the airlines, business houses, etc. The Mackay Company will not charge any interest on the amount in question, nor take any commission for the equipment to be supplied. The technical standards and specifications for the equipment will be indicated by the Director General, Overseas Communications Service. In short, the equipment will be supplied by the Company to the Govt. of India on what may be described as the 'pay-as-you-earn basis'.

2. The Agreement also provides for a further dollar credit of \$150,000, if required by the Government of India after repayment of the first credit, for the purchase of V.H.F. equipment to replace the present landlines system connecting the Central Telegraph Office of the Overseas Communications Service, Calcutta, with the Transmitting and Receiving Stations of the Service. This further credit will be repaid in such manner as may be mutually agreed upon between the Government of India and the Mackay Radio, and Telegraph Company.

बिहार में अनाज की कमी

*५४४. श्री विभूति मिश्र : क्या लाला तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार सरकार ने केन्द्रीय सरकार से इस वर्ष बिहार में अनाज की कमी को पूरा करने के लिये सहायता मांगी है ;

(ख) यदि हां, तो कितने अनाज की मांग की गई है, और उसकी आवश्यकता कब पढ़ी गयी ; और

(ग) केन्द्रीय सरकार ने बिहार सरकार को कितना अनाज देने का बचन दिया है ?

लाल और कृषि उपमंत्री (श्री ए० एम० वामस) : (क) मेरे (ग). बिहार सरकार से एक पत्र अभी प्राप्त हुआ है और उस के अपर विचार हो रहा है ।

दिल्ली में तापीय विद्युत संयंत्र

*५४५. श्री सरजू पाण्डेय :

क्या सिचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली विद्युत संभरण उपक्रम ने दिल्ली में एक तापीय विद्युत संयंत्र लगाने का निश्चय किया है ;

(ख) यदि हां, तो गंयंत्र की कुल अनुमित लागत क्या होगी ; और

(ग) इस संयंत्र को लगाने में कितना समय लगेगा ?

सिचाई और विद्युत उपमंत्री (श्री हाथी)

(क) जी, हां ।

(ख) परियोजना की अनुमित लागत ३१५ लाख रुपये है ।

(ग) आशा है कि विद्युत केन्द्र १६६३ के मध्य तक चालू हो जायेगा ।

East Pakistan

*५४६. श्री Ajit Singh Sarhadi: Will the Minister of Health be pleased to refer to the reply given to Starred Question No. 406 on the 30th November, 1959 and state what kind of practical training has been proposed for L.M.F. qualified Medical practitioners from East Pakistan before registering them as licentiates?

The Minister of Health (Shri Karmarkar): The Medical Council of India have referred the matter to a Sub-Committee whose recommendation is awaited.

Maize Seed Breeding Station, Kangra

*५४७. { Shri Hem Raj:
Shri Padam Dev:

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

(a) whether Maize Seed Breeding Station is located at Kangra since 1957;

(b) whether it is now proposed to shift it to Saproon near Solan in Himachal Pradesh; and

(c) if so, the reasons therefor?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) Yes.

(c) The shifting has been decided upon to enable the centre to cater to the needs of the hilly tracts of Punjab as well as Himachal Pradesh.

Agricultural Implements

*५४८. श्री Inder J. Malhotra: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 1510 on the 16th December, 1959 and state:

(a) what procedure has been adopted by the Central Government to manufacture the improved agricultural implements, recommended by the Agricultural Engineering Division of the Indian Agricultural Research Institute, New Delhi, on a large scale

for making these available to the farmers;

(b) in what parts of the country these improved implements are being manufactured; and

(c) on what basis the prices for these improved agricultural implements are fixed?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The agricultural implements recommended by the Agricultural Engineering Division of the Indian Agricultural Research Institute, New Delhi, have been supplied to the State Governments for conducting tests and trials under their regional conditions. Reports regarding the suitability or otherwise of these implements are awaited from the State Governments.

After the implements have been found useful, the State Governments will take further necessary action for their popularisation. Drawings together with specifications etc. of the implements recommended by the Indian Agricultural Research Institute are, however, furnished to the manufacturers of Agricultural implements by the Institute. Several manufacturers have availed of this facility.

(b) These implements are being manufactured by the various firms in Kerala, Madras, Andhra Pradesh, Mysore, Bombay, Madhya Pradesh, West Bengal, East Punjab, Uttar Pradesh, Bihar and Orissa.

(c) Prices of agricultural implements except in the Punjab are not fixed by Government. They are fixed by the manufacturers themselves and are generally dependant on easy availability of raw material, power and skilled labour and location of manufacturing centres. In the Punjab, where the steel quota for agricultural implements is released to the manufacturers by the State Agricultural Engineer, fair ex-factory prices are also fixed by him.

Nagarjunasagar Project

*549. **Kumari M. Vedakumari:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the carrying capacity of left bank canal of Nagarjunasagar Project has been raised;

(b) whether it is a fact that the length of left bank canal will be extended only upto 140 miles in the second phase programme; and

(c) the reasons for not taking any action with regard to the decision of extending the canal upto Tamilluru border?

The Deputy Minister of Irrigation and Power (Shri Hathl): (a) In the first stage of the Nagarjunasagar Project, as included in the Plan, the carrying capacity of the Left Bank Canal would be 11,000 cusecs. Masonry structures are, however, being so designed as to provide for an increased discharge capacity in the next stage of the Project.

(b) and (c). The Project, as included in the Plan, envisages the construction of the Left Bank Canal upto mile 108. The Government of India have not so far received any specific proposal from the Andhra Pradesh Government for taking up the next stage of the project. The question of extending the Left Bank Canal beyond mile 108 does not, therefore, arise at present.

Dredging in Bhagirathi-Hooghly

*550. **Shri H. N. Mukerjee:**
Shri Prabhat Kar:

Will the Minister of Transport and Communications be pleased to state:

(a) the expenditure incurred by the Calcutta Port Commission during the last five years on account of dredging operations in the 80-mile channel of the Bhagirathi-Hooghly from the Bay to the port;

(b) the cost of new dredgers for which orders have been or are being placed; and

(c) whether there is any scheme for investigating conditions in the continental shelf of the Bay of Bengal, whence masses of silt are pushed back into the channel?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The expenditure incurred by the Calcutta Port Commissioners on dredging operations in the Hooghly during the last five years is as follows:—

	(Rs. in lakhs)
1954-55	53.4
1955-56	55.1
1956-57	63.8
1957-58	57.5
1958-59	81.4

This is exclusive of depreciation on the dredging fleet which will be about Rs. 15 to Rs. 20 lakhs.

(b) Orders have been placed for a new Suction Dredger at an estimated cost of Rs. 1.77 crores. It is proposed to buy two more Suction Dredgers, the cost of which may amount to about Rs. 3 crores.

An order has also been placed for a new Bucket Dredger at a cost of Rs. 89,03,266/- . In addition the Commissioners propose to acquire another grab dredger at a cost of Rs. 55 lakhs.

(c) The entire question of the tidal mechanism and the hydraulic features of the Hooghly estuary is proposed to be studied by the Hydraulics Expert who will be arriving in India in April, 1960. In the course of his investigations, he will doubtless investigate all aspects of the problem of siltation of the Hooghly Estuary.

Import of Spare Parts of Tractors and Bulldozers

*551. **Shri Rami Reddy:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 939 on the 29th August, 1959 and state whether the Government of Andhra Pradesh have since been allotted the required

foreign exchange for the import of the spare parts for the repairs of tractors and bulldozers in the State?

The Minister of Agriculture (Dr. P. S. Deshmukh): Foreign exchange worth Rs. 6.36 lakhs was released to the State Government of Andhra Pradesh on the 20th November, 1959, and a supply of spare parts worth Rs. 84,000 was arranged from the Central Tractor Organisation.

Foreign Travel Agents

*552. **Shri Arjun Singh Bhaduria:** Will the Minister of Transport and Communications be pleased to state:

(a) whether any foreign travel agents were invited to India recently; and

(b) if so, the purpose of their visit?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) In order to give them first hand information about the places of interest and facilities available at these places thereby enabling them to promote tourism to India.

Central Tractor Organisation

*553. { **Shri Yajnik:**
Shri Bishwanath Roy:
Shri S. M. Banerjee:

Will the Minister of Food and Agriculture be pleased to lay a statement showing:

(a) whether it is a fact that Central Tractor Organisation has been closed;

(b) whether it is a fact that the Organisation has already paid back all the money that was spent on it leaving assets in the form of machinery;

(c) what is the acreage of land reclaimed and jungles cleared by the Organisation during its tenure;

(d) how the machinery of the Organisation has been disposed of;

(e) whether some machinery is still to be disposed of; and

(f) the number of technicians whose services have been lent to other organisations or States and those retrenched?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) A decision has been taken to close down the Central Tractor Organisation and it is now in the process of being closed down.

(b) The position as on 1-4-59 was as follows:—

	Rs.
(i) Total Expenditure	16.23 crores.
(ii) Total Recoveries	14.78 crores
(iii) Assets	2.10 crores.
(iv) Liabilities due to sundry creditors excluding amount not yet repaid to Govt.	0.33 crores.]

(c) The work done by the Organisation upto-date is:—

	acres.
(i) Kans clearance	16,07,548
(ii) Jungle clearance	62,784
(iii) Land development	10,074
(iv) Ravine reclamation	740
(v) Earth moving work for construction of a runway	3,10,11,000 cft.

(d) and (e). There are demands from certain Govt. Projects for a number of items of machinery, spare parts, etc. with the department. After meeting these demands it is proposed to entrust the disposal of the remaining machinery to the Directorate General of Supply & Disposals.

(f) The information is given below:—

(i) No. of technical posts reduced from 1.7.58 to 1-2-1960	978
(ii) No. of persons fixed up in other Govt. Departments	506
(iii) No. of persons who were retrenched	317

Calcutta-Agartala Air Service

*554. **Shri Bangshi Thakur:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the people and the businessmen of Tripura are suffering much inconvenience due to irregular flights of the I.A.C. freighters to and from Agartala and Calcutta since January, 1960; and

(b) if so, when the normal flights of the freighters of the I.A.C. to and from Agartala and Calcutta are expected?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). Scheduled freighter services between Calcutta and Agartala are operated by the Indian Airlines Corporation according to demand. During January and February 1960, a total of 247 flights were operated, some with Skymasters, to meet the increasing demand. A large number of services planned was cancelled during the period due to foggy weather at Calcutta.

Colorisation of Vanaspati

*555. **Shri Ram Krishan Gupta:**
Shri D. C. Sharma:
Shri A. K. Gopalan:
Shri S. M. Banerjee:
Shrimati Ila Falchoudhuri:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 926 on the 16th December, 1959 and state:

(a) whether some suitable colour has since been found out for the colorisation of Vanaspati; and

(b) if so, what is that colour?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):

(a) No, Sir.

(b) Does not arise.

Patharkandi-Dharmanagar Rail Link

*556. { Shri D. C. Sharma:
Shri Bangshi Thakur:
Shri Dasaratha Deb:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 439 on the 30th November, 1959 and state the further progress made in regard to the survey of Patharkandi-Dharmanagar Railway Line for linking Tripura with the rest of India?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The Final Location Survey is nearing completion.

Technical Consultants for Port Development

*557. { Shri S. C. Samanta:
Shri Subodh Hansda:
Shri R. C. Majhi:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 410 on the 30th November, 1959 and state:

(a) how far the scheme to build up a body of consultants for tendering advice to the Central as well as State Governments on technical problems relating to port development and Inland water transport has progressed;

(b) whether for this work advice is sought from foreign experts and consultants; and

(c) if so, whether the scheme will be expedited?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (c). It has been decided to set up a body of Consultants to advise the Government and Port Authorities on technical problems relating to Port Development and Inland Water Transport.

The details of the Scheme are being worked out.

(b) At present the advice of foreign experts and Consultants is sought by Government only on technical problems of a very complicated nature.

Loan of Indian Railway Personnel to Asian and African Countries

*558. **Shri Rameshwar Tantia:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a number of countries of South East Asia and Africa have asked for the loan of services of experienced Indian Railway personnel for the development of their Railway Systems;

(b) if so, the reaction of Government thereto; and

(c) the steps, if any, taken so far?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes, the Governments of Burma and Ghana, from S.E. Asia and Africa respectively, approached the Indian Government Railways for the loan of the services of Indian railway personnel.

(b) The Government of India are quite sympathetic towards such requests. But the compliance thereof is subject to our own manpower conditions and requirements.

(c) The request of the Burma Government for the services of an Accounts expert could not be acceded to owing to our requirement for the services of the particular individual specified by that Government. In response to the Ghana Government's request for Indian Railway personnel to man five posts, the names of nine officers were forwarded. Four of the officers recommended were selected by that Govt. and they have since joined their duty-posts.

Railway Uniforms Committee

*559. **Shri T. B. Vital Rao:** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 876 on the 3rd December, 1959 and state:

(a) the reasons for the delay in the examination of the report of Railway Uniforms Committee; and

(b) when the same is likely to be finalised?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The report has had to be examined keeping in view the need to ensure that the extra expenditure was kept down to the minimum, and at the same time provide a measure of standardisation over all the Railways. Certain investigations on the manner of fabrication of uniforms also became necessary.

(b) It is expected to finalise the question shortly.

World Agriculture Fair

*560. **Shri L. Achaw Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Manipur could not participate in the World Agriculture Fair due to non-availability of funds; and

(b) if so, the reasons as to why adequate funds were not made available for this purpose?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The Manipur Administration could not participate partly due to non-availability of funds and partly because the staff engaged in developmental activities could not be spared for the purpose for a long period particularly during the last few months of the financial year.

(b) There was no provision in the normal budget of the Administration for expenditure on the Fair and savings were also not available for re-appropriation.

Bridges in Assam

*561. **Shrimati Mafida Ahmed:** Will the Minister of Transport and Communications be pleased to state:

(a) whether Government of Assam have asked the Central Government to release foreign exchange for import of bridge-construction materials during 1959-60;

(b) if so, the amount that has been sanctioned; and

(c) if no amount has been sanctioned so far, the reason therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) Against a demand of about Rs. 1.60 lakhs, the release of foreign exchange for Rs. 30,000 has already been sanctioned. Besides, the requirement of high tensile steel worth Rs. 70,000 has been included in the bulk purchase being made by the Iron and Steel Controller, Calcutta, and the material is expected shortly. As regards the balance of Rs. 60,000, the State Chief Engineer has been requested to furnish a detailed break-up to enable the Government of India to consider the matter further.

(c) Does not arise.

Nagarjunasagar Project

*562. **Shri Rami Reddy:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the progress of construction of Nagarjunasagar Dam has been according to schedule; and

(b) the estimated expenditure for this Project during 1959-60?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The overall progress is satisfactory. In fact the progress on some of the items is ahead of the schedule.

(b) About Rs. 8.5 crores.

चार विद्यार्थियों का रेल गाड़ी से कट जाना

*५६३. श्री रघुनाथ सिंह: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि १७ फरवरी, १९६० की शाम को बांकुरा (उत्तर प्रदेश) में एक स्थानीय कालेज के चार विद्यार्थी एक सवारी गाड़ी से कट कर मर गये; और

(ख) यदि हां, तो इस दुष्टना के तथ्य क्या हैं?

रेलवे उपमंत्री (श्री शाहनवाज ला) :

(क) और (ख). १७-२-६० की शाम को लगभग ५ बज कर २३ मिनट पर नं० ३५२ डाउन आसनसोल-खड़गपुर सवारी गाड़ी और नं० ६६६ अप मालगाड़ी दक्षिण-पूर्व रेलवे के आदरा-खड़गपुर सेक्षण पर छतना और बांकुड़ा स्टेशनों के बीच अपनी-अपनी लाइनों पर भील १४४/१४-१२ पर बने हुए पुल से गुजर रही थी। उस समय डाउन लाइन पर बैठे हुए बांकुड़ा किंशिव्यन कालेज के ४ विद्यार्थी सवारी गाड़ी से कुचल कर मर गये।

Jet Comet IV for A.I.I.

*५६४. श्री राम कृष्ण गुप्ता: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 1283 on the 11th December, 1959 and state:

(a) whether the proposal regarding package deal offered by the manufacturers of the Jet Comet IV to Air India International to sell Comet IV planes against the purchase of Constellations and Super-Constellations has since been discussed between the Corporation and the representatives of the manufacturers; and

(b) if so, the result thereof?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). The Air India International have since decided not to accept the offer made by the manufacturers of Jet Comet IV.

Ganga Barrage Scheme

Shri S. C. Samanta:
Shri Subodh Hansda:
*५६५. Shri Ram Krishan Gupta:
Shri Pangarkar:
Shri Tridib Kumar
Chaudhuri:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 683 on the 8th December, 1959 and state whether the Ganga Barrage scheme has since been finalised?

The Deputy Minister of Irrigation and Power (Shri Hathi): Two Field Investigations Divisions are being created to collect data essential for the preparations of detailed designs.

Rajasthan Canal

*५६६. श्री D. C. Sharma: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 686 on the 8th December, 1959 and state the further progress so far made in the construction of the Rajasthan Canal?

The Deputy Minister of Irrigation and Power (Shri Hathi): A statement giving the required information is given below:—

STATEMENT

Progress of works on the Rajasthan Canal upto the end of January, 1960.

<i>Item of Work</i>	<i>Quantity done</i>
1. Earthwork for excavation and embankments of the Rajasthan Feeder.	60.84 crores c. ft. approximately.
2. Compaction work of earthwork for lining of the Feeder.	16.71 crores c. ft. approximately.
3. Lining of the Feeder.	3918 running feet.
4. Rajasthan Main Canal.	0.82 crores c. ft. earth excavated.
5. Masonry works.	Three Railway Bridges and one D. R. Bridge have been completed. Twenty four other masonry works, comprising one Railway Bridge, twelve road bridges and eleven important drainage crossings, are in various stages of progress.

Temporary Taxi Permits in Delhi

633. Shri B. C. Mullick: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the reconstituted State Transport Authority issued temporary taxi permits for the duration of the World Agriculture Fair; and

(b) if so, how many such permits were issued?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No.

(b) Does not arise.

Rural Electrification in Andhra Pradesh

634. Shri Madhusudan Rao: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Andhra Pradesh Government had sent any proposal for Central assistance for rural electrification programme during 1958-59 and 1959-60; and

(b) if so, the action taken thereon?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes, the Andhra Pradesh Government asked for Central assistance for rural electrification programme from miscellaneous development fund as under:

1958-59	Rs. 148.77 lakhs
1959-60	Rs. 16.423 lakhs

(b) The following loans for miscellaneous development schemes, which, *inter alia* included schemes for rural electrification, were given to the State Government:—

1958-59	Rs. 250.00 lakhs
1959-60	The proposal was received on 8-1-60, and is under examination.

S.B. Accounts and Postal Certificates of Displaced Persons

635. { Shri D. C. Sharma:
Shri Ajit Singh Sarhadi:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 490 on the 25th November, 1959 and state the further progress since made in settling the claims of Savings Bank Accounts and Postal Certificates in regard to displaced persons?

The Minister of Transport and Communications (Dr. P. Subbarayan): No further exchange of verified lists has taken place after April 1959.

Idle Wagons at Mysore Station

636. Shri Siddiah: Will the Minister of Railways be pleased to state:

(a) the number of wagons lying idle at the stable yards of Mysore City Railway Station as on the 1st January, 1960; and

(b) the reasons why they are not utilised?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) 196 wagons equivalent to 256 four-wheelers.

(b) These wagons have been condemned on age cum condition basis, withdrawn from service and are awaiting cutting up.

Over Bridge at Lahori Gate

637. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 635 on the 30th November, 1959 and state:

(a) the progress made, if any, in the construction of the railway overbridge at Lahori Gate, Delhi; and

(b) the time by which it is expected to be completed?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The work of widening the approaches to the bridge is still held up due to difficulties in obtaining vacant possession of land. The Estate Officer, Delhi Development Authority is going into the evidence regarding the encroachments.

(b) It is not possible to estimate the time at this stage.

Ballimela Dam in Orissa

638. Shri Chintamoni Panigrahi: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Government of Orissa have completed the investigation of the Ballimela Dam sites by now;

(b) whether they have forwarded the estimates and other details for examination to the Central Water and Power Commission;

(c) whether they have been examined; and

(d) the result thereof?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (d). A copy of the Ballimela Project Report has been received recently in the Central Water and Power Commission and is under examination.

Grain Storage Training and Research Institute, Hapur

639. Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state:

(a) the number of persons trained by the Grain Storage Training and Research Institute at Hapur so far;

(b) the number of courses that are being run at present;

(c) the total amount spent up-to-date on this training; and

(d) whether there is any proposal to increase the capacity of the Institute?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) 333 persons have been trained so far.

(b) At present one course is being run at a time and in the past sometimes two courses have been run simultaneously. Eleven courses have been completed so far.

(c) The Institute is engaged in Training and Research. The amount spent for both the functions is about Rs. 23,000 in the last 13 months.

(d) Proposals for increasing the capacity are under examination, in the context of likely increase of stocks.

Train Derailment, Delhi

640. Shri Amjad Ali: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a bogie of a shunting train was derailed near the east cabin of Delhi Railway Station on the 23rd December, 1959; and

(b) if so, the cause of the derailment?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes. On 23.12.59 at about 22.35 hours during shunting operations, one coach derailed at Delhi Main station.

(b) Incorrect setting of points.

Oil Tankers

641. Shri Ram Krishan Gupta: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 1336 on the 11th December, 1959 and state:

(a) whether negotiations with the three leading foreign oil firms—Burmah Shell, Stanvac and Caltex—for charter of ocean-going oil tankers to them in a bid to save foreign exchange have since been finalised;

(b) if so, the details thereof; and

(c) the amount of foreign exchange likely to be saved?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) While negotiations with Caltex and Stanvac are still continuing, Burmah-Shell have suggested we could purchase a suitable ocean-going tanker already on charter hire with their group of oil companies. The latter aspect is being explored.

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

Konar Dam

642. { **Shri Ram Krishan Gupta:**
Shri Vidya Charan Shukla:
Shri Madhusudan Rao:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 691 on the 8th December, 1959 and state:

(a) whether arbitration proceedings in the case of overpayment of M/s. Hind Patel and Company for works done at Konar Dam have since been completed; and

(b) if so, what has the Government decided in the matter?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Not yet.

(b) Does not arise.

Amendments to D.V.C. Act

643. **Shri Ram Krishan Gupta:** Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 1300 on the 11th December, 1959 and state:

(a) whether Government have since examined the draft amendments to the Damodar Valley Corporation Act; and

(b) if so, the result thereof?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The

draft amendments are still under consideration in consultation with the participating Governments.

(b) Does not arise.

दिल्ली में पागलों का चिकित्सालय

644. **श्री भक्त दर्जन :** क्या स्वास्थ्य मंत्री ३० नवम्बर, १९५६ के अतारांकित प्रश्न संस्था ६४६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि तिहाड़ (दिल्ली) में पागलों के चिकित्सालय के निर्माण में इस बीच क्या प्रगति हुई है ?

स्वास्थ्य मंत्री (श्री करमरकर) : कृपियां में किये मैंटल जेल को दी गई भूमि के एक भाग में पागलों का चिकित्सालय बनाने के प्रश्न पर पुनर्विचार किया गया है क्योंकि यह स्थान अस्पताल के भावी विस्तार के लिये पर्याप्त नहीं है। अब इस अस्पताल को शाहदरा में इसके पुराने स्थान पर स्थापित करने का विचार है जहां विस्तार के लिये पर्याप्त भूमि उपलब्ध है। अब तक इस स्थान के सम्बन्ध में पेय जल और बिजली की प्रप्राप्ति से बहुत बड़ी कठिनाई उपस्थित हो रही थी, किन्तु अब पता चला है कि दिल्ली नगर निगम यहां पर शीघ्र ही बिजली और पानी उपलब्ध करने की व्यवस्था कर रहा है।

Sugarcane Cultivation in Punjab

645. **Shri D. C. Sharma:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Government have given any financial aid to Punjab Government during the Second Five Year Plan period for the promotion and development of sugarcane cultivation in the State; and

(b) if so, the amount of assistance given so far for this purpose to Punjab?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and

(b). Yes Sir. The amount of Central subsidy given to Punjab Government for promotion of sugarcane cultivation is given below:-

Scheme	Year	Total Expenditure	Central Share
		Rs.	Rs.
Sugarcane Development	1956-57	2,21,000	45,000
	1957-58	4,67,000	1,65,000
	1958-59	7,97,000	3,61,000 (estimated)
	TOTAL	14,85,000	5,71,000
Sugarcane Research	1956-57	2,66,355	92,355
	1957-58	4,32,242	2,32,242
	1958-59	2,71,825	96,515
	TOTAL	9,70,422	4,21,112

Allotment of Railway Quarters

646. Shri Rameshwar Tantia: Will the Minister of Railways be pleased to state:

(a) the basis on which railway quarters are allotted to the employees; and;

(b) whether it is a fact that representation has been received from the employees to give allotment on the basis of the actual date of appointment instead of the date of applications?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Quarters are allotted to the Railway employees according to priority of registration of applications, preference being given to staff classified as essential.

(b) Representations were received from some employees of the Eastern Railway to this effect but the representationists were informed that this would not be practicable.

Provision of Ladders to Upper Berths

647. Shri P. K. Deo: Will the Minister of Railways be pleased to state:

(a) whether Government propose to provide ladders to the upper berths in

the first and second class compartments;

(b) whether steps are being taken in this regard on any Railway;

(c) if so, on which Railway; and

(d) when it will be completed on all the Railways?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (d). The question of providing ladders to the upper berths in First class compartments is under examination. In second class only seating accommodation is provided and the question of providing ladders does not arise.

Police Van-train Collision

{ Shrimati Mafida Ahmed:
Shri Ramji Verma:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 676 on the 8th December, 1959 and state:

(a) whether the cause of the collision between a goods train and a police van near Ajitwal has since been investigated; and

(b) if so, the details thereof?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): ..(a) and (b). Yes. According to the findings of the Assistant Officers Enquiry Committee, the accident was due to the Driver of the Police Bus attempting to cross the Level crossing in the face of an approaching train when there was no margin to do so.

वार्ता

६४६. श्री पद्म देव : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) १९५६ में कितने व्यक्तियों ने अपने माल के लोये जाने और लाति के बारे में शिकायतें की हैं और उसकी कुल लागत कितनी है;

(क) कितनी लागत के कितने मामले अदालत में दायर किये गये :

(ग) सरकार ने उन नांगों को कितनी रकम दी :

(घ) १९५८ और १९५९ के प्रांकहों में क्या अन्तर है : और

(ङ) सरकार द्वारा मामलों की संख्या कम करने के लिये क्या कार्यवाही कर रही है ?

रेलवे उपमंत्री (जी सें० बै० राम-स्वामी) : (क) मे (घ). एक विवरण नीचे दिया गया है :

विवरण

वर्ष	शतिरूपि के दर्यों की तादाद		शतिरूपि के लिए दायर किये गये नये मुकदमे		दिवियों के भूगतान के लिए दी गयी रकम	
	तादाद	रकम	तादाद	रकम	रु०	रु०
१९५९	४२,२५३	१४६,७३४,३४३	२०,७२६	१५२,४०,२१५	३६,२१,६२४	
१९५८	५३,६७४	१५९,९६७,८८६	२३,४३९	१५२,५४,८९७	३०,८२,०६२	

(ङ) दावों की तादाद घटाने के लिये रेल-प्रशासनों द्वारा किये गये उपाय इस प्रकार है :—

(१) दावे किन करणों से होते हैं, उनका विश्लेषण करने, बदनाम जगहों और अनियमित कार्यवाहियों का पता लगाने और रोक-याम के उपाय करने के उद्देश्य से, आये हुए दावों को मावधानी के साथ जांच-पड़ताल और अध्ययन किया जाता है।

(२) जिन बन्द माल-डिब्बों में कीमती माल रखे जाते हैं उनमें ई० पी० ताले लगाने की व्यवस्था रहती है।

(३) ई० पी० ताले लगाने के अलावा बन्द माल-डिब्बों में दोहरी रिबट लगायी जाती है।

(४) कीमती माल लेकर असुरक्षित भंडारों से गुजरने वाली माल-गाड़ियों में रेलवे सुरक्षा दल की हथियार बन्द टुकड़ियों का पहरा रहता है।

(५) माल की चारी रोकने के लिये सभी प्रमुख माल गोदामों और पासंल घरों में काफी तादाद में सुरक्षा दल के सैनिक तैनात किये जाते हैं।

(६) जिन सेक्षणों पर चोरी की घटनायें अधिक होती हैं, वहां स्टेशन पर या रास्ते में जब मालगाड़ियां खड़ी हों तो उनके दोनों पीछे गहरे लगाने के लिये रेलवे सुरक्षा दल के कर्मचारी तैनात किये जाते हैं, ताकि किसी माल-डिब्बे से माल न निकाला जा सके।

(७) रेलवे सुरक्षा दल की ट्रेनिंग और उसमें निरन्तर सुधार की व्यवस्था की गयी है।

(८) रेलवे सुरक्षा दल और रेलवे पुलिस के बीच निकट सम्पर्क रखा जाता है।

Cochin Port

650. Shri Pangarkar: Will the Minister of Transport and Communications be pleased to state the tonnage handled at Cochin Port during 1958-59 and 1959-60 so far?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The tonnage handled is as follows:—

In dead weight tons

(a) Total tonnage handled during 1958-59 1,779,813

(b) Total tonnage handled during 1959-60 (upto 30-11-59) 1,247,879

Co-operative Banks in Manipur

651. Shri L. Achaw Singh: Will the Minister of Community Development and Co-operation be pleased to state:

(a) whether the Manipur State Co-operative Bank could not produce the Balance sheets for the last 3 years;

(b) whether the Apex Co-operative Bank has got a substantial portion of its capital from Government; and

(c) if so, the total amount contributed as loans, subsidies and share capital to the Apex Bank?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): (a) The Balance sheet for the year 1956-57 was presented to, and approved by the General Body of the Bank on 30th September, 1958.

The Balance sheets for the years 1957-58 and 1958-59 were also adopted by the general body on the 31st January, 1960.

(b) and (c). Out of a total paid up share capital of Rs. 2.92 lakhs as on 31st December, 1959, Rs. 2.00 lakhs was contributed by the Government of India.

A sum of Rs. 4 lakhs was sanctioned by the Reserve Bank of India to the Apex Bank against the guarantee given by the Government of India for seasonal agricultural operations and marketing of crops.

The following amounts were given as subsidy for appointment of additional managerial staff:

1956-57	Rs. 7,574
1957-58	
1958-59	Rs. 4,800
1959-60	Rs. 1,425
	Rs. 13,799

Loans by Manipur State Co-operative Bank

652. Shri L. Achaw Singh: Will the Minister of Community Development

and Co-operation be pleased to state whether it is a fact that the Manipur State Co-operative Bank Limited advanced loans to individuals and the loans could not be recovered during the last three years?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): No loans were issued by the Manipur State Co-operative Bank Ltd. during 1956-57, the year of its establishment. The loans issued to individuals and recovered from them during 1957-58 and 1958-59 are as follows:—

	Loans issued	Loans recovered
(figures rounded off to the nearest thousands rupees)		
1957-58	Rs. 19,000	Rs. 2,000
1958-59	72,000	55,000

None of the loans outstanding against individuals remained overdue, excepting one which was overdue for about 3 months and has since been recovered.

Teakwood in Indian Forests

653. Shri Madhusudan Rao: Will the Minister of Food and Agriculture be pleased to state the quantity of teakwood now available in the forests of our country?

The Minister of Agriculture (Dr. P. S. Deshmukh): A statement is laid on the Table of the Sabha [See Appendix II, annexure No. 4].

Looting of Coal on S. E. Railway

654. Shri Subiman Ghose: Will the Minister of Railways be pleased to state:

(a) whether a gang looted coal and other goods from one goods train in December, 1959 between Jhantipahari and Chhatina in Howrah-Gomoh section, South Eastern Railway;

(b) if so, how many wagons were looted and the extent of loss suffered by railway and public; and

(c) what steps Government have taken in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). Yes Sir. On 10-12-59 28 open wagons containing railway coal only were looted by the local inhabitants between Jhantipahari and Chhatina stations on the S|Eastern Railway and about 20 tons of coal costing Rs. 560 approximately was pilfered.

(c) As result of joint raid of the neighbouring area by the Police and the Railway Protection Force, 4 persons were arrested and approximately 20 maunds of coal was recovered. A patrol party consisting of G.R.P., R.P.F. and local police has also been formed to protect the area from further incidents of this nature.

सोन नदी परियोजना

६५५. श्री बिभूति मिश्र : क्या सिवाई और विद्युत् मंत्री यह बताने की रुपा करेंगे कि केन्द्रीय सरकार ने १९६० के लिये सोन नदी परियोजना के हेतु कितनी धनराशि दी है ?

सिवाई तथा विद्युत् उपमंत्री (श्री हाथी) : बिहार सरकार को सोन नदी परियोजना के लिए कितनी केन्द्रीय सहायता दी जानी है, इस पर धर्मी कोई फैसला नहीं हुआ है ।

Special Trains for Bangalore

656. Shri Bibhuti Mishra: Will the Minister of Railways be pleased to state:

(a) the number of passengers from various places in India who travelled in different classes in connection with the sixty-fifth Session of the Congress held at Bangalore and the number of special trains run for this purpose;

(b) the income accrued to the Government from this traffic;

(c) the various facilities made available to passengers; and

(d) the extent of co-operation given by the Railway Department in this matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) about 43,500 passengers (both inward and outward) travelled from various places in India in connection with the sixty-fifth Session of the Congress at Bangalore. 21 special trains (14 inward and 7 outward) were run to and from Bangalore Cantt|City, not exclusively for Congress Session but to clear all traffic which offered during the period. Regular trains were also augmented to the extent feasible.

(b) Approximately Rs. 3 lakhs.

(c) and (d). A statement is laid on the Table of the Sabha. [See Appendix II, annexure No. 5].

Taxis at New Delhi Railway Station

657. Dr. Ram Subhag Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether Government are aware that the taxi drivers who park their taxis just in front of New Delhi Railway Station do not take passengers when approached; and

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

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Only five complaints of the nature mentioned by the Hon'ble Member were received by the Delhi Administration during the year 1959. Whenever complaints of refusal to carry passengers by the drivers of taxis are received, necessary enquiries are made by the State Transport Authority, Delhi, and action is taken by it under the provisions of the Delhi Motor Vehicles Rules to suspend, for a specified period, the authorisation of the drivers concerned to drive taxis.

Cargo Handled at Major Ports

658. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state what was the share of Indian and foreign ships in the carriage of cargo discharged and loaded at major ports of India during 1959?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The information is being collected and will be placed on the Table of the Sabha as early as possible.

Drug Formulary

659. Shri Hem Raj: Will the Minister of Health be pleased to state:

(a) whether it is a fact that Government propose to bring out a book, namely Formulary, containing facts on different sorts of drugs; and

(b) if so, when it is going to be published and the items of information that it will contain?

The Minister of Health (Shri Karmarkar): (a) Yes.

(b) The book is under print and is expected to be published shortly. The National Formulary contains a list of essential drugs and their formulations. Therapeutic notes on the various classes of drugs and their pharmacological action have been given. The drugs included have been classified on the basis of their pharmacological action. A separate Pediatric section has also been included. The methods of treatment of poisoning, physiological norms, list of diagnostic agents, patent and proprietary names with their pharmacopoeial equivalents have been included as separate appendices.

Mobile Library Service on Central and Western Railways

660. Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) whether mobile library service has been provided on the Central and Western Railways; and

(b) if so, on which sections?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). Mobile library service has not been provided on the Central and Western Railways, as yet and the matter is still under consideration of the Railway Administrations.

Telephone Connections in Delhi

661. Shri Daljit Singh: Will the Minister of Transport and Communications be pleased to state:

(a) the total number of applications still pending for telephone installations in Delhi and New Delhi; and

(b) the reasons for delay in providing the connections?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) 26,377 upto 31-1-60.

(b) Additional equipment being provided in Delhi and in all other exchanges in India is limited by the availability of resources. New applications are being received at a much higher rate than extension of equipment.

Repairs of Main Road of Vinay Nagar

662. Shri Ram Garib: Will the Minister of Health be pleased to state:

(a) whether Government have examined the repairs carried out last month to the main road of Vinay Nagar; and

(b) if so, whether Government are satisfied about the repairs done?

The Minister of Health (Shri Karmarkar): (a) and (b). The work of special repairs to roads south of Rajpath, including repainting of roads in Vinay Nagar with bitumen, was started by the contractor to whom this work was awarded by the New Delhi Municipal Committee in November, 1959. The work was discontinued on the ground that the weather became very cold. The New Delhi Municipal Committee propose to resume the work early in March.

1960 and the defects left in the work so far done will also then be rectified.

गन्ने का मूल्य

६६३. श्री लुश्मण राय : क्या तथा तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) उन्होंने चीनी मिलों से गन्ने के निर्धारित मूल्य स्वतः बढ़ा कर गन्ने को अधिक दाम पर खरीदने की जो अपील की थी, उसका क्या प्रभाव हुआ;

(ख) कितनी चीनी मिलों ने उनकी बात मान ली है; और

(ग) इन मिलों के क्या नाम हैं तथा उनके बढ़ाये हुए मूल्य की दर क्या है ?

लुश्मण तथा कृषि उपमंत्री (श्री अ० म० याम्स) : (क) से (ग). ऐसी कोई भी अपील नहीं की गयी थी। किर भी, अब तक प्राप्त सूचना के आधार पर, उत्तर प्रदेश की निम्नलिखित चीनी मिलों ने गन्ने के भाव बढ़ा दिये हैं, बढ़ाये हुए मूल्य की दर उनके आगे दी गयी है :

गन्ने के कम से कम मूल्य पर प्रति मन पर बृद्धि

१	२	३
१. सहारनपुर	-१२।-	
२. इकबालपुर	-१२।-	
३. देवबन्द	-१२।-	
४. मनसौरपुर	-१२।-	
५. रोहना	-१२।-	
६. सतौली	-१२।-	
७. शामली	-१२।-	
८. सखोती टनडा	-१२।-	
९. दौरला	-१२।-	
१०. मवाना	-१२।-	
११. मेरठ	-१२।-	
१२. सिम्बाबोली	-१२।-	

१	२	३
१३. मोटीनगर	-१२।-	
१४. मोहीउद्दीनपुर	-१२।-	
१५. महोली	-१२।-	
१६. गोसा	-१२।-	
१७. मोतीनगर	-११।-	

North Trunk Road as National Highway in Assam

664. Shri P. C. Borooh: Will the Minister of Transport and Communications be pleased to state:

(a) whether there is any proposal to make the North Trunk Road (from North Gauhati towards East upto Dhemaji), a national highway;

(b) if so, when it is likely to be done and whether any estimate for the purpose has been prepared; and

(c) what sections of the National Highways have been opened or extended in the State of Assam since the beginning of the First Five Year Plan?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, Sir.

(b) Does not arise.

(c) Effort is being concentrated at present on the development of existing National Highway in the State including the construction of missing road links and bridges thereon. No new road has been taken over as a National Highway in Assam since the first Five-Year Plan.

Sugarcane Cultivation in Andhra Pradesh

665. Shri Madhusudan Rao: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Government of India have given any financial aid to the Andhra Pradesh Government during the Second Five Year Plan period for promotion and development

of sugarcane cultivation in the State; and

(b) if so, the total amount of assistance given so far?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b). Yes, Sir. The amount of Central subsidy given to Andhra Pradesh Government for promotion of sugarcane cultivation is given below:—

Scheme	Year	Total	Central
		Expenditure	Share
		Rs.	Rs.
Sugarcane Development	1956-57	94,000	34,591
	1957-58	2,49,000	60,300
	1958-59	2,87,000	92,000 (estimated)
TOTAL		6,30,000	1,86,891
Sugarcane Research	1956-57	2,42,119	39,942
	1957-58	4,67,109	57,323
	1958-59	4,85,290	67,030
TOTAL		11,94,518	1,64,295

Quarters for P. and T. Employees, Tripura

666. Shri Bangshi Thakur: Will the Minister of Transport and Communications be pleased to state:

(a) whether there is any proposal for giving quarter facilities to the Posts and Telegraphs employees in Tripura; and

(b) if so, when the proposal will be finalised?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) Yes.

(b) Proposals to construct 18 units of quarters at Agartala have been sanctioned. Steps are being taken to proceed with the construction as early as possible.

Re-modelling of Chandigarh Railway Station

667. Shri Daljit Singh: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 2012 on the 2nd September, 1959 and state:

(a) the progress since made in regard to the re-modelling of Chandigarh Railway Station; and

(b) the time by which the work is likely to start?

The Deputy Minister of Railways (Shri Shahawaz Khan): (a) Proposals are in hand to provide the following amenities at Chandigarh Railway Station:

1. Alterations in the yard to provide better berthing facilities at both ends.
2. Additional accommodation for storage of parcels.
3. More waiting room and waiting hall accommodation.
4. Retiring rooms.

(b) Item (1) of the works mentioned in part (a) above is likely to be taken up in 1960-61. The rest of the works will be progressed through the Railway Users Amenities Committee and will be carried out in subsequent years subject to the priority allotted and to the availability of funds.

Telegraphic and Telephone connections between Belpara and Kantabanji

668. Shri Kumbhar: Will the Minister of Transport and Communications be pleased to state:

(a) whether representations have been received by the Department for telegraphic and telephonic connections between Belpara and Kantabanji; and

(b) if so, whether steps are being taken to connect these sub-post offices?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) and (b). A representation was received for providing telephonic connection between Belpara and Kantabanji. The proposal was not found feasible as it involved a loss to the Department.

Sugar Production

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

(a) the quantity of sugar produced in the sugar controlled areas during the years 1956-57, 1957-58 and 1958-59; and

(b) the quantity of sugar produced in the non-controlled areas during the same years?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Production of sugar was as under:

(Figures in lakh tons)

	1956- 57	1957- 58	1958- 59
Controlled areas (U.P., North Bihar and Punjab)	14.17	12.67	12.35
Non-controlled areas	6.12	7.11	6.84
All India	20.29	19.78	19.19

Leprosy control in Mysore

670. Shri Siddiah: Will the Minister of Health be pleased to state whether any financial assistance has been given by the Central Government to the State of Mysore for the prevention and cure of leprosy in the year 1959-60 so far?

The Minister of Health (Shri Karmarkar): A sum of Rs. 1.50 lakhs has tentatively been allocated to the State of Mysore as Central assistance for the leprosy control scheme for the year 1959-60. Three-fourths of this amount has been released by way of "ways and means" advances upto the 31st December, 1959. The final payment sanction will be issued before the end of March, 1960.

Coaches manufactured by
H. A. L., Bangalore

671. { Shri T. B. Vittal Rao:
Shri Hem Barua:

Will the Minister of Railways be pleased to state:

(a) the number of coaches supplied by the Hindustan Aircrafts Limited, Bangalore during the years 1958 and 1959:

(b) the total number of underframes allotted to the Factory during the same period; and

(c) what is the cost of a coach constructed at this Factory now?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) 192 Coaches during 1958 & 206 Coaches during 1959.

(b) 189 underframes during 1958 and 101 underframes during 1959.

(c) (i) Conventional type of coach—price Rs. 94,731/- (Provisional). The above price is exclusive of the cost of wheels and axles, underframes and insulation which are arranged by the Railways. Final price is yet to be decided.

(ii) Integral type of coach—Actual cost of construction plus a profit of Rs. 12,000/- per coach. The first batch is likely to cost approximately Rs. 2.8 lakhs each.

रेलवे में प्रतिदिन माल की लदाई

672. श्री यादव : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे में प्रतिदिन माल की लदाई बढ़ी है;

(म) यदि हां, तो कितनी;

(ग) क्या प्रतिदिन माल की नदाई के साथ उसी प्रनुपात में माल की छुड़ाई भी बढ़ी है; और

(घ) यदि नहीं, तो इसके क्या कारण हैं?

रेलवे उपमंत्री (श्री एस० बी० रामस्थामी) (क) जी हाँ।

(ख) अप्रैल, १९५६ से जनवरी, १९६० तक पिछले बारों की इसी अवधि की तुलना में, चौपहिये डिब्बों के हिसाब से भारतीय रेलों में लदान बढ़ी लाइन पर ६.२१ प्रतिशत और मीटर लाइन पर ४.७६ प्रतिशत बढ़ा है।

(ग) माल छुड़ाने के आंकड़े रेल प्रशासन अलग से नहीं रखते, लेकिन यह मानना ठीक होगा कि लदान बढ़ने के साथ-साथ माल की छुड़ाई भी उसी प्रनुपात में बढ़ी है।

(घ) सवाल नहीं उठता।

Graduate Clerks on N. E. F. Railway

673. **Shri Hem Barua:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that according to the Railway Board's 'new deal', Graduate clerks in the scale of Rs. 60-130 are promoted on the results of examinations held by the Railway Administration;

(b) if so, the number of such Graduate clerks who have so far been promoted on the NEF Railway after the 'new deal';

(c) the number of empanelled Graduate clerks that are yet to be absorbed in the next higher scale in the above Railway; and

(d) the policy Government propose to pursue in the case of these Graduate clerks?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The procedure adopted in the upgrading orders for filling 20% quota for

Graduate clerks was as follows:

Promotions were first made against the 80% quota for promotion from the grade of Rs. 60-130 in accordance with seniority-cum-suitability and the Graduate clerks from amongst these were set off against the 20% quota. The balance, if any, was filled by giving an opportunity to all Graduate clerks on Rs. 60-130 lower down in the seniority list to appear at a test.

(b) 13 from out of the 80% general promotion quota; 33 as a result of qualifying in the test;

(c) Nil.

(d) Does not arise.

T. B. Isolation beds and Clinics in Orissa

674. **Shri Chintamoni Panigrahi:** Will the Minister of Health be pleased to refer to the reply given to Unstarred Question No. 2003 on the 2nd September, 1959 and state:

(a) whether the 90 T. B. isolation beds, which were approved by the Government of India to be established in Orissa during 1959-60, have been established by now;

(b) if so, the places where these have been established; and

(c) whether the three T. B. Clinics which were due to start in Puri, Berhampur and Koraput from December, 1959 have started functioning?

The Minister of Health (Shri Karmarkar): (a) to (c). The required information has been called for and will be laid on the Table of the Sabha on receipt.

Trunk Telephone Calls

675. **Shri P. C. Borooh:** Will the Minister of Transport and Communications be pleased to state:

(a) how many private trunk calls at full rates (from 08.00 to 21.00 hrs.) were booked between Calcutta, Bombay, Delhi and Madras in 1959; and

(b) how many private trunk calls were booked between the same stations in 1959 from 00.00 to 06.00 hours?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) and (b). Presumably the information required is about personal calls as opposed to Business Calls. Trunk Calls booked by subscribers are not classified separately. The Department cannot also find out whether the calls are Business or Personal without monitoring every call.

In 1959 a total of 35—40 million calls were booked. Some statistics taken in January, 1960, indicate that on an average 90% of calls are Business calls (including Government) over a 24-hour period. The percentage of Business Calls during concessional period varies from 75 to 80 per cent.

Bridges in Andhra Pradesh

676. Shri Rami Reddy: Will the Minister of Transport and Communications be pleased to state:

(a) the progress made so far in the construction of the bridges at Kurnool across Tungabhadra, at Rangapuram across Krishna and at Bhadrachalam across Godavari;

(b) whether it is a fact that the construction of the bridge at Alapur across Gauthami river on National Highway in Andhra Pradesh has been proceeding slowly on account of non-supply of steel; and

(c) the financial aid given by the Centre for these bridges from the Central Road Fund?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The progress made so far in the three bridges is as follows:—

(1) Tungabhadra Bridge near Kurnool—92%.

(2) Krishna Bridge at Rangapuram—The work on foundations is in progress.

(3) Godavari Bridge at Bhadrachalam—The estimate of cost for the construction of the bridge is under consideration.

(b) No, Sir; the progress has been held up due to the contractor for the work backing out from the original contract, and necessitating fresh arrangements being made for the completion of the balance work.

(c) A grant of Rs. 10 lakhs from the Central Road Fund (Ordinary) Reserve has been given by the Centre for the bridge over the Godavari river at Bhadrachalam. The other three bridges are entirely financed by the Central Government as they fall on a National Highway.

Wastage of water in Lajpat Nagar, Delhi

677. Shri P. C. Borooh: Will the Minister of Health be pleased to state:

(a) whether it is a fact that thousands of gallons of filtered water have been going waste daily for months from the mains behind Lady Sri Ram College in Lajpat Nagar, Delhi;

(b) if so, the reasons therefor; and

(c) the action taken?

The Minister of Health (Shri Karmarkar): (a) and (b). It is a fact that filtered water is being wasted from a fire hydrant behind Lady Sri Ram College of Commerce in Lajpat Nagar. The public has been tampering with this hydrant and thereby causing wastage of filtered water.

(c) The staff of the Delhi Municipal Corporation have several times asked the people in the neighbourhood not to tamper with the hydrant but to no effect. The Corporation are now asking the washermen of the area who are unauthorisedly using

this hydrant to apply for water connections which would be sanctioned. In the meantime the Corporation have asked the police to keep vigilance on this place so that Municipal property is not mishandled by unauthorised people.

Cremation Ground at Nauroji Nagar

678. Shri Ram Garib: Will the Minister of Health be pleased to refer to the reply given to Unstarred Question No. 1125 on the 8th December, 1959 and state the nature of progress made in regard to the proposal to shift the temporary cremation ground near the quarters in Nauroji Nagar, New Delhi?

The Minister of Health (Shri Karmarkar): The Corporation have since decided to prohibit cremation of dead bodies at the site near the quarters in Nauroji Nagar. A permanent alternative site to serve as cremation ground for the neighbouring areas has not been selected so far and will be selected when the recommendations of the Master Plan for Delhi are known. In the meantime the Corporation propose that the existing temporary cremation ground to the South West of Safdarjung Hospital should be utilised by all the inhabitants of the surrounding areas.

Delhi Milk Supply Scheme

679. Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that cow's milk is being sold from the milk depots of the Delhi Milk Supply Scheme from the 13th February, 1960;

(b) whether it is also a fact that cow's milk is being sold at the same rate at which the buffalo's milk is sold; and

(c) the reasons for selling the cow's milk at the same rate as that

of buffalo's milk while it is generally sold at a cheaper rate by other dairies?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Yes, sale of a limited quantity of cow's milk from the milk depots of Delhi Milk Scheme started on the 13th February, 1960.

(b) Yes.

(c) The cost of procurement of cow's milk is about the same as that of buffalo's milk.

12 hrs.

MOTION FOR ADJOURNMENT

TERMINATION OF SERVICES OF SOME EMPLOYEES OF THE MINISTRY OF REHABILITATION

Mr. Speaker: I have received notice of an adjournment motion from Shri Banerjee about the

"Immediate need to discuss the termination of services of 100 employees working under the Ministry of Rehabilitation and another batch of 200 employees whose services are to be terminated this month. These men have been and are being retrenched without alternative employment which would lead to starvation and unemployment. (Times of India, dated 2-3-60)."

Cannot this be discussed when we have general discussion on the General Budget? What is the hurry for this?

Shri S. M. Banerjee (Kanpur): I was prepared for it. But these men have already been sent out—about 7 Upper Division Clerks, 84 Lower Division Clerks and 51 peons and so on. They have all been discharged from service on the 29th of February and they have not been given any alternative job. Another 200 employees have been served with notice that their services are likely to be terminated in

March itself. It was said by the Home Ministry that they would be absorbed in other Ministries. The other Ministries where vacancies exist have refused to have these men. I only wanted to know whether an assurance can be given that their services are likely to be absorbed anywhere else.

Shri Tyagi (Dehra Dun): May I add, Sir, that this matter has created a lot of confusion not only in the minds of Members of Parliament but also in the paper-reading public? I would suggest that both the circulars may be placed on the Table so that before we discuss the Grants of the Rehabilitation Ministry and also the Grants of the Home Ministry we may consider what the policy is. It is a matter of basic policy. (Interruption)

Mr. Speaker: The hon. Minister.

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): Sir, so far as my Ministry is concerned, it is a temporary Ministry. For about a year, in this House and outside, I have made repeated statements that the work is coming to an end and that the Ministry would be wound up.

In reply to a question or a notice of Shri Naushir Bharucha, a couple of months ago, I said I had laid down a certain target as to the winding up of the work of this Ministry.

The number of those working in the compensation organisation is round about 7,000. I have to pay compensation to 4,85,000 persons; and compensation cases to the extent of about 4,65,000 have already been disposed of. My disposal, from about 10,000 cases a month has come down to 2,000 or 1,000 cases and the work is fast coming to an end. The result has been that notices have been served on a number of the staff who are temporary and their services are being terminated. In fact the number may be in the vicinity of 800 or 1,000 this month; and this process will go on for further 3 or 4 months.

We have tried to do what is possible under the circumstances. I will state

the steps that have been taken by my Ministry to absorb the retrenched personnel. I repeat they are temporary and they are liable to termination of their services at a month's notice. They are not permanent. The first step is that the Special Cell of the D.G.R.E. organisation has to be provided by the Ministry of Rehabilitation with a list of all the employees who are likely to be retrenched irrespective of their date of retrenchment or date of employment.

The second step is that the U.P.S.C. would select suitable persons out of the list of retrenched employees forwarded to them by the Special Cell of the D.G.R.E. for comparable posts before advertising such posts and anybody selected by the U.P.S.C. would be released by the Ministry of Rehabilitation irrespective of the consideration whether he was likely to be retrenched in the near future or not.

Thirdly, the Ministry of Home Affairs have offered to absorb all the retrenched personnel of the Ministry of Rehabilitation who had the requisite qualification for the Secretariat staff.

Now, the staff in the Ministry has to be divided under two heads; those who are working directly under the Ministry and those who are working in the attached and subordinate offices. There is a line of demarcation. As regards the Ministry staff who have done good work and whose record of service is fair, the Home Ministry has told me that they would be able to consider absorbing these men. Those who are in the Custodian's organisation and the C.S.C.'s organisation, as these are attached offices and subordinate offices, the retrenched staff can only be absorbed in the attached and subordinate offices. This is the position. Perhaps, the vacuum in the attached and subordinate offices is not so big or so large that it can take the overflow of thousands of persons.

[Shri Mehr Chand Khanna]

Hardship is there. There is no denying the fact. But one thing has to be remembered that the life of any Ministry which was created to do a specific job of work has to come to an end.

In fact, I have been accused in this House of slowing down the pace of the winding up of the Ministry. And, now that the question is being taken up, I hope the House would help me in seeing that the work of the Ministry is wound up as early as possible.

Shri Braj Raj Singh (Firozabad): My question is how these people are to be given jobs. The question is not whether the Ministry should be wound up or not. It should be wound up as soon as possible.

Mr. Speaker: Hon. Members will suggest how these people have to be provided with jobs. They will have an opportunity, certainly, when the Rehabilitation Ministry Grants will come up for discussion.

Shri S. M. Banerjee: Sir, one clarification. I want to know whether these people who have already been sent out on the 29th February—whether any of them—have been reabsorbed.

Mr. Speaker: The point is this. Hon. Members must be clear in their mind that this Rehabilitation Ministry is a temporary Ministry and the sooner it is wound up the better. Shall we have all these compensation claims for ever and ever without being disposed of? If the work is over, then, naturally, they will have to be sent out or reabsorbed somewhere else. The Home Ministry and the other Ministries are willing to absorb them. If they are so many that they cannot all be absorbed, then, what has the hon. Minister to do? Can the Minister go on keeping them without getting any work from them? So far as this Ministry is concerned, this is a new Ministry and

it will soon cease to exist. It may be that other Ministries are already full. I will appoint a committee of Members of Parliament and let them suggest methods. I am really surprised that we are trying to hunt with the hound and run with the hare. The Ministry cannot continue to exist merely to keep a number of persons employed. Let any hon. Member who makes this suggestion think that he is the Minister. So far as these matters are concerned, I do not think the House makes any difference between the right and the left and I have been pleased to find very often that Government values any reasonable suggestion that comes up. In these circumstances, I would urge upon hon. Members to bring out their suggestions during the general discussion on the Budget and also on the discussion of the Grants of the Rehabilitation Ministry.

I have just brought this to the notice of the House. In the newspaper report the reference is only to hundreds and I do not know how thousands come in. Unfortunately, if thousands have to go out, I am sure the hon. Minister and all the Ministries together will do their best to absorb them. Instead of recruiting from the open market they will try to absorb these people. So, I will leave it at this stage. I will allow ample opportunities to hon. Members to discuss this matter on the demands of the Rehabilitation Ministry and the Home Ministry. I do not think it is necessary for me to give my consent to this motion.

Shri Sadhan Gupta (Calcutta-East): Will the Minister of Rehabilitation be retrenched or absorbed? (Interruption).

Mr. Speaker: Order, order.

12.09 hrs.

PAPERS LAID ON THE TABLE

HINDU RELIGIOUS ENDOWMENTS
COMMISSION

The Deputy Minister of Irrigation and Power (Shri Hathi): Sir, on behalf of Shri A. K. Sen, I beg to lay on the Table a copy of Notification No. G.S.R. 233 dated the 1st March, 1960 regarding the constitution of the Hindu Religious Endowments Commission. [Placed in Library. See No. LT-1942/60.]

NOTIFICATIONS ISSUED UNDER DELHI
DEVELOPMENT ACT

The Minister of Health (Shri Karmarkar): Sir, I beg to lay on the Table, under Section 58 of the Delhi Development Act, 1957 a copy of each of the following notifications:—

- (i) G.S.R. No. 73 dated the 16th January, 1960.
- (ii) G.S.R. No. 74 dated the 16th January, 1960 making certain amendment to the Delhi Development (Master Plan and Zonal Development Plan) Rules, 1959. [Placed in Library. See No. LT-1943/60.]
- (iii) G.S.R. No. 142 dated the 6th February, 1960 containing the Delhi Development (Procedure for Reference to the Central Government) Rules, 1960. [Placed in Library. See No. LT-1944/60.]

AMENDMENTS TO DELHI MOTOR
VEHICLES RULES

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Sir, I beg to lay on the Table under sub-section (3) of Section 133 of the Motor Vehicles Act, 1939, a copy of Notification No. F. 12/211/58-Transport published in Delhi Gazette dated the 14th January, 1960

making certain amendments to the Delhi Motor Vehicles Rules, 1940. [Placed in Library. See No. LT-1945/60.]

AMENDMENT TO INDIAN AIRCRAFT
RULES

The Deputy Minister of Civil Aviation (Shri Mohiuddin): Sir, I beg to lay on the Table a copy of each of the following papers:—

- (i) Notification No. G.S.R. 192 dated the 20th February, 1960 under sub-section (3) of Section 5 of the Indian Aircraft Act, 1934 making certain further amendment to the Indian Aircraft Rules, 1937.
- (ii) Explanatory note on the above Notification. [Placed in Library. See No. LT-1946/60.]

12.12 hrs.

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

"In accordance with the provisions of sub-rule (6) of rule 162 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation Bill, 1960, which was passed by the Lok Sabha at its sitting held on the 25th February, 1960, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

12.12½ hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

FIFTY-SEVENTH REPORT

Sardar Hukam Singh (Bhatinda): Sir, I beg to present the Fifty-seventh Report of the Committee on Private Members' Bills and Resolutions.

12.13 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORT-ANCE

RISE IN PRICES OF RICE AND PADDY IN WEST BENGAL AND ORISSA

Shri Chintamoni Panigrahi (Puri): Sir, under Rule 197, I beg to call the attention of the Minister of Food and Agriculture to the following matter of urgent public importance and I request that he may make a statement thereon:

"The alarming rise in the prices of rice and paddy in West Bengal and Orissa."

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): There has no doubt been some rise in the prices of rice in West Bengal and Orissa during January, 1960. The rise in the prices in West Bengal cannot, however, be in consequence of the formation of the zone as the creation of the zone has only enabled West Bengal to get supplies of rice and paddy from Orissa. The market arrivals of rice and paddy in West Bengal are progressively increasing. Since the last few days the prices of rice in West Bengal have started declining and already there has been a fall of about Re. 1 per maund. At present the wholesale prices of common rice in West Bengal are of the order of Rs. 22 to Rs. 24 per maund.

2. In Orissa some rise in the prices after the formation of the zone was anticipated. There has been an increase of about Rs. 2 per maund in

the wholesale prices of rice in Orissa after the formation of the zone. The present wholesale prices in Orissa are of the order of Rs. 17 to Rs. 18 per maund for common milled rice and for handpounded rice in the interior centres the prices are lower being Rs. 14 to Rs. 15 per maund.

3. After the formation of the zone on 21st December, 1959, certain preliminaries had to be gone through before the movement of rice and paddy from Orissa could take place through trade channels. The traders had to get themselves registered under the new Foodgrain Dealers' Licensing Order and they had also to pay a levy to the Orissa Government under their new levy order. This took a little time. Movements have now started in adequate quantities. Already about one lakh tons of rice and paddy have moved to West Bengal and the movement is reported to be taking place at the rate of about 100 wagons per day.

4. The formation of the zone has on the one hand benefited the cultivators of Orissa who are now able to obtain better prices for their produce and on the other the consumers of West Bengal where the prices are now showing a downward tendency.

5. The State Governments are watching the position carefully and are having periodical discussions between themselves so as to take such measures as may be considered necessary from time to time.

12.16 hrs.

STATEMENT RE: FOOD SITUATION IN MIZO DISTRICT OF ASSAM

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): On 15th February, 1960, there was an adjournment motion in the Lok Sabha regarding alleged starvation deaths in the Mizo hill district of Assam. During the last few days a number of questions have also been received which show that certain Honourable

Members are feeling concerned about conditions that have developed in the Mizo district. In connection with the adjournment motion the Prime Minister, as also myself had furnished certain information to the House regarding the conditions obtaining in this district and the help being rendered by the Central and the State Governments. It, however, seems necessary that a little more detailed information should be furnished to the House.

2. This district, which is inhabited by Lushais, has bamboo forests. I understand that these bamboos flower once in about fifty years and when this flowering takes place, there is a phenomenal multiplication of rats. This cycle of flowering of bamboos occurred last year and the rat population of the district increased tremendously. In spite of the measures taken to kill the rats, 60 to 80 per cent of the rice crop in the district has been destroyed. This has made it necessary to feed the population of this district till the next crop is harvested in October—November, 1960.

3. The Assam Government's estimate is that about 5 lakh maunds of rice will be required for feeding the population of this district till the next crop is harvested. They have certain stocks of rice available with them and have requested the Government of India to make available 10,000 tons of rice to meet this emergency. We have agreed to meet this demand in full.

4. Supplies from Central stocks have already started. About 2,200 tons of rice have already been supplied from the Hojai and Gauhati Central reserve depots in Assam and about 1200 tons from Calcutta or a total of 3,400 tons. 10 wagons or 200 tons of rice are now being despatched daily from Calcutta to Silchar. The Government of India hold adequate stocks of rice and there is no difficulty in meeting the requirements of Mizo district.

5. This district consists of two sub-divisions, Aijal and Lungleh. Aijal

can be reached by road from Silchar in Assam but a very large part of Lungleh sub-division is inaccessible by road. As estimated by the Assam Government, the requirements of Aijal sub-division are 3 lakh maunds and of Lungleh sub-division 2 lakh maunds. Of this quantity of 5 lakh maunds, it is expected that it will be possible to send about 3.5 lakh maunds by road and river and about 1.5 lakh maunds will have to be dropped by air. Supplies from Silchar to Mizo district have already started both by road and by air. Some rice is also being sent by boat. Six aeroplanes, one belonging to the Indian Airlines Corporation and five of the Indian Air Force, are now operating from Silchar and are dropping supplies of rice in inaccessible areas of Mizo district. For quick transport, army jeeps with trailers and trucks have been made available. Up to 19th February about one lakh maunds of rice had already been received in Mizo district by road, boat and air.

6. It may be possible to arrange for the supply of some small quantity of rice from Burma direct to the Southern-most part of the Lungleh sub-division which adjoins Burma. For this purpose, the Burmese Government have been requested to make available some quantity of rice which could be sent either by the Kaladan river route from Burma or by air from the airstrips in Burma. Our Ambassador in Rangoon is discussing details with the Government of Burma and whatever help is possible from Burma will also be rendered to this district.

7. The possibility of sending some rice through the Pakistan territory via Chittagong has also been explored. A small quantity can be sent to Demagiri in the Western part of Mizo district from Chittagong by river route. Arrangements have been made for sending this rice from Calcutta to Chittagong for onward despatch. The navigation in the river, however, is reported to be difficult, but the possibility of rendering whatever little help

[Shri A. M. Thomas] can be given from this side, is being explored.

8. The Assam Government have sanctioned the following amounts for relief operations:—

	Rs.
Agriculture and seed loans	5,75,000
Gratuitous relief	1,35,000
Test relief	10,00,000
Purchase of raticides	15,000
Improvement of communications	10,00,000
Transport subsidy upto Jan. '60	17,33,000
TOTAL.	44,58,000

For February and March, about 50 lakhs of rupees will be sanctioned for subsidised sale of rice in the district and for subsequent months also similar heavy subsidies will be provided.

9. About starvation deaths the enquiry so far made reveals that no starvation death has taken place.

10. I can assure the House that Government will not spare any efforts to help the distressed population of this district.

Some Hon. Members rose—

Mr. Speaker: Why should not all this be taken up in the debates?

All right. One by one. Shri Braj Raj Singh.

Shri Braj Raj Singh (Firozabad): Has the Government's attention been drawn to the fact that the majority of the population has got no means to buy rice? Will the Government arrange to supply rice free? It was also alleged at the time of the adjournment motion that the Parliamentary Secretary to the Government of Assam had said that he had verified on the spot that certain deaths had taken place due to starvation. How does the Deputy Minister say that it is not true?

Shri A. M. Thomas: According to the information received by the Assam Government itself, no starvation death has taken place. Anyhow, further enquiries are being made. With regard to the other question, I have already stated that gratuitous relief to the extent of Rs. 1.35 lakhs has been provided for those people who could not afford to buy the rations. A heavy subsidy is being given and in February and March the Assam Government are incurring an expenditure of Rs. 50 lakhs. This subsidised sale will continue.

Some Hon. Members rose—

Mr. Speaker: The hon. Minister need not answer one by one. He may note down all the points and then finally reply.

Shri Aurobindo Ghosal (Uluberia): What is the real deficit estimated in West Bengal? We are hearing different estimates.

Shri V. P. Nayar (Quilon): It appears from the hon. Deputy Minister's statement that the situation is rather alarming, because about 80 per cent of the crops are being destroyed periodically by rats.

Mr. Speaker: Not periodically; once in 50 years.

Shri V. P. Nayar: That is some period. From the details of the figures I find that only a paltry sum of Rs. 15,000 has been provided for eradicating this menace. I want to know whether with the assistance of the Government of India, in order to meet the situation, modern methods of destroying rodents by biological control have been tried in this area.

Shri S. M. Banerjee (Kanpur): What will be the basis of distribution or the distribution machinery for the foodgrains sent from here or the foodgrains that is bound to come from Burma or Pakistan?

Shri Sadhan Gupta (Calcutta-East): With regard to the prices of rice in West Bengal

Mr. Speaker: That question is over.

Shri Sadhan Gupta: With regard to Mizo District, the hon. Deputy Minister said that the enquiries made so far have not revealed starvation deaths. I want to know whether the enquiries have been extended to the inaccessible parts of Mizo District.

Shri Tangamani (Madurai): May I know whether this rat menace has been controlled; if not, how long it will take for controlling it?

Shri A. M. Thomas: It is not correct to say that it is a periodical affair. It happens, as has been pointed out sometime back, once in 40 or 50 years. It has happened last year. An attempt has been made to control this rat menace. The State Government has provided Rs. 15,000 for purchase of raticides. This rat menace is only a temporary affair.

With regard to the supply of rice from Burma—Shri Banerjee's question—supplies are sought to be made through water transport.

Shri S. M. Banerjee: My question was, what will be the basis of distribution of the foodgrains sent from here, from Pakistan or from Burma? My fear is that it will not be distributed well. What will be the distribution machinery?

Shri A. M. Thomas: The hon. Member is asking, as if the persons concerned are absolutely unconcerned with the question of distribution.

With regard to the point raised by Shri Sadhan Gupta, I might say the information received so far does not indicate that there has been any starvation death. We are making enquiries in the inaccessible areas also;

so far no deaths have come to our notice.

Shri Aurobindo Ghosal: What about my question?

Mr. Speaker: Order, order. I am not going to allow any more questions.

Shri Aurobindo Ghosal: He has not replied.

Mr. Speaker: There are other opportunities.

12.23 hrs.

MOTOR VEHICLES (AMENDMENT) BILL

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Sir, I beg to move:

"That the following amendments made by Rajya Sabha in the Bill further to amend the Motor Vehicles Act, 1939, be taken into consideration:—

Enacting Formula

(1) That at page 1, line 1, for the words 'Tenth Year' the words 'Eleventh Year' be substituted.

Clause 1

(2) That at page 1, line 4, for the figure '1959' the figure '1960' be substituted".

Sir, this Bill was passed by Lok Sabha on the 22nd December, 1959 and transmitted to Rajya Sabha for their concurrence. The Rajya Sabha passed the Bill with amendments at its sitting held on the 18th February, 1960. These amendments were moved by me and they were accepted by the Rajya Sabha. They have become necessary in view of the efflux of time and the consequent time-lag between the passage of the Bill by both the Houses.

Mr. Speaker: The question is:

"That the following amendments made by Rajya Sabha in the Bill further to amend the Motor Vehicles Act, 1939, be taken into consideration:—

Enacting Formula

(1) That at page 1, line 1, for the words 'Tenth Year' the words 'Eleventh Year' be substituted."

Clause 1

(2) That at page 1, line 4, for figure '1959' the figure '1960' be substituted."

The motion was adopted.

Shri Raj Bahadur: Sir, I beg to move:

"That the amendments made by Rajya Sabha in the Bill be agreed to."

Mr. Speaker: The question is:

"That the amendments made by Rajya Sabha in the Bill be agreed to."

The motion was adopted.

12.25 hrs.

DEMANDS FOR GRANTS—RAILWAYS—contd.

Mr. Speaker: The House will now proceed with further discussion and voting on Demand for Grant No. 1 in respect of the Budget (Railways) for 1960-61. Pandit Thakur Das Bhargava may continue his speech.

पंडित ठाकुर दास भार्गव (हिसार) : मानवीय स्पीकर माहबूब, कल जब मैं लाइनों के बारे में अर्जन कर रहा था तो मैं ने गुडगांव के एक इलाके के बारे में जिक्र किया था। जैगा

मैं ने अर्जन किया था यह सवाल इस हाउस में बहुत दफा मैं खुद उठा चुका था और इस का जो जवाब मुझे मिला वह यही था कि सेकेंड फाइव इंश्यर प्लैन में इस की तरफ तवज्ज्ञह की जायेगी। सेकेंड फाइव इंश्यर प्लैन भी अब खत्म होने जा रही है। प्रब तक रेलवे मिनिस्ट्री की तरफ से कोई अनाउंसमेंट नहीं किया गया कि इस लाइन को खोले जाने का कोई फैसला किया जा रहा है। मैं ने कल बहस में सुना कि हिन्दुस्तान में कई लाइन्स डबल की जा रही हैं, कई लाइन्स ट्रेबल की जा रही हैं, लेकिन इस पसमांदा इलाके की तरफ मिनिस्टर साहब की तवज्ज्ञह नहीं जाती। हालांकि यह इलाका बहुत असैं से डसी तरह से पड़ा हुआ है। यह वह इलाका है जिस को मेवात का इलाका कहा जाता है जिस में गरीब लोग बसते हैं और महा मा गांधी की कृपा में वहां के लोग पाकिस्तान जाने से रोके जा कर यहां रखे गये थे। उन की तरफ गवर्नरमेंट को खास तवज्ज्ञह देनी चाहिए। गवर्नरमेंट की जो पालिसी हैं इन चीजों के बारे में उस के मुतालिक मैं दो चीजों के कहने के बाद अर्जन करूँगा। लेकिन मैं यहां पर यह अर्जन करना चाहता हूँ कि यह वह इलाका है जिस में दो तहसीलों के हेडकार्टर्स हैं, नूह और फाजिलका, और आगे जा कर वह गुडगांव से अल्वर तक फैला हुआ है जिस में कोई रेलवे भौजूद नहीं है। जब गवर्नरमेंट इस के बारे में पहले भी इत्तला दे चुकी है कि इस को सेकेंड फाइव इंश्यर प्लैन में रेलवे दी जायेगी तो मेरी गुजारिश है कि अब इस की तरफ तवज्ज्ञह दी जाय।

इस के अलावा मैं एक दूसरे इलाके की तरफ भी तवज्ज्ञह दिलाना चाहता हूँ, जो कि जिला हिसार का है। जब भालुरा नंगल की स्कीम बनी तो उस के बारे में प्लैनिंग कमिशन ने भी तवज्ज्ञह दी। उस ने अपनी रिपोर्ट के अन्दर लिखा कि जब इस इलाके के अन्दर भालुरा नंगल का पानी आयेगा तो इस में

बहुत काफी पंदावार होगी और नये सिरे से रेलवे लाइन खोली जायेगी । यह ऐसा इलाका है जिस में बहुत से लोगों ने आज तक रेल का बंजन भी नहीं देखा कभी रेल भी नहीं देखी । बीसों मील तक रेलवे का कोई निशान नहीं है । मैं अर्ज करूँगा कि फतेहाबाद में जो कि तहसील हेडकाउंटर है, उस में बड़े असें से उम्मीदें की जा रही हैं कि रेलवे लाइन प्राप्तियाँ । कम से कम पिछले ४०, ५० मालों से यह उम्मीदें की जा रही है कि कब जावला से फतेहाबाद होते हुए रतिया तक रेलवे लाइन बने और उस को बीकानेर स्टेट में डब्ल्यूली या और किसी जगह तक भिला दिया जाय । बड़ी प्रासानी से यह लाइन खोली जा सकती है । लेकिन बाबूजूद प्लैनिंग कमिशन के सेकेन्ड काइव इप्र न्यैन में इस इलाके में लाइन खोलने का जिकर करने के इस इलाके की तरफ तबज्जह नहीं दी गई । दरअस्त बात यह भालूम होती है, जैसा कि भानरेबल मिनिस्टर की स्पीच से पता चलता है, इन इलाकों में रेलें तभी खोली जा सकती हैं जब कि वहां की लोकल गवर्नरमेंट इस पर जोर दे । मैं बहुत दफा अर्ज कर चुका हूँ और प्राज फिर रिपीट करना चाहता हूँ, और रेलवे मिनिस्टर साहब की तबज्जह खास तौर पर भवजूल करना चाहता हूँ कि मैं यह महसूस करता हूँ कि—मैं रेलवे मिनिस्टर साहब से चाहता हूँ कि वे एक मिनट के लिए अपने इश्वर इश्वर रखें—मैं जनाब से दस्वर्दित करता हूँ कि जो कुछ मैं अर्ज कर रहा हूँ भानरेबल मिनिस्टर साहब भेहरवानी फर्मा कर उस की तरफ तबज्जह दें ।

Mr. Speaker: The Deputy Ministers are hearing.

रेलवे उपमंत्री (ची शाहनवाज ला) :
मैं हाजिर हूँ ।

पंडित ठाकुर बास भास्तव में पहले भानरेबल मिनिस्टर साहब की तबज्जह दिलाना चाहता था, लेकिन हिदायत हुई है कि मैं

डिप्टी मिनिस्टर साहब की तबज्जह दिलाऊं इसलिए मैं अर्ज करना चाहता हूँ कि इन दो इलाकों की तरफ, जिन का मैं जिक कर चुका हूँ, एक तो गुडगांव जिला जहां भेवात लोग बसते हैं और दूसरा हिसार जिला जिस का प्लैनिंग कमिशन ने भी जिक किया, तबज्जह दी जाय और उस में रेले चलाई जायें ।

इस के बाद मैं एक दूसरी चीज की गरफ तबज्जह दिलाना चाहता हूँ जो कि एक रियल और बेसिक चीज है । भानरेबल डिप्टी मिनिस्टर रेलवेज ने खुद यहां हाउस में अपनी तकरीर में फरमाया था, और उस को मुन कर सारे जिला हिसार में एक खुशी की लहर दोड़ गई थी, कि हिसार के अन्दर एक ओवररिज बनेगा, जिस के बिना लोगों को बेहद तकलीफ है । मोडल टाउन में जाने के लिए, कोट्स वर्गीरह को जाने के लिए, जो रास्ता है, उस को दोनों तरफ से रेलवे ने रोक रखा है । पंटों तक वह रास्ता बन रहता है । जब वहां पर ओवररिज बने तो कहीं काम चल सकता है । लेकिन वह भी अब तक पूरा नहीं हुआ । अब भालूम होता है कि रेलवे को एक बहुत बड़ी दिक्कत है, और वह काइनेस की है । इसी लिए शायद रेलवे मिनिस्टर साहब ने फरमाया कि वे इन शर्तों पर ओवररिज बनवाते हैं कि या तो उस के लिए लोकल गवर्नरमेट सिफारिश करे या फिर वह उस का शायद लचं देना कबूल करे । जिस बक्त डिप्टी मिनिस्टर साहब ने यह चीज फरमाई थी उस बक्त इस तरह की कोई शर्त नहीं थी, उस के बाद यह शर्त शायद हुई है तब जो एश्योरेंस पहले से दिया गया था उस के लिए यह शर्त लागू नहीं होनी चाहिए । मैं कहना चाहता हूँ कि इन इलाकों की हालत पर, जो कि बे चारे डबल हैडीकॉप में है, गवर्नरमेट भाफ इंडिया कोई ध्यान नहीं देती और फिर यह शर्त लगाती है कि लोकल गवर्नरमेट यह सिफारिश करे, यह ठीक नहीं है । मैं उस जगह का भेस्टर हूँ, मैं उस इलाके से आता हूँ, जहां

[पंडित टाकुर दास भागव]

पर लोग हमेशा लोकल गवर्नरेंट के खिलाफ विकायत करते रहते हैं कि वह हमारे इलाके की तरफ तबज्जह नहीं देती। जो हमारे कास्टिट्यूशन का प्रार्टिकल १४ है वह पसंन्स पर तो ऐप्लिकेबल होता है, लेकिन मैं कहना चाहता हूं कि वह सास सास रीजन पर भी ऐप्लिकेबल होना चाहिए। मैं आनंदेबन मिनिस्टर साहब से कहना चाहता हूं कि रेलवे के बारे में ऐसा होना चाहिए कि जो रीजन्म बहुत गरीब है उनको कास्टिट्यूशन के प्रार्टिकल १४ के मातहत मदद करनी चाहिए। उन के बारे में रुपये पैसे की परवाह नहीं करनी चाहिए। बिना किसी तरह का रुपये पैसे के मैटीरियल गेन का स्थाल किये हुए वहां पर उन को अपनी बेनिफिशेन्ट ऐटिविटीज को ले जाना चाहिए। जिस इलाके से सड़क निकलती है या रेलवे निकलती है, उस की किस्मत खुल जाती है। इस वास्ते मैं अब तक रेलवे नहीं चल पाई हैं और जो कि पसमांदा इलाके हैं अगर आप वहां इस स्थाल से रेलवे नहीं चलाते हैं कि वहां पर ज्यादा पैसा बहुल नहीं होगा तो आप अपना कर्ज पूरा नहीं करते। अगर आप उन पर यह शर्त लगाते हैं कि लोकल गवर्नरेंट सिफारिश करे तो आप उन को डबल हैंडीकैप में रखते हैं। अगर आप वह शर्त जिला हिसार के अन्दर आवरिज बनाने के लिए आयद करते हैं तो लोकल गवर्नरेंट डूम्स डे तक इस की सिफारिश नहीं करेगी। दरअस्त जो हरियाणा इलाका है उस की तरफ पंजाब गवर्नरेंट ने कभी भी तबज्जह नहीं दी। अगर आप को अपना कर्ज अदा करना है और जो ऐश्योरेंस आप ने दिया था उस पर कायम रहना है तो आप उस को अपने सचें से बनाड़िये। बर्ना लोकल गवर्नरेंट सिफारिश करे या इप्पा सचें करे यह गैर मुमकिन है। मैं कहांगा कि रेलवे मिनिस्ट्री को कोई हक नहीं है कि वह आपने जाने के रास्ते को दोनों तरफ से बन्द करे, किसी का आना जाना बन्द कर दे

और लोगों को भुसीबत में डाले। दरअस्त यह लोकल गवर्नरेंट का कर्ज नहीं है, यह आप का कर्ज है कि आप बजाय सहलियतें देने के जो दिक्कतें पैदा करते हैं उन को दूर कीजिये। स्वास तौर से यह रेलवे मिनिस्ट्री का कर्ज है कि वह ऐसी शर्तें आयद न करे कि या तो लोकल गवर्नरेंट सिफारिश करे या आवरिज बनाने के लिए आधा रुपया सचें करे। अगर आप इस तरह से डबल हैंडीकैप में वहां के लोगों को डालते हैं तो यह ठीक नहीं है। मैं ने पहले भी अर्ज किया था एक दफा कि अगर आप यह शर्त लगा दें कि तुम बैल का दूध लाओ जा कर, तो हम कहां से लायेंगे? अगर आप ऐसी शर्त लगा दें जो हमारे वास्ते नामुमकिन हो तो कैसे काम बल सकता है? यह चीज आज नामुमकिन है कि हम इस तरह की सिफारिश लोकल गवर्नरेंट से हासिल कर सकें। इस वास्ते मैं अर्ज करना चाहता हूं कि इन दोनों चीजों के बारे में स्थाल किया जाय। अगर आप फैसला करना चाहते हैं तो आप बिना इस तरह की शर्तें लगाये हुए सोचें कि आप इस इलाके के लोग वाकई इस चीज के मुस्तहक हैं या नहीं। आप इस में लोकल गवर्नरेंट को न डालिये। इस तरह की शर्तों को पूरा करना हमारे लिए नामुमकिन है। यह दोनों चीजें कास्टिट्यूशन के प्रार्टिकल १४ के खिलाफ हैं। आप ने इन दोनों चीजों के बारे में इकट्ठार भी किया है। ताजुब तो यह है कि एक दफा हम ने डिप्टी मिनिस्टर साहब को कंविस भी कर दिया था और उन्होंने बाद भी कर लिया था कि वे यह आवरिज बनवा देंगे, लेकिन उस को अब तक शुरू नहीं किया गया।

यह जो दो इलाके हैं वहां पर या तो आप खुद तशरीफ ले जलिये और देख लीजिये कि वहां की हालत क्या है, या किसी सास को मुकर्रर कर दीजिये कि वह देख आये। अगर सारे पंजाब में गाड़ियां चल जायेगी उस के बाद गुडगांव और हिसार का नम्बर

पाना है तो हमारे बास्ते नामुमकिन है प्राप्ताम पाना । हमारा कांस्टिट्यूशन नहीं कहता कि प्राप्त लोकल गवर्नरेंट से सेंक्षण से कर तब सहक बनायें । यह कहां का इंसाफ है ? यह अनकांशनेबल इनजिनियर्स है हमारे साथ । इसलिए इन दोनों इलाकों की तरफ तबज्जह दी जाय और प्राप्त ने जो उम्मीदें दिलाई हैं, जो बाबे किये हैं उन को पूरा कीजिये ।

ग्रानरेबल मिनिस्टर साहब ने अपनी स्थिति में कहा था कि हम शेहूरेस्ट बलास के लोगों को नौकरी देने की कोशिश करते हैं । मैं उन को इस के लिए मुबारकबाद देता हूँ । मैं यह मुन कर निहायत खुश हूँ कि वह शेहूरेस्ट कास्ट्रस के लोगों के साथ इंसाफ करना चाहते हैं और नौकरी के बारे में खास तौर पर उन की तरफ तबज्जह देना चाहते हैं । यहीं पर मैं प्रञ्ज कहूँगा कि जैसे प्राप्त नौकरियों के सिलसिले में शेहूरेस्ट कास्ट्रस के लोगों की तरफ ज्यादा तबज्जह दे रहे हैं वैसे ही यह दो इलाके हैं जो शेहूरेस्ट इलाके हैं और शेहूरेस्ट बलासेज की तरह पर हैं । इस बास्ते मेहरबानी फरमा कर जिस तरह से शेहूरेस्ट बलासेज की बात प्राप्त कहते हैं नौकरियों के देने में, उसी तरह से इन इलाकों की तरफ भी तबज्जह दी जाय और वहां पर अपनी चेनिफियेंट एक्टिविटीज को चलावें ।

इन अल्फाज के साथ मैं बड़े जोर से प्रञ्ज कहूँगा कि इन दो तीन बातों की तरफ, जो मैं ने कही हैं, खास तौर पर तबज्जह दी जाये ।

Dr. Krishnaswami (Chingleput):
Mr. Speaker, Sir, we have in the Railway Board a formidable body of experts. Quite recently we have doubled the number of members on the Railway Board. One would have expected as a possible consequence a doubling in wisdom. They have all the advantages to their credit. They have in my hon. friend, the Minister of Railways, a powerful supporter—"a pillar of fire by night and a cloud by day". But what is the position?

I should like to place before this House certain problems which have not been taken into account at all. I do not blame the Minister for not having referred to these problems. Even the working papers, prepared by these experts and submitted to us do not contain a reference to these basic questions. Of course, answers to the very simple question have been given. For instance, it is the easiest matter to suggest that if the freight rate is increased by five per cent it can be justified on a very simple ground. The prices have, after all, in any enterprise—even if it is a public enterprise—to be in conformity with costs, and therefore, this five per cent increase is totally justified.

For instance, it may be pointed out that there has not been utilisation of capacity to the extent envisaged. I read a criticism of the Railway Ministry's formulation of the amount of capacity required. It was a very learned criticism. Someone pointed out that in the first year we had absorbed about 10 million tons; in the second year, about 8.5 million tons; in the third year, about 2.5 million tons; and in the fourth year we had carried about 10 million tons; and that in the fifth year we would have to carry about 11 million tons. It was said that this was a serious miscalculation. But do let us remember that the railways calculated the traffic on the basis of development of heavy industries, and if the heavy industries have declined during the planning period, surely we cannot throw the blame on the railways or on the experts of the Railway Board for what has been done.

But the basic issue which has to be faced by this House and which I say has not been faced in the Railway Board is this. In the years to come,—especially in another five or six years—we will have heavy traffic, which is the low-rated traffic, occupying a dominant position in our railways. Ten years ago, the heavy-rated traffic constituted about 38 per cent

[Dr. Krishnaswami]

of the total. Today it is a little over 53 per cent. In another five years, it would be about 60 to 65 per cent according to present trends, and a decade later it may be 80 per cent.

Now, the experts surely must be aware that the heavy traffic is the low-rated traffic and from this an inevitable consequence flows. The revenue will not increase proportionately with increase in traffic. Neither the Railway Board nor the body of sovereign wisdom—the Planning Commission—has realised the urgency of reducing operating expenses. Year after year, the trends in operating expenses have mounted up, and it is quite true to say that today they have reached the stage when we have to consider seriously the adoption of radical measures to promote economies.

It is not enough to suggest, as some of my apologists for the railway administration suggest, that the recommendations of the Pay Commission have entailed an increase in operating expenses: so have many Wage Boards for many industries in our country. If wagons have increased in cement, in coal mining, and the textile industries one cannot expect the railways alone not to increase wages. And, therefore, when we talk of economies, we are to take into account all the developments that have taken place throughout our economy and find out how we are going to economise.

When we are thinking of economies, I would like to point out that there is one great revolution in our thinking which has to be effected. It is one of the hangovers of the past that we should think that it is better to employ many people at low rates of pay rather than employ a few and pay them high wages. In the olden days, it was all right to suggest that labour is cheap and that we should employ as many people as possible without taking account of producti-

vity. But railways will face a very serious problem in another 7 or 8 years and I am administering this warning to the Railway Minister that it is time that the experts of the Railway Board are awakened to their sense of responsibility. I say in future we ought to recruit fewer people in certain grades and at better wages. If there are any Pay Commission's recommendations, the impact of such increases will have a very visible effect on the employees, lead to greater contentment and improvement in morale.

Sometimes one wonders whether it is not wise on our part to consider seriously the advisability of stopping certain types or grades of recruitment to certain occupations even within our public sector industry. What is the thought that has been bestowed on this matter? It would be next to impossible politically speaking to think of any wholesale retrenchment. But certainly it is quite feasible and desirable that we should think of the pace of recruitment of certain grades and then find out how we are going to recruit and how we are going to economise. I am only mentioning one of the leading ways in which our operating expenses can be reduced to a certain extent.

I do wish to point out that the one phrase which has been mentioned by my hon. friend, the Railway Minister, in his speech as well as in the budget papers, viz., that railways have a dominant role to play, might hide a very great fallacy. I speak quite frankly on this matter and I wish my hon. friends pay some attention to what I am suggesting. It is important to realise, and I hope my friend, the Railway Minister himself being a great realist will realise, that in future railway development must be on the basis of supplementing other means of transport and they should concentrate on lines where railways have more advantage. That has been the experience of every country. But there is a certain point which is reached, a certain point of development, beyond

which the economic viability of the railways tends to be precarious.

If I may with your permission, Mr. Speaker, quote some figures, I venture to think that today we are having about 36,000 track miles; the moment we reach 42,000 or 45,000, a critical stage will be reached when we will have to consider seriously what the economic viability of our railways would be. It would be very precarious, because with the very progressive advance in railway development, we would have more of heavy traffic; the average hauls would be longer and in spite of our best efforts, we might not be able to increase freight as much as we should like, for the simple reason that the heavy-rated goods enter much more into the cost of production and effect the economy much more than any other goods. It is a serious problem. I want the hon. Railway Minister to look at this question not merely from the point of the railways, but from the point of view of the development of the country.

After all, Ministers are more than departmental heads. They lay down policies; they are a part of the machinery of the Cabinet and have a collective responsibility for the development of our country. I do think that it is time that we really went into some of these questions more thoroughly. There are only two ways in order to maintain profitability. We might curb other means of transport and this would affect the general economic development. Now, it is the easiest thing for any departmental expert to think of curbing other means of transport. The candle-makers in Paris on a famous occasion in the 16th century submitted a petition to Louis XIII to the effect that due to the beneficence of the Sun their trade was declining and that in order to revive it all windows should be ordered to be closed by an Ordinance. That is one way of promoting the prosperity of an industry and curtailing the development of others. But that is not the approach of any Minister, not even the departmental experts, should adopt.

What really frightened me about my friend's speeches and other speeches that have been delivered by many Members in the Rajya Sabha and in this House is the harping on profitability. We are not going to have the golden age of railways or profitability as in the past. Let us realise that because with the very increase in development, we must necessarily rely more and more on heavy-rated traffic.

This leads me to a very simple question. I have been one of those who have always been critical of the re-organisation of railways and the regrouping into unwieldy zones. I have held the view that taking into account modern developments, we are to have more viable zones. But I am not suggesting that it should be on political grounds. By all means, let us have technical committees which would explore the possibilities of having viable zones. I do think there is a very powerful argument in favour of our having sizable zones clothed with power and responsibility Administrative centralisation in New Delhi, however well-manned and however expertised it may be, tends to lose sight of local economies. There is, therefore, a greater need, particularly today when we are searching for local economies as much as possible that there ought to be more sizable zones, more decentralisation of authority and possibly a greater decentralisation of the functions of the Railway Board. The Railway Board is meant to be a policy making body, not a body for administering patronage or for supervising departmental affairs. I should like the wise men, of the Railway Board and who are considered to be eminent, to apply their minds to questions of transport development, to understand what the future holds for the Railway.

There is a great deal of criticism which is made about how far there have been withdrawals from the depreciation fund. In a sense it is an artificial controversy, Mr Speaker, because if your cake is big enough, you can certainly have a greater amount for the purpose of the

(Dr. Krishnaswami)

depreciation fund. In any event, the parliamentary committee, if it wants, can increase the amount for depreciation fund and reduce our contributions to the general dividend. But that is not the major issue. The major issue is to increase the amount of revenues that we should have. In the few minutes that are at my disposal, I should like to deal with one or two other aspects of the production plans of railways which are rather important.

Mr. Speaker: I thought he was concluding. He may finish in 2 minutes.

Dr. Krishnaswami: Today the railways produce locomotives and coaches. They say they are self-sufficient. They are self-sufficient in the sense that they are meeting their minimum demands. It is a very healthy sign, but once we have met the minimum demands, it is necessary that we should see that a great deal of the other demands are focussed in different engineering firms for another specific reason. Railways in future will have to specialise in diesel traction. They would have to incur a great deal of supplementary expenditure on signalling equipment and other such contrivances. Let the railway workshops specialise in these equipments. Our demand today is about 15,000 wagons per year and about 200 to 300 locomotives each year. Let them give it to other firms. I venture to think that would be an advantage, not only from the point of view of railways, but also from the point of view of the community. From the Railways' point of view it would be an advantage because when demands sag for railways in a particular year the other firms could distribute their production on other branches of activity, and from the point of view of the community there is another greater advantage. Broad-basing our engineering skill is an advantage from all points of view. It will increase competition, it will

provide a yardstick for measuring the operational efficiency in our Railway workshops and public undertakings and, above all, it will build a kind of versatile defence potential which today we need, which meets civilian requirements in peace but which could be turned for defence production immediately in an emergency. I regret that the experts of the Railway Board have not envisaged these problems.

I hope that the criticism which I have made, which is friendly in spirit, will be taken in the proper spirit, and my friends of the Railway Board will produce better statistics, better interpretations, instead of coming as apologists of a vested interest.

श्री सिंहासन सिंह (गोरखपुर) : अध्यक्ष महोदय, रेलवे की प्रगति आज देश के हर एक इंग में दिखलाई पड़ती है। हमारी याजनायां में जो प्रगति हुई है वह भी रेलवे की है लेकिन इतना में अवश्य कहूँगा कि प्रगति जितनी हो सकती थी और होनी चाहिए थी वह नहीं हुई।

मेरे रेलवे मंत्री महोदय का ध्यान आपके जरिए दो-तीन बातों की ओर दिलाना चाहता है। प्रथम चीज तो यह है कि रेलवे बोर्ड में पहले कुल पांच मेम्बर्स हुआ करते थे लेकिन आज हम देखते हैं कि उन पांच मेम्बर्स के प्रलावा पांच एडीशनल मेम्बर्स और रेलवे बोर्ड में हो गये हैं। इस चीज को ले कर इस सदन में कुछ चर्चा चली थी कि एडीशनल पोस्ट्स नहीं रहेंगी लेकिन वह बन गई और एडीशनल पोस्ट्स चल रही हैं।

जो पांच मेम्बर्स बोर्ड के हैं उन के साथ बगर किसी तरह का आजेप किये हुए में यह कहा चाहूँगा कि हमारे देश में एक तरफ चेतना हो रही है कि नौजवानों

को स्थान नहीं मिलता है और उन को काम करने के भौंके नहीं मिलते हैं और जो सामान्य रिटायरी की आयु वाले होते हैं वे अपने स्थानों को छोड़ता नहीं चाहते और रिटायरी की आयु पर पहुँच जाने के बाद भी एक्सटेंशन लेकर उन से चिपके रहता चाहते हैं। अब इन दोनों के बीच में हमको और आपको समन्वय निकालना है कि क्या करना चाहिये। दुर्भाग्य से बोंड, रेलवे का सबसे बड़ा संचालक है। उसके पांच प्रधान अधिकारियों में से शायद तीन अपनी अवधि के ऊपर हैं और इस को लेकर रेलवे कर्मचारियों में थोड़ी बहुत खलबली है कि जब स्वयं बोंड के मेम्बर्स ही अपनी अवधि बढ़ाने की किस में हैं तो हमारी अवधि भी बढ़ सकती है और इसको लेकर नीजवानों में एक बेचेनी पैदा होती है क्योंकि जो स्वयं अपनी अवधि को बढ़ाये हुए है वह दूसरों की अवधि बढ़ाने से इंकार नहीं कर सकता। उसका सिर नीचा होता है और वह अपने मन में सोचता है कि अगर दूसरा कोई भाई अपनी अवधि बढ़ाने की मांग करता है तो मैं उसके लिए इंकार करूँ। मैं माननीय मंत्री का ध्यान इस और दिलाते हुए कहना चाहूँगा कि सब से ऊँचा स्थान ऐसा रहना चाहिये कि जिसके ऊपर कोई उंगली भी न उठा सके। मैं उम्मीद करता हूँ कि मंत्री महोदय इस और ध्यान देंगे क्योंकि इसके ग्रहने लोगों में प्रशासन के लिए पूरी प्रतिष्ठा की भावना नहीं रहेगी और पूरा विश्वास नहीं होगा। इस लिये टोप को हमें बिल्कुल ठीक और बगैर किसी क्ला के रखना चाहिये। मैं समझता हूँ कि शायद रेलवे बोंड के इतिहास में यह पहला अवसर होगा जब कि बोंड के कुछ सदस्य अवकाश ग्रहण करने की आयु के बाद भी अपने स्थानों पर बने हुए हों।

एक चीज मुझे यह कहनी है कि अभी आपने ५ परसेंट शायद जो किराया बड़ा

दिया है माल पर तो कल आपका गाय हमारे बित्त मंत्री महोदय ने भी दे दिया और उन्होंने भी डीजेल शायल पर इयटी बढ़ा दी। अब आखिर यह जो बढ़ावी की जाती है तो यह की तो जाती है। इसी उद्देश्य से कि ४० करोड़ जनता की हालत बेहतर की जाये और उनकी तरक्की की जाय परन्तु हम क्या देखते हैं कि उनकी आर्थिक अवस्था में कोई सुधार नहीं दिखाई पड़ रहा है और मंहगाई दिन प्रति दिन बढ़ती जा रही है। गल्ले और अन्य आवश्यक चीजों के दाम निरन्तर बढ़ते चले जा रहे हैं और गल्ले के दाम ऊंचे जाने से जनता में चिल्लाहट हो रही है और उनकी चिल्लाहट बढ़ती जा रही है क्योंकि मंहगाई बढ़ती जा रही है। हमें मंहगाई को बंच करने और गल्ले तथा अन्य आवश्यक चीजों के दाम और अधिक न बढ़ने देने के लिए कोई सविय कदम उठाने चाहिए ताकि उन को यह कहने की नीबूत न आये कि मंहगाई काफी बढ़ गयी है इसलिये हमारी तनस्वाहों में बढ़ावी की जाये; अभी आप ने कहा कि पे किमशन की रिपोर्ट पर लोगों को डर है कि कुछ अधिक नहीं हुआ हांताकि लोगों को काफी राहत पहुँचाई गई है लेकिन तो भी वे और तनस्वाहों में इजाफे की मांग करते हैं और जाहिर है कि जब मंहगाई बढ़ी तो वे अपनी तनस्वाहों को बढ़ाने की मांग करते हैं। इसलिये मुझे यह कहना है कि सरकार को इस बढ़ती हुई मंहगाई और उसकी बजह से यह रोज रोज ज्यादा और बड़ी हुई तनस्वाहों के लिए जो मांग की जाती है, इनके बारे में गम्भीरता पूर्वक सोचना चाहिये और इसके लिये कोई स्थायी उपाय करना चाहिये ताकि यह सिलसिला चैक हो।

अब मैं रेल मंत्री महोदय का ध्यान कर्मशियल कलकर्म की ओर दिनाना चाहता हूँ। यह बलास रेलवेज को हर तरीके से पैसा बसूल करके देता है। इस

[श्री सिंहासन सिंह]

क्लास में गुड्स क्लक्स और बुकिंग क्लक्स मात्र हैं। इनकी सर्विस कंडीशन्स की ओर पे कमिशन ने भी स्पष्ट दिलाया था। कमेटी ने कहा था कि कुल १६७ येड रहे लेकिन ५३७ येड बने हुए हैं। प्रनेकों येड बने हुए हैं। उन येडों को कम किया जा सकता है और उन्हें कम करने से उन लोगों को सुविधा होगी। मसलन् में बताया कि यह ६०-१३० और ६०-१५० के यह दो येड रखे हुए हैं। मेरी समझ में नहीं आता कि यह दो येड रखने की क्या ज़रूरत है। यह तो वही हृषा जैसे कि यह कहा जाये कि रेलगाड़ियों का नम्बर बढ़ गया है तो अब नम्बर तो गाड़ियों का नहीं बढ़ा है लेकिन उनके आने जाने में यह केर बदल कर के गाड़ियां कहा जा रहा है कि बढ़ गयी हैं। जो पहले रेलगाड़ी आगरा से सोनपुर तक जाती थी अब वह आगरा से चल कर कानपुर में रुक जाती है और कानपुर से नई गाड़ी बन कर आगे जाती है अर्थात् एक की दो हो गई और कागज में ज़रूर गाड़ियों की तादाद बढ़ गयी जब कि हकीकत में उनमें कोई बढ़ती नहीं हुई। अब एक आदमी जो कि ६०-१३० में ११२ रुपया पा रहा है उसको अगर ६०-१५० में कर दिया जाये तो ऐसा तो है नहीं कि उसके ११२ के ११५ हो जायेंगे। आप इन ढेर सारे येडों को कम करें तो शायद काम करने वालों पर एक से दूसरे येड में जाने पर जो स्वर्चा होता है वह नहीं होगा। अलबत्ता येड एक कर के आप एकिशिएंसी बार लगा दें। मूँहे आप से यह अज करता है कि आप ने जो यह नया डील दिया है उसमें कर्मशियल क्लर्क को आपने ६०-१५० तक ६२ प्रतिशत रखा है, १००-१८५ में कर्मशियल क्लर्क का आपने परसेंटेज ३२ रखा है। कर्मशियल क्लर्क्स के लिये अपवेडिंग के बास्ते हाइएस्ट येड २००-३०० का रखा है। इससे ऊचे येडों में कर्मशियल क्लर्क्स को अपवेड नहीं किया गया है जब कि इससे ऊचे स्केल में अर्थात्

२००-४०० के स्केल में आपने आफिस क्लर्क्स को चांस दिया है, टिकट क्लेक्टर्स को अपवेड किया है। सब हैड एकाउन्ट्स स्टौक वरीफाइस को अपवेड किया है, ट्रेन एग्जामिनर्स को किया है जब कि कर्मशियल क्लर्क्स, आफिस क्लर्क्स, टिकट क्लेक्टर्स, सब हैड एकाउन्ट्स स्टौक वरीफाइस, ट्रेन एग्जामिनर्स, पे क्लर्क्स स्टेशन मास्टर और असिस्टेंट स्टेशन मास्टर्स के लिये वही मैट्रिक की क्वालिफिकेशन होनी चाहिये लेकिन उनके पे स्केल्स में इतना अन्तर है जिसका कि कोई ठिक ना नहीं। अब और कैटेगरीज तो ५०० रुपया तक चली जाती है तो मुझे पता नहीं कि क्यों कर्मशियल क्लर्क्स के साथ यह नाइसाकी होती है और उनको ३०० के ऊपर क्यों नहीं बढ़ने दिया जाता? वह भी उसी योग्यता के होते हैं और उसी द्रिग्य के होते हैं। अब अगर पे क्लर्क बैंक से चंक भुना कर स्टाफ को तनखाह बांटता है तो वह तो उसकी ड्यूटी है और पे क्लर्क्स अपवेडिंग में में ५०० तक चले जाते हैं और उसमें उनका ६-५ प्रतिशत है। इसके विपरीत जो कर्मशियल क्लर्क है वह जितना रुपया कि पे क्लर्क बैंक से चंक भुना कर स्टाफ में तनखाह बांटता है उससे कहीं ज्यादा रुपया यह कर्मशियल क्लर्क पब्लिक से टिकट की शक्ल में और माल भाड़ा की सूरत में बमूल करके रेलवे को देता है। अब देखा जाये तो पे कर्मशियल क्लर्क की जिम्मेदारी और एम्पार्टेंस किसी तरह कम नहीं है लेकिन फिर यह समझ में नहीं आता कि प्राविर कर्मशियल क्लर्क के साथ यह नाइसाकी क्यों बर्ती जा रही है। जो सुविधा आप पे क्लर्क को देते हैं उससे कम सुविधा एक कर्मशियल क्लर्क को नहीं मिलनी चाहिये। कर्मशियल क्लर्क्स की शिकायत जिसको कि लिख कर भेजा था और जिस पर कि उप मंत्री महोदय ने विचार करके कहा था कि यह उनकी शिकायत ठीक है कि २००-३००

की जो कैटगरी है उसमें तो बाहर के लोगों को ले लेते हैं। आप इन कमर्शियल क्लर्क्स को ऊपर बाली इंस्पेक्टर्स की कैटेगरी में नहीं जाने देते लेकिन बाहर के जो ग्रामरेडी २०००-३००० के प्रेड में तरक्काह पा रहे हैं उनको गुड्स इंस्पेक्टर की कैटेगरी में डाल देते हैं। इसके बारे में लिखा गया तो यह समझाया गया कि इसमें कुछ ऊपर की आमदनी हो जाती है और इसमें ऊपरी आमदनी करने के स्थान से ही आते हैं लेकिन अगर यह लोग यह ऊपरी आमदनी छोड़ कर के दूसरे प्रेड में जाना चाहते हैं तो उनको जाने क्यों नहीं दिया जाता। यह आना जाना दोनों तरफ से होना चाहिये और अगर बाहर बाले आयें तो यह भी उधर जायें। यह जो ऊपर की आमदनी है यह कोई उचित आमदनी तो है नहीं और यह तो बन्द होनी चाहिये और अगर वह इसको बंद करने को तैयार है तो भी उनका रास्ता रक्खा रुप्ता है। वे भी ३०० से ५०० के प्रेड में जाना चाहते हैं और अपनी कायदे की तरक्की चाहते हैं और उनको आगे तरक्की न दे कर इस तरह से अनुचित रीति से आमदनी करने के लिये प्रोत्साहित न किया जाय। उचित यह होगा कि इनका भी जैसे कि औरों को अपवर्डिग के लिए और ५०० तक पहुंचन का रास्ता खुला रुप्ता है उनका भी रास्ता तरक्की के लिये खुला रखना चाहिये। मैं ने आपको इस बारे में लिखा था और जबाब मिला था कि विचार किया जाएगा। यह ठीक है। इस पर विचार होना ही चाहिये और दोनों तरफ को आने जाने का रास्ता रहना चाहिये।

दूसरी बात यह है कि आपके यहां ला इंस्पेक्टर मुकर्रर किए जाते हैं। तो उन जगहों के लिये ला ग्रजुएट लिए जाते हैं। पर कमर्शियल क्लर्क्स में जो ग्रजुएट हैं उनको उन जगहों के लिये नहीं लिया जाता।

रेलवे मंत्री (जी जगजीवन राम) : इसके लिये प्रांडर दे दिया गया है।

श्री सिंहासन सिंह : यह खुशी की बात है कि उनको आयन्दा इन जगहों पर लिया जायगा। अभी तक उनको इसका मौका नहीं मिलता था और वह पढ़े रहते थे। उनकी इस बारे में बड़ी शिकायत थी। यह बड़ी खुशी की बात है कि उनको अब यह शिकायत नहीं रहेगी।

कृपालानी कमेटी के बाद रेलवे में एनमास ट्रांस्फर हुए थे। लेकिन ट्रांस्फर करने के साथ साथ यह भी देख लेना चाहिये कि जिन लोगों को भेजा जाता है उनके रहने के लिये भी सुविधा है या नहीं। इस के साथ ही इस बात का भी ध्यान रखा जाना चाहिए कि ट्रांस्फर एसे समय में—जब तक कि अत्यन्त प्रावस्थक न हो या प्रोमेशन के लिए ट्रांस्फर न हो—न हों जब कि स्कूल या कालिज चलते हों। ये ट्रांस्फर मई या जून में होने चाहिये। अक्सर देखा गया है कि अगस्त में या इधर जनवरी में ट्रांस्फर किए जाते हैं। ऐसी प्रवस्था में लोगों को दो दो जगह घर बसाना पड़ता है क्योंकि वह बच्चों को बीच में कहां ले जाए। बड़े अफसरों का तो इन्तिजाम हो जाता है लेकिन छोटे लोगों को बड़ी तकलीफ होती है। इसलिये ऐसे समय में ट्रांस्फर न हों जब कि स्कूल और कालिज चलते हों ताकि लोगों को अपने बच्चों की पढ़ाई में दिक्कत न हो।

श्री जगजीवन राम : ऐसे ही आंदर है।

श्री सिंहासन सिंह : फिर रेलवे में इसेंशियल और नान-इसेंशियल की श्रणियां हैं। कुछ कमचारियों को इसेंशियल समझा जाता है और कुछ को नान-इसेंशियल। टी० टी० ई० और कमर्शियल क्लर्क्स को नान इसेंशियल समझा जाता है। टी० टी० ई० को आपने रनिंग स्टाफ में भी नहीं रखा है। मेरा कुछ सम्बन्ध रेलवे एम्प्लाईज से रखा है। सबसे ज्यादा रनिंग स्टाफ में तो टी० टी० ई० रहने चाहिये। वह तो हमेशा

[श्री सिहासन सिंह]

गाड़ी में ही रहते हैं मगर वह रनिंग स्टाफ की परिमाण में नहीं आते। शायद इसका कारण यही हो कि उनको कुछ ऊपर से मिल जाता है। मैं समझता हूँ कि जो सुविधा गाड़ी को या दूसरे रनिंग स्टाफ को मिलती है वह इन को भी मिलनी चाहिये। टी० टी० ई० भी अपनी आठ घंटे की दृश्यटी में गाड़ी में ही रहता है इसलिये उसको भी रनिंग स्टाफ में रखना चाहिये।

एक माननीय सदस्य : वह तो सोते रहते हैं।

श्री सिहासन सिंह : प्रगर ऐसा है तो उनके लिए कोई एसा प्रतिबन्ध लगा दीजिए—जैस कि पहले था—फिर उनको प्रति दिन कम से कम इतना पैसा लाकर देना होगा फिर वह नहीं सोएगे।

एक माननीय सदस्य : ऐसा तो है।

श्री सिहासन सिंह : एक बात में और कहना चाहता हूँ, वह यह कि कुछ आफिसेज का ट्रांस्फर शिमला को किया जा रहा है। मैं आपका ध्यान दिलाना चाहता हूँ कि आपको रेलवे के आफिस वहां ले जाना चाहिए जहाँ कि रेलवे का कुछ सम्बन्ध हो। शिमला से रेलवे का कोई सम्बन्ध नहीं है। जो आफिसेज वहां ले जाये जाएंगे वे रिसर्च और स्टेंडरडाइ-जेशन करने वाले हैं। इनको प्रेविटिकल काम करना होता है जिसकी शिमला में कोई सुविधा नहीं है, न वहां पर कोई लाइब्रेरी है और न शिमला का रेलवे से सम्बन्ध है। पता नहीं इन आफिसों को क्यों वहां ले जाया जा रहा है। हो सकता है कि जगह की कमी महसूस की गयी हो।

एक माननीय सदस्य : वहां ठंडा रहेगा।

श्री सिहासन सिंह : बड़े बड़े अफसरों के लिए तो यह कहना ठीक है कि वहां ठंडा है लेकिन जो तीसरी और चौथी श्रेणी के कमंचारी

वहां जाएंगे उनको रहने की बहुत दिक्षिण होगी। वह तो गरमी में भी रह कर काम करने को तैयार है बशर्ते कि उनको कुछ सुविधाएं मिलें और चीजें सस्ती मिलें। हमने मिनिस्टर साहब से कहा था—तो उन्होंने बताया कि जगह की कमी की वजह से इनको शिमला ले जा रहे हैं। आपका एक विशाल महल था: महल यहां बन रहा है उसमें आप इनको रखने का प्रावीजन कर सकते हैं और अगर उसमें स्थान नहीं है तो आप इनको लखनऊ में जो एन० ई० रेलवे की इमारतें हैं उनमें रख सकते हैं। हमने यह भी सुना है कि अन्त में ये सारे रिसर्च आफिसेज लखनऊ में जाने वाले हैं। तो इनको एन० ई० रेलवे की जो इमारतें हैं उनमें रखा जा सकता है। अगर यह भी सम्भव न हो तो जब तक लखनऊ में इनके लिए मकान न बन जाए इनको जहां है वहां ही रहने दिया जाए क्योंकि फिर इन को एक दो साल बाद लखनऊ ले जाना होगा। इन को बार बार हटाने में लालों रुपया लचं होगा। इसलिए मैं चाहता हूँ कि हम को मुहम्मद नुगलक जैसा किस्सा नहीं करना चाहिए। जहां तक हो सके हम को रुपये के लचं को कम करना चाहिए। अभी हम अपने बूते पर नहीं लड़े हैं। आज हम को अमरीका और रूस का मुंह देखना पड़ रहा है। इसलिए हमें अपव्यय को बचाने का ध्यान रखना चाहिए।

आज चारों तरफ इकानमी हो रही है, लेकिन हम ने आपके बजट में देखा कि काशमीर में दो महल बन रहे हैं आपके मुलाजिमों के रहने के लिए। जब पैसे की कमी है तो ऐसा करना बहुत अनुचित है। एक महल पहलगांव में बन गया है और एक श्रीनगर में बनाया जायेगा। बहुत ठीक है लोगों को मुख मिले, लेकिन यह तब होना चाहिए जब हम को अमरीका और रूस का मुंह न ताकना पड़ता हो और हम पैरों पर लड़े हो कर मौज कर सकें।

एक माननीय सदस्य : माल मुफ्त दिले बेरहम ।

श्री सिंहासन सिंह : आज जो आप कर्जा ले रहे हों इसका भार आने वाली पीढ़ियों को उठाना होगा और वह इसके लिए आपको अच्छा नहीं कहेंगी । वह कहेंगी कि हमारे आप हम पर कर्जा लाद गये ।

श्री जगजीवन राम : ये इमारतें तीसरे और चौथे बनास बालों के लिए बनायी गयी हैं ।

श्री सिंहासन सिंह : तीसरे और चौथे दरजे बाले तो वहां पहुंच ही नहीं सकते । उनके नाम पर दूसरे आराम करेंगे । तीसरे दरजे बालों ने तो कभी इसके लिए दरलास्त नहीं दी होगी ।

श्री जगजीवन राम : उन की दरलास्त पर यह काम किया गया है । हम ने देखा कि ये लोग १५०० की संख्या में वहां पहुंचे हैं । और इस की ज़रूरत है, तो इनकी दरलास्त पर हमने ये इमारतें बनायी हैं ।

श्री सिंहासन सिंह : प्लगर ऐसा है तो बही खुशी की बात है । लेकिन हम ने तो यह पढ़ा था कि ये रेलवे एम्प्लाईर के लिए हैं और रेलवे एम्प्लाईर में बड़े बड़े अफसर भी आते हैं । हम ने यह नहीं पढ़ा कि ये गरीबों के लिए ही हैं ।

Mr. Speaker: Dr. Ram Subbag Singh.

डा० राम सुभग सिंह (सहसराम) : अध्यक्ष महोदय, इस बहम में मुझे स्थानीय समस्याओं की ओर

Mr. Speaker: I will give an opportunity to those who have not participated in the discussion earlier. Next I will call Shri Rajendra Singh

Shri S. M. Banerjee (Kanpur): Shri Rajendra Singh has spoken already.

Mr. Speaker: Then I would not call him.

Some hon. Members rose—

Shri Rajendra Singh (Chapra): I spoke on the Railway Budget on behalf of my party. Again, on behalf of my party, I will be speaking on the Demands.

Mr. Speaker: He must leave it to me whether it is on behalf of the party or not.

Shri Rajendra Singh: I am leaving it to you. But I am explaining the position.

Mr. Speaker: I did not know that the hon. Member had already spoken. I shall give first preference to those who did not speak earlier.

Shri Rajendra Singh: I was asked by my party to speak.

Mr. Speaker: The party is always entitled to make representations. I am always here to see that as far as possible hon. Members get an opportunity to speak. I shall try to combine both. Dr. Ram Subbag Singh.

Some Hon. Members rose—

डा० राम सुभग सिंह : अध्यक्ष महोदय, मैं जाहता था कि आपने क्षेत्र की कुछ स्थानीय समस्याओं की ओर सदन का ध्यान आकृष्ट करूँ । श्री सिंहासन सिंह जी ने कुछ समस्याओं की चर्चा की है । मैं समझता हूँ कि मैं भी उन चीजों का समर्थन कर दूँ । जैसा उन्होंने कहा मैं भी यह उचित समझता हूँ कि टी० टी० ई० ई० को रनिंग स्टाफ में रखा जाये क्योंकि यह एक दो व्यक्तियों की कठिनाई का प्रबन नहीं है । ईस्टर्न रेलवे में ऐसे टी० टी० ई० हैं जिनको साड़े ३७ रुपया माहवार मिलता है जब वे दोरे पर रहते हैं । लेकिन नार्दने रेलवे में करीब ३८ रुपया मिलता है और नार्थ ईस्टर्न रेलवे में साड़े ४७ रुपया मिलता है और सेंट्रल रेलवे में भी साड़े ४८ रुपया मिलता है । सबा दो रुपया रोज़ के रूप में उनको मिलता है ।

[ज्ञ० राम मुभग सिंह]

जब उनकी ऐसी स्थिति है तो सरकार को जहर उस पर विचार करना चाहिए। कहा जाता है कि किसी को भी रनिंग स्टाफ इसलिए माना जाता है कि कूकिं उन लोगों के बिना देन नहीं चल सकती। ड्राइवर, गार्ड और बेकमेन, ये सारे बतौर रनिंग स्टाफ के ट्रीट किये जाते हैं और उन को काफी सहायिता मिलती है। एलाउंस, पे और प्राविडेंट कंड के विषय में उन को कई सुविधायें मिलती हैं। ऐसी हालत में मैं एक रेलवे मुसाफिर की हैमियत से यह कह सकता हूं कि अगर मुझे अपने क्षेत्र में भभुआ रोड तथा सहसराम की तरफ से आरा जाना हो, तो आधी रात को सब डिल्ब बन्द होते हैं और मुगलसराय तक मुझे कोई और मददगार नहीं मिलता है, तो मुझे टी० टी० ई० की ही मदद लेनी पड़ती है। मैं इस मांग को जायज़ मानता हूं और बाहता हूं कि उन लोगों को जो असहायित होती हो, उस को दूर किया जाये और उन के साथ न्याय किया जाये। जैसा कि सिहासन सिंह जी ने कहा है कार्मशियल बलकों के बारे में, कुछ प्राचीन कारणों से उन की इस मांग को अभी नहीं माना जा रहा है। यदि सारी सहायिताएं देने का सरकार इरादा करेंगी, तो हो सकता है कि इस इरादे के फलस्वरूप बदि कोई कहीं गड़बड़ी भी हो, तो वह दूर हो जाये।

कल माननीय मंत्री महोदय ने इस बात का संवेद किया कि कुछ लोगों को यदि जेनरल मैनेजर्स ने हटा दिया, तो वह जायज़ है। मैं यह मानता हूं कि काफी पृष्ठ प्रमाण मिलने पर रेलवे के बैसे मुलाजिमों को हटाया जाता होगा, लेकिन आज ऐसे युग में मैं यह जायज़ मानता हूं कि यदि रेलवे या कहीं और के मुलाजिम को हटाया जाये—किसी को भी हटाया जाये, तो संसद के सदस्यों की एक कमेटी हो और उस कमेटी को कम से कम सरकार यह बताये कि किन कारणों से उस को बगैर नोटिस के हटाया गया है। चाहे कितनी

ही बड़ी हस्ती उस को हटाये—मान लीजिये कि राष्ट्रपति जी, प्राइम मिनिस्टर या रेलवे मिनिस्टर युद्ध हटायें, मैं इस को जायज़ नहीं मानता हूं। मैं यह जायज़ नहीं मानता हूं कि जेनरल मैनेजर किसी को हटाये। अगर वह किसी को हटाये, तो कोई एक बाड़ी हो, जिस को यह बताया जाये कि किन कारणों से फला आदमी को हटाया गया था, क्योंकि मैं जानता हूं कि कोई व्यक्ति ऐसा नहीं कह सकता है कि रेलवे में और दूसरी जगहों में सभी लोग पाक और साफ हैं। मगर मेरे कहने का मतलब यह नहीं है कि मैं तनिक भी ऐसे लोगों का समर्थन करूं, जो कि किसी प्रकार की कोई गड़बड़ी करते हैं। अगर गड़बड़ी को दूर करने के लिए कोई व्यक्ति हटाया जाता है, तो यह और भी आवश्यक है कि उस गड़बड़ी का पूरा पर्दा फ़ाश किया जाये और इसे सभा में पूरी तरह बताया जाये कि फलां कारणों से हजारों कर्मचारियों को हटाया गया और उस में जनता का समर्थन मिलेगा।

अब मैं अपने यहां की बात के बारे में आता हूं। हमारे क्षेत्र में तीन प्रकार की रेलें हैं—दो छोटी लाईन और और एक बड़ी लाईन। एक आरा-सहसराम और दूसरी डेहरी-रोहतास और यह डेहरी से नसरीगंज तक जाती है और रोहतास से चुटिया तक जाती है। मैं यह चाहता हूं कि इन दोनों रेलों का राष्ट्रीयकरण किया जाये। इन दोनों रेलों को सरकार बिल्कुल अपने कब्जे में ले ले, ताकि वे देश की जनता की सम्पत्ति हो जायें। यह मैं इसलिए कहता हूं कि पहले जब हम स्वतंत्र नहीं थे, तो सरकार ने मौके मौके पर और प्राइवेट लाइनों का राष्ट्रीयकरण किया और थीरे थीरे आज एक ऐसा समां बन गया है, जिस से सारी महत्वपूर्ण रेलवेज राष्ट्रीय कब्जे में हैं। उन रेलवेज के कर्मचारियों की स्थिति को हम देखें। उन की तन्त्रवाह बिल्कुल नगण्य है। उन की

तन्त्वाह ऐसी नहीं है कि वे अपना गुजारा कर सकें। उन को छुट्टी भी नहीं मिलती है—रविवार को भी छुट्टी नहीं मिलती है और बगेर किसी नोटिस के उन को भी हटाया जाता है। जब किसी बड़े अफसर की मर्जी आये, तो कर्मचारियों को हटा दिया जाता है। कोई भी शास्त्र इस बात को बदायत नहीं करेगा कि उस क्षेत्र में वैसी स्थिति रहे। यह सरकार की रेलवे नहीं है, लेकिन उस का उल्लेख यहां पर इसलिए किया जाता है कि उन के आपरेशन की जबाबदेही मंत्रालय की है और उस की यह भी जबाबदेही है कि वह हिन्दुस्तान के तमाम इलाके को देखे कि कहा पर किनी रेलों की जरूरत है।

मरी से गंभी तक पहले छोटी लाइन थी। प्रगर वहां जब स्टील फैक्टरियों को ज्यादा कोयले की ज़रूरत हुई, तो बड़ी लाइन बन गई। आज उस इलाके में छोटी लाइन का विस्तार हो रहा है। प्रमझोर में गंधक का कारखाना खुलने जा रहा है और उस की सारी व्यवस्था करीब करीब हो चुकी है। जब गंधक का कारखाना एक डेंड बरस में खाल जायेगा, तो क्यों न प्राज ही हम वहां पर बड़ी लाइन बिछायें, बजाये इसके कि जब वह खोल जाये, तो बड़ी लाइन बिछाने की बात की जाये।

आरा-सहस्राम छोटी लाइन है। वहां के लोगों को कोयला लाने से जाने में बड़ी मुसीबत होती है। इसी तरह कच्चरी जाने में, कालेज जाने में भी बड़ी दिक्कत होती है। वैसे भी मुसाफिर धूमते हैं। वह काफी दैदावार का इलाका है। वहां पर यात्रियों की संख्या रोज़-रोज़ बढ़ती जा रही है। माल की दुलाई भी ज्यादा से ज्यादा है, लेकिन उन रेलों की असमर्थताओं के कारण, वहां के कर्मचारियों के बिल्कुल असंतुष्ट रहने के कारण दिक्कत होती है और वे ने

नहीं पाते हैं। माल की दुलाई बीस प्रतिशत रह गई है। वहां की समता ८५ लाख टन की है, जब कि १७ से २० लाख टन की दुलाई होती है। इसी प्रकार यात्रियों में भी कमी हुई है। डीबल पर टेक्स के कारण बस का किराया बढ़ गया है। प्रगर किसी को करगहर से आरा आना हो, या सहस्राम जाना हो या चांद भभुआ जाना हो, तो उस को दिक्कत होगी। जब किराया बढ़ेगा, तो ज़रूरत इस बात की है कि हम रेलवे की व्यवस्था करें। मैं किसी पुराने बादे की चर्चा नहीं करना चाहता हूँ, लेकिन समय समय पर मन्त्री महोदय की ही मांग के कारण लोगों को आशा बंधी थी कि आरा-विहिया से जगदीशपुर होते हुए मोहनिया चाद की तरफ एक रेलवे लाइन जायेगी। उस की जांच भी हो चुकी है और हमारे लोहे के कारखाने भी हो गये हैं। लोहे की दिक्कत और अभाव तो रोज़ रहेगा। जब हमारी इकानोमी बढ़ती जायगी, तो अभाव होगा। हमारी रोज़ रोज़ की ज़रूरतें बढ़ेंगी। लेकिन वहां के महत्व के देखते हुए इस दिशा में कार्यालयी की जानी चाहिए। अभी डा० कृष्णस्वामी ने डिफेन्स की चर्चा की और कहा कि हमारी इंजीनियरिंग की जीजों का डिसपर्सल होना चाहिए। वह एक ऐसा इलाका है, जो प्राज से नहीं प्राचीन काल से—प्रगर हम हिस्टारिकल दूर्घट से देखें—डिफेन्स की दूर्घट से महत्वपूर्ण है। पूर्व की सारी स्थिति की दूर्घट से वह महत्वपूर्ण है। उस तरफ ध्यान दिया जाना चाहिए और दोनों छोटी लाइनों का तत्काल गण्डीयकरण किया जाना चाहिए। और वहां पर बड़ी लाइन बिछाने की योजना चालू की जाये। यहां पर जगदीशपुर में लाइन खोलने की बात थी। यह प्राचीन शहर बरबाद हो रहा है। उस इलाके के—जगदीशपुर, करगहर, दिनार, कोचग के लोगों को आगे चीमा और सहस्राम जाने में तीस तीम भील का सफर करना पड़ता है। प्रगर यह लाइन खोल दी जायें, तो इन लोगों को सुविधा होगी।

[ठा० राम सुभग सिंह]

इस के ग्रामावा बाद के दिनों में मुगलसराय और डेहरी के बीच में जो दुर्गावती का इनाका पड़ता है, वहां पर कैमूर की पहाड़ी पर ज्यादा बारिश होने से रेलवे लाइन से पानी रुक जाने से रेलवे लाइन भी टट जाती है और दर्जनों गांव भी ढूबने लगते हैं। वहां पर लोगों को इस बात की जखरत महसूस हुई और उन्होंने इस बात की मांग की कि वहां पर ज्यादा से ज्यादा पुलों की व्यवस्था होनी चाहिए पानी के निकलने के लिए, लेकिन अभी उस के बारे में कोई सास स्कीम नहीं बनाई जा सकी। इसलिए मैं निवेदन करूँगा कि बाद के जमाने में उस इलाके को और रेलवे लाइन को बचाने के लिए ज्यादा पुलों की व्यवस्था वहां हो।

कैंक ट्रेन चलती है, तो मुगलसराय के बाद गया में रुकती है। डेहरी और सहसराय काफी महत्वपूर्ण जगह हैं। सहसराय सब-टिविजनल हेडकार्टर है। इसलिए यह व्यवस्था की जानी चाहिए कि कैंक ट्रेन, कालका मेल और बम्बई मेल को इन दोनों स्थानों पर रोका जाये। वह इनाका ऐसा है, जहां रोज़ रोज़ नई नई इंटर्स्ट्रीज़ खुलती जा रही है और लोगों की आबादी बढ़ती जा रही है। ऐसी स्थिति में भगवर हम उन चीजों को ध्यान में रखेंगे और गाड़ियों की सहायिता देंगे, तो वहां के लोगों को कायदा होगा।

13·21 hrs.

[MR. DEPUTY SPEAKER in the Chair]

मैंने वहां की दो छोटी लाइनों के बारे में कहा है, लेकिन देश में करीब १५ छोटी लाइन हैं और हर छोटी लाइन का संचालन एक ढंग से होना चाहिए।

अभी रेलवे बजट में इस बात की चर्चा की गई है कि मोटरों के कमीटीशन की बजह से हमारे माल की ढुलाई में कमी आ रही है और कमी हुई है, मुद्रा को से जाने से जितनी

आमदनी होनी चाहिए थी, उतनी हो नहीं पाई है। मैं आपको बतलाना चाहता हूँ कि हमारे यहां के लोग जोकि पहले माल और जानवरों को रेल से ले जाते थे अब ट्रकों के जरिये से कलकत्ता इत्यादि जगहों पर ले जाते हैं। गाय भैसों इत्यादि को जितनी सहायिता उनको ट्रकों से ले जाने में होती है, उतनी सहायिता रेलवे नहीं दे पाती है। मैं चाहता हूँ कि प्रधिक से प्रधिक सहायिता देने पर आप विचार करें। अब जबकि डीजल पर कर बढ़ने से ट्रकों का जो किराया बढ़ेगा तो हमें सोचना चाहिए कि किस तरह से हमारी आमदनी बढ़े। मैं समझता हूँ कि रेले राष्ट्रीय सम्पत्ति हैं और इनका उद्देश्य देश की सेवा करना है और इसी चीज़ को मद्देनजर रख कर इन का संचालन भी किया जाना चाहिए। ज्यादा से ज्यादा और सेवा भावना पर दिया जाना चाहिए। इसका मतलब यह नहीं है कि आमदनी न बढ़ाई जाये। लेकिन आमदनी भी दुरुस्त ढंग अपना कर ही बढ़ाई जानी चाहिए।

जहां जहां गड़वड़ियां हैं उन को आप छींक करें और उसके लिए आप आदमों नियुक्त कर सकते हैं और नियुक्त कर भी रहे हूँ लेकिन इतना होने पर भी फिटिंग बैरह जितने बरबाद होते हैं, जितने माल की चोरी होती है और जो रेलों की सप्लाइ आती है उनकी पहुँच उस रूप में नहीं होती है जिस रूप में होनी चाहिए और इन सब चीजों की ज्यादा से ज्यादा निगरानी होनी चाहिए।

अन्त में मैं इतना ही कहना चाहता हूँ कि जो पहले नया रेल-पथ निर्माण करने की बात भानीय मंत्री महोदय ने चलाई थी, उसको अवश्य चालू कराने की योजना आप बनावें और छोटी लाइनों के राष्ट्रीयकरण के बारे में स्पष्ट नीति घोषित करें।

Shri Ajit Singh Sarhadi (Ludhiana): I am glad that the railways

have done well in the year under review, and for this, the Railway Board and the services deserve our congratulations. It is certainly a matter of gratification that many new lines have been opened up in the steel and coal belt for the purpose of feeding the steel plants. The hon. Minister has also been pleased to mention a few other lines for which, I believe, there is necessity.

There is, however, one aspect of the problem to which the Railway Board must give their attention. I feel that the Railway Board too must contribute towards the defence strategy of the country. It would be admitted that all along, we felt that our northern border, namely the Himalayan border was absolutely safe because of the invincibility of the Himalayas. But, in the context of the present situation, we do find that it is not as safe as we felt it to be, and it has been pierced. The Defence organisation and the Defence Ministry are doing well in opening up the lines of communications throughout the terrain from Ladakh to the NEFA area, and this is being done by the Defence Ministry in co-ordination with the civil authorities. In this connection, I feel that some responsibility lies on the shoulders of the railways too. They have to contribute, as I submitted earlier, towards the defence strategy, and as such, they must have co-ordination and co-operation with the Defence Ministry in opening up the strategic lines in this terrain in order to feed our front line. As to how far there has been requisition or demand from the Defence Ministry, I do not know, and I do not want to know either. But I feel that it is most essential that the northern defence line must be fed by the railways.

I concede that the railways are a national concern, and a concern which must be run on commercial lines. As such, the profit motive should count in the national railways, but at the same time when it is a national concern, it must take upon

itself the responsibility of the defence of the country too. I recollect that after the Third Afghan War in 1919, there was an attack on Thal—the Defence Minister would be well aware of this—and it was then felt how best it would have been if we had opened up the line of communication on that side. And immediately after the piercing of the northern borders by Amanullah at that time, a railway line was taken from Peshawar to Landikhana, a distance of 22 miles, at a cost of Rs. 22 crores, which means that each mile cost Rs. 1 crore, but that was essential because of the defence of the country.

Similarly, I feel that the northern border too demands that some priority should be given to lines of communication for purposes of defence in those areas, and for that purpose, the railways must contribute their part. One hon. Member, I believe it was Shri P. G. Deb, drew the attention of the Ministry to this aspect, and he gave the mileage between the railway terminus and the border. Of course, the figures are there. Therefore, I submit that the first and foremost thing is that defence strategy also must be looked to, and not merely the profit motive, by the railway authorities; and in this matter there should be co-ordination between the Defence Ministry and the Railway Ministry.

In this regard, I must draw the attention of the hon. Minister to the line from Pathankot to Jammu and Srinagar. I am glad to hear that something is being done in this connection, and the hon. Minister was pleased to say that they have already started taking the line by about fifteen to sixteen miles up to Kathnu. The distance between Jammu and Pathankot is about seventy miles, and it is most essential that priority should be given to this line, not merely with the objective of strengthening the links between Jammu and Kashmir and India or of having a strategic line there to feed the Ladakh

[Shri Ajit Singh Sarhadi]

area and others, but also from the commercial point of view, in order to benefit the people of Jammu and Kashmir and open up the trade routes there.

In this connection, though with a different argument, I would draw the attention of the Minister also to the need for the Jagadhri-Ludhiana line. I was sorely disappointed to read in this morning's paper a statement at Jagadhri by the hon. the Deputy Minister that there were very poor chances of this line being taken even in the Third Plan. I believe that the matter is still under consideration, and all the facts are being collected. I concede that in the developmental economy of the country, we must try to feed the lines which are most paying, and where there is modest economic advantage. And I also think that in this connection too, this should be the criterion and that standard should be kept in view. Ludhiana is a centre of small-scale industries. In fact, it has got the biggest concentration of small-scale industries. Chandigarh is a developing town and the Punjab Government is giving great attention to the development of industries there. Many industries have risen and many are to rise, and the big industries that are being developed will be fed by ancillaries that are there in Ludhiana and other places roundabout. With that view also, leaving aside the fact that the Punjab Government has invested nearly Rs. 27 crores in Chandigarh—and that is the main indebtedness to the Centre—it cannot develop unless it is brought on the main line. Leaving aside that point, from the economic point of view and from the commercial point of view, it is very essential that Jagadhri and Ludhiana are linked by a main line through Chandigarh and Machhiwara. From the commercial point of view, I believe, this will not be a non-paying proposition inasmuch as Machhiwara is a religious area and there is a lot of pilgrimage. It will pay the Ministry

also. I wish to draw attention to these two lines and also the duty of contribution to the defects.

The next point to which I would draw the attention of the Ministry pertains to over-crowding. I am glad to find from the report that there has been a substantial reduction in the matter of over-crowding and as the report shows, in the broad-gauge it has come down from 16 per cent to 13 per cent. I concede that that is no mean achievement particularly in view of the paucity of the rolling stock and difficulty of financial nature in the matter of increased production. But I am sorry that we have not got the break-up of the different railways. If I rightly recollect, in the report which the Ministry gave in 1957, the percentage of the northern railway, particularly north of Delhi, was 42 per cent. Why the break-up has not been given under different railways, I do not know. At least, I have not come across it in the different reports which I have got. I believe, the maximum over-crowding is in the north of Delhi. In this connection I concede and I appreciate that there have been certain diesel cars introduced which have helped in reducing over-crowding, but, I believe, there is an absolute necessity of increasing the number of janata trains on this side in order to lessen over-crowding. Of course, I know very well that no sleeping coaches are given on this side, because possibly Punjabis do not use sleeping coaches, or do not need them and there are no night trains.

An. Hon. Member: Why?

Shri Ajit Singh Sarhadi: I do not know why, though I try to stress this point that neither de-luxe trains brought upto Delhi, are not taken upto Amritsar, Pathankot or Ferozepur, or taken to that side even. But leaving aside that, there is no reason why we should have no break-up

showing so much is the over-crowding on the northern railway. I submit that over-crowding on the northern railway is the maximum and, therefore, I submit that the Ministry would do well to pay some attention to the introduction of more janata trains on this side.

Then there is another point to which I feel some attention is necessary and it has also been dealt with by my hon. friend Pandit Thakur Das Bhagava, and that pertains to removing the bottlenecks on the roads. I have always been emphasizing two places where there is lot of stoppage. I have been pleading that there should be over-bridges, one between Millarganj and Ludhiana town and the other near Rajpura. I would particularly draw the attention of the hon. Minister to the fact that the traffic stands still for seven hours and a few more minutes at the railway gate between Millarganj and Ludhiana town. Possibly this year it may be less because of the by-pass which the State Government has built and the traffic on the G.T. road might have been diverted. But all the same there would not have been appreciable reduction. The excuse given by the railway authorities that the State Government must contribute, or State Government must build the over-bridge and that it is one of their functions, is not justifiable for the reason which has already been given by my hon. friend Pandit Thakur Das Bhagava, that wherever the railways pass and stop the traffic on the G.T. Road, on the highways, it is primarily their functions that they should provide for an alternative arrangement, so that the public should not be inconvenienced. Despite the fact that the hon. Minister was pleased to say last year that the matter is being expedited. I regret to find that we are where we were and there has been no progress in that direction. Therefore, I again strongly emphasize and stress that these two blockades on the G.T. Road by the railways must be somehow overcome by building over-bridge as early as possible.

Another point to which I would particularly draw the attention of the Ministry pertains to the accidents that have taken place in recent years. The maximum number of accidents has been unfortunately in Punjab between Hoshiarpur and Jullundur, and between Jullundur and Amritsar. I am glad that measures have been taken in this connection and in ladies, compartments buttons are being provided and all that. I believe, that would not be sufficient unless there is railway protection force. Of course, it is primarily the responsibility of the State, for law and order is to be maintained by them and the police's cooperation must be sought. But it is equally the responsibility of the carrier, the railway authorities, to provide protection to the passengers and if the railway protection force is provided with the objective that they should look to the safety of the passengers, I think we can make headway in the matter of giving increasing protection to the passengers in the railways.

Then, another point to which I would draw the attention of the Minister pertains to the giving of basic amenities. I know much is being done and every year an amount of Rs. 3 crores is being given. But, I believe that the maximum number of stations are on the Northern Railway which lack basic amenities which the railway authorities have laid down. I know there has been an acceleration in this direction and many stations have been provided with platforms and all that. But all the same, I believe some attention would be paid to this. We must have a target date by which all the railway stations get these facilities.

With that I commend the work of the Ministry.

Shri S. M. Banerjee: Mr. Deputy Speaker, I shall confine myself strictly to the cut motions which I have moved. I have listened with patience, rather rapt attention to the speech of

[Shri S. M. Banerjee]

the hon. Minister and the rosy picture which he has given us about the Railway Ministry and the Railway administration. In some fields definitely I have genuine congratulation for him and I must congratulate the railway workers, administration and the Minister. But there are certain things on which I want to throw more light. I would refer to my cut motion regarding the supply of defective sleepers and also another cut motion regarding the supply of defective keys. This question was troubling us. Right from 1957, various questions were asked about the supply of defective sleepers. Recently a big statement was laid on the Table of the House and after various questions, it was known that the sleepers were not defective. Many Members of this House, from this side as well as the other side, requested the hon. Speaker to direct that the entire Report of the inquiry be laid on the Table of the House. The reason was that even that big statement which was laid on the Table of the House did not clear the doubts in the minds of hon. Members, and so they felt there was no reason why the full Report of the Committee of inquiry should not be placed on the Table. When this question was being asked, I put in a supplementary. This was on the 11th December 1959. I said:

"You may remember, Sir... that sleepers were rejected because the keys did not fit in and the entire thing was thrown out. I want to know who are manufacturing the keys. These are interlinked".

The hon. Deputy Minister, Shri S. V. Ramaswamy answered:

"I want notice".

Again on 21st December 1959, there was another question tabled jointly by my hon. friend, Shri V. P. Nayar, and myself about the supply of defective keys. Unfortunately, that was the last question in the list and I did not get any reply except the written reply which was:

"Necessary material for reply is being collected and a detailed reply would soon be placed on the Table of the House".

Today is the 2nd March 1960. Up to this time, this has not been laid on the Table of the House. This particular firm, Messrs. Singh Engineering Works Ltd., is a firm in Kanpur. I myself go to Kanpur every week and come back. But this information could not come from Kanpur in these two months. So I feel that there is something wrong with it. On 24th November 1956, the General Manager (Engg.) Northern Railway, Baroda House, New Delhi, wrote a letter to the Director General of Supplies and Disposals which is as follows:

"Most of the keys supplied against the above-mentioned AT by Messrs. Singh Engg. Works Ltd., Kanpur, have been supplied to various works. Though we are not pursuing the case any further yet it is considered necessary to point out that the standard of inspection in certain aspects has not been what it should be. It will be agreed that any excessive thickness in the key means less drive in the sleeper jaw. Such keys when newly laid have a tendency to drop out of the sleeper jaw and render the track unsafe. Fitting of the keys in the tracks kept in the firm's premises is a primitive method of judging the conformity of the keys with the drawing. It is hope that in future the tolerance permitted in the standard drawings would only guide the inspecting officers".

This order was placed in 1955 and it was supplied in 1956. The General Manager (Engg.) rightly pointed out that the inspection was somewhat defective. These keys did not fit in with the jaws with the result that travel over the track would become unsafe.

I want a definite answer. What was the defect in the sleepers? If any officer was responsible for it, he should have been punished. If the sleepers

were not defective, what was defective? Is it not a fact that the keys manufactured by this Kanpur firm were defective? There is a story prevalent in Kanpur that this firm cannot be put in the dock because there are some who are related to this firm who are high-ups in the Railway Administration. I do not impute any motive to anybody—I have full confidence in the honesty and integrity of the hon. Minister and the members of the Railway Board—I would beg of them to find out if this firm has really supplied wrong keys and orders are still being given to them again and again. It is time that the inquiry report is published, and if there is anything mentioned therein about the keys, I would request that that should also be investigated. As I said, I do not impute any motive to any officer. Nor am I against this particular firm. They are very good friends. I also come from Kanpur. But this firm was given an educational order for manufacturing wagons—railway wagons—which it could never do. It never started it. I only say that if there is any soft corner in any quarter for this particular firm, it should not be at the cost of our nation—and national property.

My second point is about overcrowding in railways. The hon. Minister said that over-crowding has been reduced to a considerable extent. I am very happy about it. He said that there is overcrowding only in the popular trains.

An Hon. Member: Janata trains.

Shri S. M. Banerjee: If I have to go to Calcutta, I cannot possibly go in an unpopular train or in a branch-line train. I have to travel in a popular train. Unfortunately, overcrowding has not ended. I would request the hon. Minister to kindly consider this point more seriously. I have some suggestions to make.

I have seen some Janata trains with the corridor system. If that arrangement is introduced in more trains, I am sure it will reduce overcrowding

to some extent. Unfortunately, because of our illiteracy and ignorance, some of these friends who come from distant villages want to travel together. There may be some room in other compartments. If there are 40 people, they want to rush into a particular compartment. After that, it becomes difficult for them to change compartment. So if there is the corridor system, at the next station or after some time they can go to other compartments and sit where there are vacant seats left. Therefore, I suggest that more corridor trains should be introduced.

Another suggestion is to introduce the chair system for those passengers who are travelling for distances less than 150 miles.

Mr. Deputy-Speaker: If we provide corridors, would not the corridors themselves take away some space which is now occupied by passengers? We are already complaining about overcrowding. Will not the introduction of the corridor system reduce the existing space?

Shri S. M. Banerjee: I have seen the corridor arrangement in trains. People can shift to other compartments. I may be wrong in making this suggestion; I am a non-technical man.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): They can shift at the next halting station.

Shri S. M. Banerjee: As correctly pointed out here by the hon. Speaker, any man with a little strength can nicely sleep on a particular berth which can accommodate about 6 persons. If the chair system is introduced for passengers travelling less than 150 miles, I think more people can be accommodated in those compartments. This experiment should be tried.

I am extremely thankful to the hon. Minister and the Railway Board for introducing the two-tier, system in the sleeping coaches. This is a very

[**Shri S. M. Banerjee]**

good arrangement. But the present rate of Rs. 7 per passenger travelling from Delhi to Calcutta for the sleeping accommodation must be reduced. This is a horrible thing. I cannot justify it. When I go back, people tell me: 'You have a first class pass and you pay only 8 annas for sleeping accommodation. But we have to pay Rs. 7·40 or so'. I think this charge should also be reduced.

Now I come to corruption. As regards corruption, the hon. Minister has said that it is a very difficult problem. We all know that corruption in this country or in any other country is just like Draupadi's *vastra*. It cannot finish. But here let the Lord Krishna of this country not protect Draupadi.

An Hon. Member: Trade unionists?

Shri S. M. Banerjee: Yes, not only trade unionists but many of us are basically corrupt unless we prove otherwise!

My point is that if it is a national problem, it has to be tackled by the national leaders. We cannot import an international expert to tackle our national anti-nationalism. So, Sir, this is my suggestion and I am sure the Members of Parliament and the Members of the State Legislatures will definitely support this suggestion. But, Sir, this has to be tackled more vigorously.

Then, Sir, something was said in this House about the Chittaranjan Locomotive Workshop. When I see the Chittaranjan locomotive, when I see those people who could produce the Chittaranjan locomotive, I really feel proud. I am proud of those workers and managers and the officials of that particular workshop.

An Hon. Member: The officer is sitting there.

Shri S. M. Banerjee: I also congratulate him.

Mr. Deputy-Speaker: No officer sitting in the official box need be mentioned or taken note of.

Shri S. M. Banerjee: I wish only to say, Sir, that the Employees Union, the Labour Union of Chittaranjan has not yet been recognised.

In this connection I must remind the hon. Minister of the assurance he gave at the time when he brought this progressive legislation in 1948 relating to compulsory recognition of trade unions. At that time he pressed for an amendment. He brought that amendment. That piece of legislation was passed by the House, but unfortunately, it was not enforced. This is the progressive legislation which he requested the House to pass, but, unfortunately this has not been enforced. When he has come to the Railway Ministry from Labour Ministry, he has forgotten all about it. This is the only union there, having no political affiliation, having no outsider. I hope, Sir, that the Chittaranjan Locomotive Employees' Union will definitely be recognised.

The cost of a locomotive is about Rs. 4,16,000 to Rs. 4,18,000. Now, what is the break-up? What is the relation between direct and indirect cost? Is it a fact that the overhead is about Rs. 2,70,000? Is it a fact that the cost of materials is about Rs. 1,10,000 and the direct charge, that is, the labour charge is only Rs. 15,000 to Rs. 16,000? If that is true, my feeling is that the workers who are doing work on piece work system in Chittaranjan are not getting their due share in the manufacture of locomotives. I want a definite answer from the Hon. Minister to know whether this is correct or whether the position is something else.

Something was said about the Pay Commission's report. As I said in the beginning, somebody asked me: "What is your impression about the Pay Commission's report?" I said: "The report is here; the Commission was in Rashtrapathi Bhavan; what is missing

is the "Pay". I say that the particular rejoinder given by the All-India Railwaymen's Federation to the Pay Commission's report should be read.

The other day, the hon. Minister said something about Saturday. The holiday is given on the last Saturday. How is it helpful to the employees? You will realise, Sir, that the last Saturday can only be a day of mourning for the middle-class employees. You cannot do anything on that day. Supposing the Saturday falls on the 29th or 30th of the month, I have nothing in my pocket. I cannot purchase anything in the bazar or the market. I complete all my purchases on the first Saturday or the second Saturday of the month. On Sundays, markets are closed. How can it be that I can go to the market for purchasing something on the last Saturday of the month? Should I borrow money from somebody else? The only thing left is that we should have the Pay Commission's report before us and I and my wife and my children should mourn over this Pay Commission's report. The hon. Minister has not implemented the decisions about P.T.O. and passes, and he has done so much for the railway employees in the country. I would humbly request him to consider this matter and accept the Pay Commission's report in toto, that is, working on alternate Saturdays.

There are certain decisions in this report which have adversely affected the interests of the employees. I would only request the hon. Minister to discuss the matter with the representatives of the Railwaymen's Federation to see whether this is correct or not.

Sir, about the accounts staff, many people have said that these two grades must be merged. Sir, in 1958, the fun of it is, when the Pay Commission was sitting, a secret letter was issued by

the Chief Accounts Officer to various Accounts Officers. It reads as follows:

"The qualified clerks, who pass the APP. II-A examinations or are temporarily or permanently exempted from passing the examination, should not perform the same nature of duties, as this is anomalous in as much as they are fitted in different scales of pay.

It is, therefore, desirable that the work should be differentiated in such a way that the Clerks, Grade I are given relatively more important work.

You are, therefore, requested to kindly give your proposal for pinpointing the Clerk, Grade I posts in your office with due regard to responsibility and intricacy of work, subject to overall limit of 40 per cent".

This letter reveals to me that there is no difference as regards work between Grade I from Grade II Clerks. This letter was intended to dodge the Pay Commission and this was done.

I would like to mention one point about having another station in Kanpur. The Hon. Minister went there. He mentioned that this has been included in some Plan—I do not know whether it is the Second Five-year Plan or the Third Five-year Plan,—but the station has not yet come up. In Lucknow we are having 3 and in Agra we are having 4 or 5 stations. With the growing population of Kanpur, we should have another station.

With these words, I thank the hon. Minister. I criticise him generously, as generously as I congratulate him.

Shri Subodh Hansda (Midnapur-Reserved-Sch. Tribes): Mr. Deputy-Speaker, Sir, from the report I find that there is much complacency in regard to passenger amenities and better travel facilities for long-distance passengers. Sir, It is true that some

[Shri Subodh Hansda]

new coaches have been added, but no new trains have been introduced for the better facility of long distance passengers. I wish to point out here, what some of my hon. friends pointed out earlier, about the rate of charge for sleeping coaches. The rate of charge for sleeping coaches is Rs. 3 per night in the Janta Express which runs from Howrah to Delhi, but in other trains like Puri Express or Madras Mail, it is only 4 annas for the whole journey. I hope this disparity will be removed.

Then, Sir, I would like to mention how the over-crowding in the South-Eastern Railway is increasing. No new trains have been added in this section, particularly Howrah-Nagpur section, but some coaches have been withdrawn from some trains, that is from 11 up and 12 down express and passenger trains. This has increased the over-crowding in this section.

The conversion of 11 up and 12 down passenger trains has resulted in more and more over-crowding in this section. Previously, these were the two trains which were running in day time and they touched all the stations, thus carrying all the poor passengers from all the stations. But, since its conversion, thousands of poor people have been deprived of travelling facilities, particularly the poorer section of the population in between the stations from Kharagpur to Tatanagar and from Kharagpur to Bankura. They have been deprived of their travelling facilities.

Now, this is a very backward area and most of the inhabitants of this area are tribal people. Now, as there is no other facility for travelling between these stations, they are bound to travel by these express trains.

Now, this has caused great hardship to the poor people. Not only are they paying much more to the Railways, but also they have to spend more and more on travel. Therefore,

I request the hon. Minister to see that this train is reconverted into a passenger train so that the people of these areas will have better travelling facilities and at the same time over-crowding may be removed. I would also request him to introduce one more extra train in this line if it is necessary for long-distance passengers. In our parts the months of November to June are the harvest months. During this period people move from place to place for harvest operations and, generally, they travel by the railways. During this time there is terrible rush in the trains between Kharagpur-Tatanagar, Kharagpur-Bankura and Kharagpur-Balasore. You do not find an inch even on the foot-board to travel. Neither any extra trains are run nor any extra coaches attached during this period. I would request the hon. Minister to look into this and I hope the hon. Minister would provide extra coaches during this time.

14 hrs.

The issue of third class mail tickets at the Jhargram station on the South Eastern Railway has been stopped since November last year. I do not know why this has been done. In the Jhargram station, sometimes, there is terrible rush. When the mail tickets were being issued this rush was reduced. Not only was the rush reduced but it was also bringing much revenue to Government. If you look at the sale proceeds at this station you will find that they were much higher when the tickets were issued for the mail trains. Therefore, I would request the hon. Minister to take steps to see that this booking is opened again.

Much has been said in this House about railway catering and dining cars. I do not want to go into details. I appreciate that Janta meals have been introduced for the poor passengers at cheap rates. But the quality of food supplied is very bad. Last

January I was in Bezwada and I ordered for a special meal there; and the meal that was supplied to me was such that I could not take it.

Mr. Deputy-Speaker: Then, really, it was a special one!

Shri D. C. Sharma (Gurdaspur): Ordinary meals are better.

Shri Subodh Hansda: Such is the quality of food in railway catering. At the Howrah station there was previously a private food cabin and the quality of food was very nice there. But since it has been taken over by the Eastern Railway the quality of food has gone down. The same thing is happening in the dining car also. Not only is the quality going down, but it is strange that the price is being enhanced. Previously, if you took chicken rice it cost only Re. 1-8; but, now, it has been enhanced to Rs. 2.

Shri S. V. Ramaswamy: The price of chicken has gone up.

Shri Subodh Hansda: The price of chicken has gone down.

If the quality of food had been improved, then, nobody would object to the enhancement of the price. I would request the hon. Minister to see that at least the quality of rice that is served in trains and in railway catering is improved. The quality of food has created some dissatisfaction among the public and the dissatisfaction is more than what it was before. As you are aware the catering in railways was always running at a loss; and if this is the quality of food, then, I apprehend there will be more losses in this department.

I would like to point out one thing in this regard. The rate for standard food is different in different railways. I cannot understand why there is this difference for the same standard of food in different railways. I request

this difference should be removed and equal rates should be fixed in all the railways.

There are fine tracts of land lying beside the railway track in the possession of the railways. Most of these remain uncultivated. They are very good and can produce very good paddy crops. If these lands are leased out to cultivators at least for one year the production of paddy would go up. Not only would the production of paddy go up but some people will also be maintained on these lands. In the South Eastern Railway, particularly in the Kharagpur-Tatanagar section, many people had applied for the lease of these lands but no action has been taken till now. I hope the hon. Minister will look into this.

Yesterday there was a charge of nepotism in regard to the appointment of Schedule Castes and Scheduled Tribes in the railway services. I am not going to speak on that (Interruptions).

An Hon. Member: He has answered that.

Shri Subodh Hansda: But there is nepotism on the other side also. That is what I want to point out. Yesterday the Minister refuted all these charges. But I would like to remind the hon. Minister that when posts are created they are not at all advertised. Even if they are advertised they are advertised only when a few days are left. Naturally the candidates find very little time to apply for these posts.

I personally know that in the railway workshops at Kharagpur and Santragachi when class IV posts are vacant they are not at all advertised; and if at all advertised, that it done only 2 or 3 days before. Naturally, candidates are not available and these posts are not carried over to the next term. In some cases they are filled by non-Scheduled Caste and non-Scheduled Tribe people. I know some cases have been detected in Lillooab

[Shri Subodh Hansda]

workshop. If strong measures are taken, I think, many more cases will be detected.

There was an order of the Railway Board in 1955 regarding the promotion of Scheduled Castes and Scheduled Tribes to selection posts. In this order it was specially mentioned that there should remain some quota for the promotion of Scheduled Castes and Scheduled Tribes to selection posts just as in direct recruitment. But I am surprised that though this circular has been issued to all the railways it has not yet been implemented. Why? I feel it has not been implemented because the Scheduled Castes and Scheduled Tribes would go into the superior services. The authorities are trying to put it in cold storage. Therefore, I earnestly request that at least this order may be implemented immediately.

I want to say one thing more. Summer is fast approaching. The Railway Minister said that provision is being made for the better supply of drinking water at all stations. I appreciate it. But what I want to point out is this. There is provision only for one waterman at a station. He has to serve day and night and from one end of the station to the other. In the Jhargram station there is only one man and he has to serve all trains and from one end to the other, which is physically impossible. Therefore, I would request the hon. Minister to provide at least two watermen at this station.

श्री जगदीश अबस्थी (विस्तौर)

उपाध्यक्ष महोदय, जब से हमारा देश आजाद हुआ है तब से रेलवे प्रशासन के समक्ष बहुत सी समस्यायें रही हैं। प्रमुख रूप से यदि दृष्टिपात किया जाये तो पता चलेगा कि आज रेलवे यात्रियों और रेलवे प्रशासन के समक्ष चार प्रमुख समस्यायें हैं। पहली समस्या तो रेल ट्रूंपटनाओं की है, दूसरी अत्यधिक भीड़ भाड़ की है, तीसरी रेलों के देरी से पहुंचने की और चौथी, रेलों में चोरियों और डर्केटियों की।

माननीय मंत्री जी ने अपनी बजट स्पीच में कहा है और खुशी जाहिर की है कि दुर्घटनायें कुछ कम हुई हैं। यह सत्य हो सकता है। लेकिन जहां एक समस्या कम हुई वहां दूसरी तरफ हम देखें तो पता चलेगा कि चलती हुई गाड़ियों में अत्यधिक चोरियां हुई हैं और डर्केटियां पड़ी हैं और मैं समझता हूं कि इससे बहुत से यात्रियों को काफी नुकसान उठाना पड़ा है। श्रीमन, मैं निवेदन करना चाहता हूं कि मैं स्वयं एक बार जब बम्बई से ४ दिसंबर को आ रहा था फस्ट क्लास के डिब्बे में तो चलती गाड़ी में मेरी शेरवानी चोरी चली गई। जब मुझे मालूम हुआ कि शेरवानी चोरी चली गई है तो रतलाम में मैं ने रिपोर्ट दर्ज कराई जोकि बहुत मुश्किल के साथ लिखी गई। इसके बाद जब मैंने जांच की तो मुझे पता चला कि दोहद और रतलाम के बीच में जो ८० मील का टुकड़ा है वहां पर फॉटियर मेल में कोई पुलिस का कर्मचारी गाड़ी के साथ इस बाते नहीं चलता है कि दो राज्य सरकारों, मध्य प्रदेश और बम्बई के बीच झगड़ा मचा हुआ है कि किस राज्य को पुलिस चले जोकि अभी तक

उपाध्यक्ष महोदय : : तब से आपने शेरवानी पहनना छोड़ दिया है ?

श्री जगदीश अबस्थी : : जी हां, देख लीजिये ।

उपाध्यक्ष महोदय : : तब तो आपको फायदा हुआ है ।

श्री जगदीश अबस्थी : शरीर को बहुत ठंड लगती है और यह बहुत कष्ट में है।

मैं यह कह रहा था कि इसके सम्बन्ध में कोई आगे कार्यवाही की गई है या नहीं, इसका मुझे पता नहीं है और मैं चाहता हूं कि रेल में भी महोदय इस और ध्यान देंगे कि जो बड़ी बड़ी गाड़ियां चलती हैं उन में पुलिस किस राज्य की सरकार की रहे, यही झगड़ा चलता रहे,

वे इसके बारे में आपस में लड़ती रहें और यात्रियों की सुविधा की ओर सामान की रक्षा का कोऽस्यात न किया जाये, यह बहुत ही आपत्तिजनक बात है और ऐसा झगड़ा नहीं होना चाहिए, उसका निपटारा जल्दी होना चाहिए ।

जो रेलों में भीड़भाड़ होती है, उसके सम्बन्ध में कुछ कहना चाहता है । यद्यपि माननीय मंत्री महोदय ने संतोष प्रकट किया है कि पहले की अपेक्षा अब भीड़ कम होती है लेकिन शायद उनको मालूम नहीं है कि तीसरी श्रेणी का यात्री जब टिकिट खरीद लेता है उस के बाद गाड़ी में पहुँचने के लिए उसको कितनी कठिनाई का सामना करना पड़ता है । टिकिट खरीदने के बाद जब वह प्लॉटकार्म पर पहुँचता है तो पहुँच तो गाड़ी के दरी से आने के कारण उसे काफी समय तक इंतजार करना पड़ता है और जब यह इंतजार की घड़ी समाप्त होती है, जब देन आती है तो बहुत ही बेकारी के साथ और बहुत ही मुश्किल के साथ वह देन में घुस पाता है, किसी प्रकार से यह बेकारी का कष्ट समाप्त हुआ और डिब्बे के अन्दर यात्री पहुँचा तब फिर जगह प्राप्त करने के लिए उसे दूसरे यात्रियों से फोजदारी करनी पड़ती है और जब फोजदारी समाप्त होती है और उस में ग्राहक वह जीत जाता है तो फिर वह सीट पर कृष्णा करके जमीदारी कायम कर लेता है । मैं समझता हूँ कि माननीय रेल मंत्री महोदय को स्वयं इस चीज का ज्ञान नहीं है कि आज तृतीय श्रेणी के यात्री को कितना शारीरिक और मानसिक कष्ट होता है, कितनी कठिनाइयों में से उसे गुजरना पड़ता है । क्या रेलवे प्रशासन ने कोऽगारंटी दी है कि तृतीय श्रेणी के लोगों को जब वे टिकिट खरीद लेते हैं तो निश्चित रूप से बैठने और सोने के लिए स्थान दिया जायेगा ? कोई भी इस तरह की गारंटी रेलवे प्रशासन की ओर से नहीं दी गई है ।

हमारे माननीय मंत्री जी ने घोषणा की है कि ५०० मील से अधिक यात्रा करने वालों को हम सोने की सुविधा प्रदान करेंगे । यह बहुत खुशी की बात है । लेकिन मैं उनसे कहना चाहता हूँ कि जहाँ पर आपने ५०० मील से ऊपर सफर करने वालों को यह सुविधा दी है, वहाँ तीन सौ मील सफर करने वालों को यह सुविधा दी है, वहाँ तीन सौ मील सफर करने वालों को भी दें । एक रात्री में सोने की व्यवस्था होनी चाहिए । जो तेज़ से तेज़ ट्रेन भी होती है वह एक रात्री में मुश्किल से ३०० मील ही चल पाती है । इसलिए हमारा उद्देश्य यह होना चाहिए कि रात्री में यात्री के सोने का प्रबन्ध हो । ५०० मील बहुत लम्बी यात्रा होती है । मैं चाहता हूँ कि माननीय मंत्री महोदय बजाय ५०० मील के ३०० मील के लिए सोने की व्यवस्था करें । तीन सौ मील के यात्रियों के लिए तो अवश्य ही सोने की व्यवस्था होनी चाहिए ।

माननीय मंत्री महोदय ने आपने भाषण में कहा है कि रेलों द्वारा माल का जो परिवहन होता है उस पर उन्होंने एक रूपया पीछे पांच नये पैसे प्रभार यानी कर बढ़ा दिया है । एक और आप देखें तो आपको पता चलेगा कि मंत्री महोदय ने स्वयं स्वीकार किया है कि रेल और रोड के बीच होड़ सी चल रही है और उसकी बजह से माल का परिवहन रेलों द्वारा बहुत कम हो रहा है और दूसरी तरफ यह कर बढ़ाया जा रहा है । आपको चाहिए या कि माल परिवहन को अधिक लोकप्रिय बनाने की वृद्धि से आप व्यापारियों को अधिक सुविधायें दें और उनको प्रोत्साहन देते कि वे माल रेलों से भेजें लेकिन आपने ऐसा न करके पांच नये पैसे कर बढ़ा दिया है और आशा व्यक्त की ग़ है कि इससे १४ करोड़ रुपये लाभ होगा । मैं समझता हूँ कि व्यापारी जो कष्ट मनुभव करते हैं उसकी बजह से और कर बढ़ जाने की बजह से आपको माल के परिवहन से आमदानी कम होगी । रेल व्यापारियों को जो सुविधायें नहीं देती हैं उसका एक न्दाहरण मैं आपके

[श्री जगदीश अवस्थी]

सामने रखना चाहता हूँ। कानपुर नगर उत्तर भारत का एक प्रमुख नगर है और बम्बू नगर के वह समान है। यह बहुत बड़ा औद्योगिक नगर है। वहाँ से लाखों मन सामान बाहर पूर्वोत्तर रेलवे से व्यापारियों द्वारा भेजा जाता है। उनके माल को ले जाने की कोई सुविधा कानपुर नगर में व्यापारियों को नहीं दी जाती है। इतना ही नहीं आपने यह भी तय कर रखा है कि २४ घंटे के बाद एक आना प्रति मन के हिसाब से डेमरेज लग जाया करेगा, दो दिन के बाद दो आने और तीन दिन के बाद तीन आने। चूंकि उनको रुपया बैंकों से लेना होता है जिसमें कुछ समय लग जाता है, इसका नतीजा यह होता है कि आम तौर पर प्रत्येक व्यापारी को तीन आने के हिसाब से डेमरेज देना पड़ता है और दूसरी कई प्रकार की कठिनाइयों का अनुभव करना पड़ता है। वैगंज के लिए आपने यह रखा है कि टर्न के हिसाब से मिलती। लेकिन देखने में आता है कि दस घ्यारह नम्बर की टर्न आने पर भी कानपुर नगर में उनको वैगंज मिलते नहीं हैं। मैं एक और बात आपको बतलाता हूँ। कानपुर नगर में भोसावल और नागपुर से राजामुन्दरी की तरफ से बहुत से फल आते हैं। पहले जब गाड़ियाँ कम थीं, छोटी थीं तो तीन दिन के अन्दर नागपुर से कानपुर में फल पहुँच जाते थे लेकिन अब पांच छः दिन लग जाते हैं। इस बजह से भी व्यापारियों की कठिनाइयों में वृद्धि होती जा रही है। मैं चाहता हूँ कि माननीय मंत्री महोदय इस बात पर विचार करें कि आप ने जो पांच नये पैसे प्रभार बढ़ाया है क्या इसको वापिस नहीं लिया जा सकता है और यदि सम्भव हो तो इसे वापिस ले लें। साथ ही साथ माल परिवहन को बढ़ाने की दृष्टि से आप को चाहिए कि माप निश्चित रूप से और भी सुविचारें व्यापारियों को प्रदान करें।

इस के साथ ही साथ मैं निवेदन करना चाहूँगा कि अगर आप चाहते हैं कि हमारे

यहाँ ट्रेन अधिक लोकप्रिय हों और उन में यात्री अधिक चलें तो जैसे आप समय समय पर जब को विशेष उ सव होता है या मेला अथवा एग्जिबिशन होता है तब रियायती टिकट देते हैं, उसी तरह से क्षेत्र टिकट या एक सप्ताह के लिये जो टिकट होते हैं उन को देना चाहिये। देश के आजाद होने के पहले, जब हिन्दुस्तान गुलाम था, तब अंग्रेजों के जमाने में रेलवे प्रशासन की ओर से यात्रियों के लिये बीक एंड टिकट मिला करते थे, लेकिन उन को आप ने बद्द कर दिया। अगर आप चाहते हैं कि आप की रेले अधिक लोकप्रिय हों, और काफी यात्री उन में आयं जायं, तो आप को बीक एंड टिकट फिर जारी करना चाहिये। उस के बाद आप देखेंगे कि यात्रियों का आना जाना बहुत अधिक बढ़ जायेगा।

उपाध्यक्ष महोदय : अभी तो माननीय सदस्य कह रहे थे कि चूंकि रेलों में जगह नहीं मिलती इसलिये जितनी जगह हो उतने ही टिकट दिये जाय। अगर ज्यादा लोकप्रिय बनायेंगे रेलों को तो ओवरक्राउंडिंग होगी।

श्री जगदीश अवस्थी : मंत्री महोदय ने अपने भाषण में कहा है कि हमारे कारखाने बल रहे हैं और वहाँ पर हमारे डब्बे बल रहे हैं। मैं समझता हूँ कि डब्बों के बनने की रपतार तेज होनी चाहिये ताकि अधिक यात्री ले जाये जा सकें।

उपाध्यक्ष महोदय : डब्बे अभी कारखाने में हैं और यहाँ टिकट जारी कर दिये जायें?

श्री जगदीश अवस्थी : मैं एक और बात की तरफ ध्यान आकर्षित करना चाहता हूँ। एक रोज मैं ने इस प्रश्न को उठाया था कि रेलवे बोर्ड ने देश की १२ फर्मों को कार्टैक्ट्स दिये। उन कार्टैक्ट्स में यह था कि जो रेलवे के छोटे मोटे पुर्जे होते

है वे जन्दी बन कर तैयार हों ताकि रेलवे को लाभ पहुँचे । लेकिन जब मैं ने एक प्रश्न किया तो उस के उत्तर में बतलाया गया कि १२ कर्मों में से केवल एक कर्म ने अपना कानपूर किया और ११ कर्मों ने इस संबंध में कोई काम नहीं किया । प्रश्न के उत्तर में यह बताया गया कि यह जो तरीका है वह मन्तोवजनक है, लेकिन जो प्रगति है वह विलक्षण अग्रमनोपजनक है । मैं इस चीज को समझने में असमर्थ हूँ । कानपूर में दो कर्मों को २८, २८ लाख रु० के लेके दिये गये । एक माल का कंटैक्ट था, उस के बाद वह फिर रिन्पु हो गया । माल तैयार नहीं हो पाता है, और इस प्रकार सारे देश में जो ११, १२ कर्मों को लेके दिये गये वह दाईं करोड़ रु० के लेके थे । मैं जानना चाहता हूँ कि इन कर्मों के, जिन में क्षमता नहीं है, लेके क्यों रिन्पु किये जाते हैं और जो आप का पवित्र सेक्टर है, चितरंजन में, वहां क्यों काम नहीं किया जाता ।

यह कहा जाता है कि विद्यार्थीगण अधिकांश जंजीरों लौचते हैं, वे अनुशासन-विहीन लोग हैं । यद्यपि रेलवे मंत्रालय ने उन लोगों पर नियंत्रण रखने के लिये कुछ शिक्षा संस्थाओं में इन्स्पेक्टर नियुक्त किये हैं, उन को टिकट दिये जाते हैं । लेकिन वह अपर्याप्त हैं । आज जो शिक्षा के लिये प्रयास हो रहा है उस में रेलवे को भी अपना योगदान देना चाहिये । जो बड़े बड़े नगर हैं देश के उन में शिक्षा संस्थायें जेजी से बढ़ रही हैं, लेकिन उन में विद्यार्थियों के रहने के लिये स्थान नहीं है और नगरों के आस पास से हजारों विद्यार्थी आते हैं । उन विद्यार्थियों को अधिक मुविधा दी जाये । आप ने कुछ कंसेशन टिकट दिये हैं, मैं चाहूँगा कि आप और अधिक कंसेशन टिकट दें, ताकि विद्यार्थियों की मनोवृत्ति टिकट लेने की ओर बढ़े और वे अपनी शिक्षा को ठीक से ग्रहण कर सकें ।

अभी सदन में बहुत विचार विमर्श हुआ कि आप ने जो स्लीपिंग कोचेज हावड़ा

से दिल्ली के बीच में और दूसरी जगहों पर लगाए हैं, उन में आप ने जो तीन टायर्स को बना रखती हैं, उन में बहुत कष्ट यात्रियों को होता है । मैं ने आज सुबह समाचार-पत्र में पढ़ा कि हमारे मंत्री जी ने कहा कि जो तीन टायर की कोचेज बना गई है, उस का अर्थ यह है कि यात्रियों को ऊपर सांते और बैठने की सुविधा मिले । मैं इस सम्बन्ध में केवल यह निवेदन करूँगा कि हिन्दुस्तान के जो आदमी हैं उन का साइज ५ फीट, १० इंच है । हमारे मंत्री महोदय खुद उस में बैठ कर देख ले । यहां से बैठ कर पटना तक पहुँच जाय तो फिर अपना अनुभव बताये कि कितना कष्ट होता है ।

एक माननीय सदस्य : वे जायेंगे तो आपस नहीं आयेंगे ।

श्री जगद्वीश अवस्थी : मैं आप को उदाहरण दूँ । इटावा जिले में एक डिप्टी कलेक्टर साहब थे । उन के पिता जी जब यात्रा कर रहे थे तो जनता एक्सप्रेस से कानपूर पहुँचे । रात के दो बजे थे । एक दम से वह उठे तो ऊपर से सिर में टक्कर लगी । और एक हफ्ते बाद उन की मृत्यु हो गई । इतना अपार कष्ट होता है जो अवित उस में यात्रा करता है उस को । मैं चाहूँगा कि तीन टायर की बोगियों को तुरन्त दो टायर का कर दिया जाय और अगर नहीं करना है तो उन्हें सिक्किम या भूटान भेज दिया जाय जहां के लोग छोटे होते हैं । हिन्दुस्तान में रख कर इस प्रकार से लोगों को कष्ट दिया जाय यह मैं मममता हूँ कि अनुचित बात है ।

अन्त में मैं निवेदन करूँगा कि जिस क्षेत्र से मैं आता हूँ, अर्थात् कानपूर, वहां से मध्य रेलवे पर जांसी को जो लाइन जाती है उस के बीच में एक स्थान है बिलौर, जहां बहुत पहले स्टेशन था, वहां पर ग्रामीण ने कई आवेदन पत्र भी दिये, लेकिन ग्रामीण तक कोई स्टेशन वहां पर नहीं बनाया गया ।

[श्री जगदीश अवस्थी]

कभी कभी १००, ५० गांवों के यात्री वहां पर जाते हैं, इसलिये वे अक्सर वहां जंजीर बींचते हैं और लोगों को परेशानी होती है। मैं समझता हूँ कि अगर आप वहां पर एक स्टेशन बना दें तो वहां के लोगों को बड़ी सुविधा होगी। इसी प्रकार से पूर्वोत्तर झंत्र में एक स्थान घौरसलार पड़ता है, जहां पर स्टेशन बनाने के लिये चार पांच बर्ष पूर्व जांच हुई थी, लेकिन पता नहीं उस के बाद क्या हुआ। यह दो स्टेशन पूर्वोत्तर रेलवे में और मध्य रेलवे में आइ बना दें और लोगों की आवश्यकता को पूरा कर दें तो वहां जाने वाले यात्रियों को और वहां के निवासियों को बहुत लाभ हो सकेगा।

Shri D. C. Sharma: Sir, I rise to a point of order. Is the hon. Deputy Minister following the Hindi speech of the hon. Member?

Mr. Deputy-Speaker: The hon. Member speaking has no grievance. He does not complain. The hon. Deputy Minister is following the speech all right. What right has the hon. Member to raise this point?

Shri Khushwaqt Rai (Kheri): Sir, I rise to another point of order. Can any objection be made to a speech being made in Hindi in this House?

Mr. Deputy-Speaker: No, no; he does not say that. Perhaps, the hon. Member means that the other Ministers who can follow Hindi must also be present here.

श्री जगदीश अवस्थी : श्री शर्मा ने जो व्यवस्था का प्रश्न उठाया, वह मेरे मंत्रालय में पहले से था, लेकिन मैं अनुभव कर रहा था कि मंत्री महोदय को महाराष्ट्र में रहा है।

अब मैं एक बहुत महत्वपूर्ण बात कह रहा हूँ और वह रेलवे नामन के सम्बन्ध

में। हम ने रेलवे बजट भाषण में पढ़ा कि रेलवे पर बहुत खर्च बढ़ रहा है। मैं सुझाव देना चाहूँगा कि जो आप का रेलवे मंत्रालय है, रेलवे बोर्ड है, आप के जी० एम० के आफिसेज हैं, डी० एस० आफिसेज हैं, इन सब को कोआर्डिनेट कर देना चाहिये। इस से खर्च काफी बच सकता है। जो आप के जी० एम० के आफिसेज हैं उन को तोड़ भी दें तो भी रेलवे के काम का कोई नुकसान नहीं होगा और काफी पैसा बच सकता है। इस प्रकार कर देने से समय की बचत भी होगी और धन की बचत भी होगी।

श्री भ० बी० मिश्र (केसरगंज) : उपर्युक्त महोदय, रेलवे मंत्रालय पर अपने विचार प्रकट करते हुए हर तरह से सभी दिशाओं में सन्तोष व्यक्त किया गया है, और यह एक सर्वजिदित बात है कि रेलवे ने अपने विभाग में काफी प्रगति की है। स्टेशनों में काफी सुधार हुआ है, रेलें लंबी, उन में पानी की सुविधायें दी गईं, वहां और प्रकार की सुविधायें दी गईं, हर तरह में रोज ब रोज बहुत उन्नतिशील कदम रेलवे मंत्रालय के द्वारा उठाये जा रहे हैं। किन्तु मुझे लेद के साथ कहना पड़ता है कि एक पंडित जी ने एक राजा से कहा :

“राजन् कनक धारामि: त्वयि सर्वन्त्र वर्षति ।
अभाय्यच्छ्रुतसंध्रेमयि नायान्ति विन्दवः ॥”

पर्याप्त आप की स्वर्ण की वर्षा सब जगह होती है, लेकिन अभाय्य का छ्वत मेरे ऊपर आया हुआ है, इसलिये मेरे ऊपर उस की एक बूद्ध भी नहीं पड़ रही है। वास्तव में वही बात मैं रेलवे मंत्रालय को बतलाना चाहता हूँ कि जांच लाइनों की तरफ कोई भी व्याप मध्य भी तक हमारे रेलवे मंत्रालय का नहीं गया। अगर हमारे रेलवे मंत्रालय के मंत्री जी स्वयम् या उपमंत्री या कोई भी ऐसा विशिष्ट कर्मचारी उन लाइनों पर जा कर देलें तो मैं यह कहूँगा कि उसे मालूम

होगा कि वहां पर १६वीं सदी का भी प्रवेश नहीं हुआ है, प्रभी तक वहां पूर्ण रूप से १८वीं सदी काम कर रही है। पूर्वोत्तर रेलवे पर जो गोड़ा से बहराइच या नानपारा से कौतीनी-घाट को रेल जाती है प्रथम शाहजंग से बलिया को जो लाइन जाती है, उन पर के स्टेशनों को अगर आप देखने की कृपा करें तो आप को पता चलेगा कि जो चतुर्थ प्रेणी के रेलवे कर्मचारी हैं उन के ब्वार्ट्स से भी बदतर रेलवे स्टेशन हैं। वहां पर खड़े होने तक की जगह नहीं है। इन पर ऐसे ऐसे स्टेशन हैं जहां से लालों रूपों के सामान का प्रायात और निर्यात होता है। लेकिन वहां पर २५ आदमियों के खड़े होने की भी जगह नहीं है। अगर किसी बदल जरा सा पानी आ जाय तो मुसाफिरों की बात तो अलग रही, रेलवे स्टेशन का कोई आदमी भी वहां घुस कर भानी गुजर नहीं कर सकता।

इसी के साथ साथ वहां पर यदि आप देखें तो पायेंगे कि फर्टन्कलास तक के डिब्बों की यह हालत है कि उन की लिड़कियां बन्द नहीं होती और दरवाजे ठीक से बन्द नहीं होते। बाकी गढ़ीयां जो हैं उन के प्रस्तर पूरे नहीं हैं, सीट का आधा तिहाई अस्तर नदारद रहता है और गढ़ीयों के अन्दर से जटा दिलाई देती है। बरेली से पीलीभीत की लाइन पर चूंकि फर्टन्कलास की लिड़कियां बन्द नहीं हो पाती हैं और यह फागुन में होली की बजह से लड़के लोग बराबर उन लिड़कियों में से गोबर कीचड़ और ईंट बैरह फैका करते हैं और उस की भी रोक-धाम प्रभी तक रेलवे की तरफ से नहीं की जाई। इस के बारे में लिखा गया कि अगर इस चीज की रोकधाम नहीं की जायेगी तो एक तो लिड़कियों के शीश बैरह ईंटे छूकने से टूट जायेंगे और जोकि आम तौर पर टूट जाते हैं और दूसरे अन्दर बैठे यात्रियों को चोटे लगेंगी शीशे और ईंटों की बजह से और इस तरह लोग घायल भी हो जायेंगे।

है। नानपारा से कतरनियाघाट तक जितने भी स्टेशन्स हैं उन की बुरी हालत है। उन में खड़े होने का कोई स्थान नहीं है, न वहां पर कोई किसी प्रकार का रक्षण देने का उपाय है, मुसाफिरोंने तो कर्त्ता नहीं है। बरसात में बिछिया स्टेशन तक गाड़ी जाती है और आगे जाने के लिये इसलिये बन्द कर दी जाती है कि एक साधारण नाला पड़ता है, उस नाले पर एक छोटा सा पुल बनाने से लोगों को कतरनियाघाट तक जाने में सहायत हो सकती है। इसलिए उत्तरीनियाघाट पर एक छोटा सा पुल बनाने से यह प्रसुविधा दूर हो सकती है। प्रभी बरसात में बिछिया स्टेशन से आगे केवल इंजन और एक डिब्बा डाक के लिए जाते हैं लेकिन बाकी यात्रियों को यह सुविधा नहीं दी जाती है। इस का नतीजा यह है कि अगर आप अचानक वहां पर दौरा करें तो आप को पता चल जायेंगे कि वहां पर कितना भ्रष्टाचार होता है। वहां के गाड़सं और वहां के कर्मचारी उन यात्रियों से दूना और तिगुना दाम ले कर डाक ले जाने वाले डिब्बे में बैठा लेते हैं और जा कर कतरनियाघाट में उतार देते हैं। अब ऐसी चीजों की तरफ आप का ध्यान जाना चाहिये कि एक साधारण सा पुल बना देने से जनता को कितनी सहायत मिल सकती है। अब वह जंगल का एरिया है और जंगल के एरिया में अगर यात्री उतार दिये जाते हैं तो हर बदल बदला उन के सामने रहता है। इसलिये इस सुविधा की तरफ आप को ध्यान देना चाहिये।

दूसरे इस नाईन पर प्रायः पानी पिलाने की कोई व्यवस्था नहीं है। अन्य जगहों पर मैं देखता हूं कि मुसाफिरों को पानी पिलाने का इंतजाम रहता है और मिट्टी तक उन के हाथ धोने के लिये रक्ष दी गई है लेकिन यह बांच लाइनें उन सुविधाओं से बिलकुल रहत हैं और उन सुविधाओं को प्रदान करने के बास्ते किसी प्रकार क-

[श्री भ० दी० मिश्र]

कोई ध्यान नहीं दिया जा रहा है। खास तौर से मैं आप का ध्यान नानपारा से कतर-नियाघाट, बहराइच से नानपारा और शाह-गंज से बलिया तक जो लाइन जाती है उस की तरफ दिलाना चाहता हूँ।

जहाँ तक विजली और पंखों का सबाल है मैं समझता हूँ कि वहाँ विजली और पंख लगे तो ज़रूर हैं लेकिन वह काम करें या न करें यह अलग बात है। मैं तो स्वयं बड़े आश्चर्य में रहता हूँ कि जिस समय मैं गोंडा से बहराइच को चलता हूँ तो जब गाड़ी चलने को होती है तो कुछ लोग आ कर ढुक ठुक करते रहते हैं और पता नहीं क्या जानूँ करते हैं कि उस समय तो विजली भी जल जाती है और पंखा भी चलने लगता है लेकिन जैसे ही गाड़ी स्टेशन पार हुई कि विजली भी गायब और पंखा चलना भी बन्द। इस के लिए मैं उत्तर प्रदेश के एक माननीय मंत्री का सबूत दे सकता हूँ कि उन की गाड़ी में भी विजली नहीं रही और पंखा नहीं चला। जबकि रेलवे ने सब और मेनलाइंस में काफी प्रगति की है तो रेलवे मंत्रालय को बांच लाइनों की तरफ भी देखना चाहिए। अगर उस तरफ आप समझते हों कि गरीब ज्यादा बसते हैं तो मौजूदा गवर्नमेंट का ध्यान तो गरीबों की तरफ अधिक से अधिक जाना चाहिये और इसलिये उस की किसी तरह से भी उपेक्षा नहीं होनी चाहिये।

इस के साथ ही साथ आप को मालूम है कि कतरनियाघाट और कौड़ियाला, जोकि लखीमपुर जिले में पड़ता है और कतरनियाघाट बहराइच में पड़ता है इन दोनों के बीच में केवल ६ मील का अन्तर है वह एक पुल बना देने से सीधी गाड़ी बहराइच से लखीमपुर जा सकती है। उस ६ मील में दो नदियाँ हैं एक गेरुहा और दूसरी धाघरा इन दोनों को मिला कर केवल एक पुल बनाने से अधिक से अधिक लाभ हो सकता है। बहराइच से लखीमपुर होते हुए सीधे

दिल्ली तथा अन्य स्थानों को, इधर उधर यात्रा कर सकते हैं। आजकल बहराइच से गोंडा और गोंडा से बाराबंकी, लखनऊ जायें और फिर लखनऊ से सीतापुर आयें और सीतापुर से लखीमपुर आया जाता है। इसलिये इस ओर रेलवे मंत्रालय का प्रबल्य ध्यान जाना चाहिये। एक बहुत छोटा सा प्रयास है और इस छोटे से प्रयास के द्वारा हम जनता को अधिक से अधिक सुविधा दे सकते हैं।

इस के साथ ही साथ मैं आप से यह भी निवेदन करना चाहूँगा कि जखलरोड से बहराइच होते हुए भिनगा और मुहेलवा जंगल तक एक रेलवे लाइन बिछाने के हेतु रेलवे द्वारा सर्वे हो चुका है। यह लाइन अगर निकाली जाय और आगे जा कर वह यदि गोरखपुर में जोड़ दी जाय तो रेलवे विभाग को दोनों दृष्टि से लाभ होगा। वहाँ से कच्चा माल (बनकस) और लकड़ी इतनी ज्यादा आती है कि रेलवे विभाग को अधिक से अधिक लाभ हो सकता है। साथ ही जनता को भी यात्रा की दृष्टि से अधिक से अधिक सुविधा पहुँचाई जा सकती है। मैं यह निवेदन करूँगा कि अब द्वितीय पंचवर्षीय योजना आप की समाप्त होने जा रही है, अब अगर उस लाइन पर काम शुरू किया जाय और तृतीय पंचवर्षीय योजना में जखलरोड से बहराइच होते हुए भिनगा और मुहेलवा जंगल तक यदि यह लाइन निकाल दी जाय तो जनता की दृष्टि से और रेलवे विभाग दोनों की दृष्टि से श्रेष्ठकर होगा और यह लाइन अधिक से अधिक उपयोगी सिद्ध होगी।

एक बात में और निवेदन करना चाहता हूँ कि हमारे रेलवे मंत्रालय ने एक बात ऐसी कर दी है कि जिससे पहले रेलों में जो दुर्घटनाएं आदि हो जाया करती थीं, उनमें इससे काफी रोकथाम होगी। रेलवे विभाग ने जगह जगह पर गाड़ियों में सीखके लगा दिये हैं।

जनाने डिब्बों में, फस्ट क्लास में और सेकंड क्लास में भी यह सीखें लगा दिये गये हैं और यह ठीक ही किया गया है क्योंकि अब उनके अन्दर सीखें लगे होने के कारण बदमाश और उच्चके बर्गरह नहीं घुम सकते और अगर वे अन्दर से अपने डिब्बे बद कर ने तो एक तरह से सुरक्षित हो जाते हैं लेकिन मैंने स्वयं देखा जबकि मैं अभी अभी रामेश्वरम में पुरी की तरफ जा रहा था, संयोगवश गत तो बक्से में अकेला फस्ट क्लास में रह गया हालांकि मैंने डिब्बा तो अन्दर से बन्द कर लिया था लेकिन पालाने की तरफ जाकर जब मैंने देखा तो पाया कि उस तरफ से कोई भी आकर आधात करना चाहे तो कर सकता है। इसलिये मेरा यह विशेष सुझाव है कि पालाने में भी बाहर से कोई पैसिजर द्वारा सिटकनी लगा कर पालाना बाहर से बन्द जाने की व्यवस्था होनी चाहिये। ऐसा होने से यादी पुरुष अथवा महिला जबकि स्लास तौर से अकेले ही फस्ट या सेकंड क्लास में यात्रा कर रहे हों, तो उनकी रक्खा हो जायेगी अन्यथा डिब्बा बन्द कर लेने पर भी पालाने की तरफ से कोई भी बदमाश आकर उन पर चोट कर सकता है। इसलिये पालाने को बाहर से सिटकनी द्वारा बन्द करने की व्यवस्था की जानी चाहिये।

इसके अलावा जिस तरीके से बड़ी जांच की जाती है उसे तो कोई से मैं यह चाहूंगा कि यापकों पूर्वोत्तर रेलवे में भी इस तरह की बड़ी लाइन जारी करनी चाहिये और यद्युपि बड़ी लाइन अगर आप इस तरह से करे जैसे कि बरौनी जंक्शन से उस तरफ को हूँ, उस तरीके से अगर फैजाबाद से नैपाल लोहांग तक ले जाय, फैजाबाद से गोडा होते हुए बहराहच होते हुए नैपाल गाड़ी ले जाय, एक बड़ी लाइन इस तरह से जारी कर दी जाय तो इससे यात्रियों को बहुत सुविधा हो सकती है और माल भेजने में भी सुविधा हो सकती है।

माल दोने की व्यवस्था के सम्बन्ध में मैंने यह निवेदन करना है कि इस समय रेलवे विभाग और प्राइवेट ट्रकों के बीच में होड़ लगी हुई है और आज यह हालत हो रही है कि बहराहच से कानपुर में जो माल आ रहा है वह तकरीबन ८५ और ६० फी सदी ट्रकों से आता है। रेलों से माल लाना लोगों ने बन्द कर दिया है। एक तो यह डर रहता है कि रेलों में माल सही सलामत पूरा मिले या नहीं, माल के कटने का सदा डर बना रहता है और दूसरे देर भी होती है। इसलिये बजाय इसके कि आप माल भाड़ की दर में ५ प्रतिशत की वृद्धि करते और विशेष कर जब कि आपके आंकड़े यह बता रहे हैं कि रेलों से माल कम जाता है और ट्रकों से ज्यादा जाता है, भाड़ा बढ़ाने की अपेक्षा आपको तो किराया इस समय कम करना चाहिये था। और कम करके उस होड़ में रेलवे को मुकाबले में लाना चाहिये। रेलवे विभाग गाढ़ोय सम्पत्ति है और इसकी आमदनी उत्तरोत्तर बढ़नी चाहिये और इससे हिन्दुस्तान में रहते वासे प्रत्येक व्यक्ति को सुविधा मिलनी चाहिये।

यहाँ भट्टाचार की बात कही गयी कि करपान बहुत है, चोरी बहुत होती है। इसकी आपको धर्षक से धर्षक देखरेख करने की आवश्यकता है। और मैं तो कहूंगा कि इसमें अगर आपका गुप्तचर विभाग कुछ काम करने लगे तो अच्छा हो। मैं आपको इस सम्बन्ध में एक उदाहरण देना चाहता हूँ। एक चोरी होगयी कूकि वह व्यक्ति कुछ रेलवे से सम्बन्धित थे, उहोंने सूचना दी और सूचना पाते ही दो तीन पंटे के प्रयास में वह चोरी मिल गयी। जहां पर जानवर चढ़ाये जाते थे वहाँ पर बक्से दबा मिल गया। तो कहने का अभिप्राय यह है कि पगर गुप्तचर विभाग द्वारा इस बात को देखने की कोशिश की जाएगी कि ये जो चोरियां होती रहती हैं इनमें कहाँ तक हमारे विभाग के कर्मचारियों का हाथ है, जाना जो मकेंगा और हम उस चीज़ को रोक सकेंगे।

[स्त्री भ० दी० मिश्र]

श्रौ० उस दशा में जो रेलवे में ये चारियां की घटनाएं होती रहती हैं ये अधिक में अधिक कम हो सकेंगी।

इन दबदों के माथ में किर आपका ध्यान जो बातें मैंने कहीं हैं उनकी और आकृपित करता हूँ और रेलवे विभाग को जो उसने प्रगति की है और जो यात्रियों के लिए सुविधा की व्यवस्था की है उसके लिए धन्यवाद देता हूँ।

Mr. Deputy-Speaker: I have to inform the hon. Members that the House will sit today up to 5.30 P.M. for this discussion and then take up the half-an-hour discussion. I would request the hon. Minister to begin his reply at 4.45. He is likely to take about 45 minutes. So, hon. Members might adjust their programmes accordingly.

Shri B. C. Mullick (Kendrapara—Reserved—Sch. Castes): Mr. Deputy-Speaker, Sir, I am glad that the hon. Minister has been paying active attention to the recruitment of Scheduled Castes and Scheduled Tribes in the railways. His feeling yesterday in the House indicated the amount of sincerity in this direction. But the same spirit should be observed by the members of the Railway Board. In many cases, Scheduled Caste and Scheduled Tribe candidates cannot apply for service due to lack of advertisement in the regional languages. I know that in my State of Orissa, the news items is rarely advertised in daily Oriya newspapers. Whenever I tour in my constituency, many young scheduled caste people meet me for service in the railways. I find it very difficult to tell them about the vacancies as we, Members of Parliament, are not supplied information by the Railway Board. Steps should be taken to supply earlier information regarding the vacancies to the Members of Parliament, particularly those representing Scheduled Castes and Scheduled Tribes.

Regarding railway land, as my hon. friend Shri Hansda said, I am aware that large acres of railway land are lying idle. When there is the slogan for more production of food, it is improper to keep the land uncultivated. These lands should be leased out to the poor landless Harijans for cultivation.

Transport problem is a great problem on which the efficient implementation of Five Year Plans depends. Every part of the country should be touched with railway lines. The need to develop backward States like Orissa and Assam should not be further neglected. Orissa possesses enough mineral resources, but they are not properly utilised due to lack of transport facilities. Top priority should be given to the backward States in regard to construction of new lines.

I would suggest that a new line from Sukinda mines to Paradip port via Kendrapara should be constructed soon for the quick development of the Paradip port.

Regarding overcrowding, many hon. Members have already spoken about it. I regret that the problem of overcrowding is not eliminated. I have seen the horrible picture at Howrah in the Janata Express for south via Cuttack. Passengers were thrown into the compartments through the windows. Due to this overcrowding, a large number of pick-pocketing cases occur. The trains for Orissa are always full of rush. To overcome this overcrowding, one additional train should be introduced from Howrah to Puri and some more compartments should be attached to the existing trains.

Coming to lighting conditions, the lighting condition in small stations on the S. E. Railway in Orissa is very deplorable. In stations like Hardaspur, the lights provided are very insufficient. The light is so dim that it is very difficult to sit peacefully in the night till the train arrives. Then, I do not know why waiting halls are not provided with lavatories. Steps should

be taken to provide lavatories in all waiting halls.

I do not understand why there is delay in establishing a divisional headquarters at Khurda in Orissa. I request the hon. Minister to take more sincere steps to establish a divisional headquarters at Khurda as soon as possible.

I do not understand why the remodelling works of the Cuttack and Bhubaneswar stations are getting delayed. Proper steps should be taken to expedite the remodelling works at these stations.

There is a great necessity of constructing an overbridge at Jajpur Keonjhar Road from the platform to the goods shed. The water-supply scheme at Jajpur Keonjhar should function soon. Electricity should be provided at Jajpur station as soon as possible.

Shri Narasimhan (Krishnagiri): Sir, the peculiar feature which is noticed during the budget speech of the hon. Minister, as pointed out in the speeches of some other hon. Members is that the question of new lines has been completely by-passed. The hon. Minister said there were no major accidents, everything was efficiently done, etc. But it is not a satisfactory thing, really speaking, that an important matter like this should be completely by-passed. In previous budget speeches, there was some indication or other about some new line or other. All hon. Members were waiting eagerly to hear some announcement or other. But this time the hon. Minister simply left it to the Planning Commission, by saying that everything was in the melting pot and the Planning Commission had to decide. This is really not a desirable attitude on the part of a big department of Government like the railways, with a thousand and odd crores of rupees of capital, with the big Railway Board, a machinery calling themselves experts. They must really have a plan and they must influence the Planning Commission about their demands. They

should not really surrender like this to the Planning Commission.

The House should have the benefit of the advice of the Railway Board and the Railway Ministry on these matters during budget time. This kind of taking away of the responsibility of Parliament and individual Members, opportunity during budget time and avoiding discussion on a big issue is not really desirable. Particularly, this should not apply in the case of railway lines dismantled sometime or other and which deserve to be restored. New lines may be a different question, but restoration is an important matter. Pandit Thakur Das Bhargava was saying that backward areas should be treated with the same sympathy as scheduled castes. If those areas have to be treated like scheduled castes, dismantled lines have to be treated as scheduled tribes. They also deserve special treatment. In my district, 100 miles of railway line were removed during the second World War. The first and second Five Year Plans have gone and the third Plan is in the offing, but we have not heard about the restoration of those lines. The first and second World Wars are over and the third World War is threatening to take place, but we are trying to avoid it. 100 miles of railway line in my district were dismantled, but no action is yet taken. The Minister says in his budget speech, "I have left to the Planning Commission". This is very disappointing and very unfair; I am really surprised at the lack of perspective in these matters. Near this particular area, there is a lignite project. A bauxite project in Salem is coming and magnesite industry is developing to a very high degree. With the development of the steel industry in the country, refractory industry is developing by leaps and bounds. There are many other projects in the offing projects—lignite is to be used for the steel project and the briquettes are likely to be used for iron ore in Bangalore—it is really surprising that instead of taking a perspective look.

[Shri Narasimhan]

the Railway Ministry is taking a myopic look. I am sorry to note this. I hope at some time or other, better counsels will prevail.

There was so much talk about over-crowding. The Railway Administration has given priority to goods traffic, but passenger traffic is more or less ignored. In my opinion, the real solution is to have longer trains. Otherwise, the line capacity does not permit more trains. To have longer trains, they must have better locomotives. There is no use telling that "We are self-sufficient in locomotives and are even in a position to export". Really speaking, when we need more powerful locomotives to drag longer trains, our efforts should be to produce such locomotives and not to be satisfied with self-sufficiency in some kind of locomotives which are inadequate for the demands of the day. While the Planning Commission is being referred to for not constructing new lines in our area, we find that actually new lines are taken up and metre-gauge lines are converted into broad-gauge lines. I am not complaining about the constructions but I may say for a fact that even in areas whether iron ore and steel industry are not developing, even in those areas metre-gauge lines are converted into broad gauge lines and some lines are being doubled. So, my request is that the same sympathetic approach should be given to the other areas also. Merely quoting the Planning Commission will not be proper. I do not know whether in those cases the Planning Commission was consulted. If, in fact, the Planning Commission was by-passed or ignored in those cases, then really it is not clear to me how it can be quoted in other cases.

Then I come to the question of railroad competition which is not the problem of only the railways or of the roads. It is the problem of meeting the transport requirements of the country. In that connection, I would say that the construction of over-bridges and under bridges should be

treated as a national problem. Both the Transport Ministry and the Railway Ministry should set apart a big sum, say, Rs. 50 crores, and see that proper over and under bridges are constructed in important junctions where the railways and national highways meet. I know that in many States there are several points in the national highways, particularly on the route from the north to south, where there are no over-bridges. There is heavy traffic, both passenger and vehicular, in that route and for want of over-bridges lorries and trucks have to wait the whole night on both sides of the railway line at the level crossing because the gate-keeper will not open the gate in the night for fear of accidents. Because of that, the road transport capacity is adversely affected.

When we talk about railway line capacity we forget the fact that both road and rail capacity are needed for the country. Without roads, the goods will not reach the railway station to be carried by the train. At the receiving end also the roads have to carry the goods to the countryside. So, we should give the same treatment to both. My earnest request in this regard is that a good sum should be set apart, funds should be created and the problem should be boldly faced.

Then, a better national policy should be evolved and the coal price should be made uniform throughout the country. There is no use having different coal policies in different areas. There should be a national coal policy throughout India.

Lastly, I will make a local request. The Southern Railways will do well to run a tri-composite train by the metre-gauge route from Madras to the other end of Salem. In the broad-gauge route, via Jolarpet, there is a lot of crowd as trains are going to places such as Ooty. So, it is very necessary that the Salem people should be diverted by the metre-gauge. An equal distance metre gauge route is available. Therefore, I would recommend to the

Railway Board to run a tri-composite metre-gauge train from Madras Egmore to Salem junction.

श्री रघुनाथ सिंह (वाराणसी) : उपाध्यक्ष महोदय, मुझे सिंह दो तीन सजेस्थान्त देने हैं। पहला यह है कि कलकत्ता से दिल्ली प्राने बाली ट्रेन, अपर इण्डिय, यहां पर ११ बजे पहुंचती है। पालियामेंट के जो भेज्वर बिहार और यू० पी० से आते हैं, उनको बड़ी दिक्कत होती है। मेरी इस्तदुमा है कि अगर यह ट्रेन आधा घण्टा पेश्तर आ जाये, तो कम में कम दो मूर्बों के लोगों को पालियामेंट अटेंड करने के लिये महसिलियत हो जायगी।

जो डीलक्स ट्रेन है, वह हफ्ते में दो दिन जाती है। अगर उसमें एक फार्ट बनास की बोरी जोड़ दी जाये, तो पालियामेंट के भेज्वरों को सुविधा हो जायगी और सुविधा इसलिये हो जायगी कि सबेरे हम लोग बिहार पहुंच मंकते हैं और इस्टन यू० पी० में भी सबेरे जा मंकते हैं।

कम से कम तीन चार दफा में यहां पर कह चुका हूँ कि यह बनारस की डिमांड है और द्यूर्निमस डिमाण्ड है और वहां के बोर्ड की भी डिमाण्ड है कि बाबतपुर और लालिसपुर के बीच में एक फ्लैग स्टेशन या हाल्ट स्टेशन होना चाहिये। यह बनारस का एक सबर्ब है। तीन चार बरस से उसकी एन्वायरी हो रही है। कनसल्टेंटिव कमेटी में भी हमने इस बारे में कहा, लेकिन कोई ध्यान नहीं दिया जा रहा है। उस तरफ ध्यान दिया जाना चाहिए, क्योंकि जौनपुर की लाइन डबल लाइन हो रही है। वह बड़ी इम्पारेंट लाइन है और इस लिये कम से कम छः मील बीच में एक फ्लैग स्टेशन या हाल्ट स्टेशन होना चाहिये। चूँकि यह सबर्ब है, इसलिए इसकी मांग की जा रही है।

ग्राण्ड ट्रूक एक्स्प्रेस जो जाती है, तो उसका काशी, अयोध्या और लखनऊ से कोई कनेक्शन नहीं है। काशी एक्स्प्रेस में एक

डिब्बा जोड़ दिया जाये, जो काशी और इलाहाबाद के यात्रियों को लेकर इटार्मी तक जाये और वहां पर उस डिब्बे को यांड ट्रूक एक्स्प्रेस में जोड़ दिया जाये। इससे साउथ और नार्थ में एक प्रकार से सम्बन्ध हो जाता है। साउथ इण्डिया के जो यात्री उत्तर में आते हैं, उनके अयोध्या, काशी और प्रयाग जाने की सुविधा हो जायगी।

बड़ी कोशिश के: बाद, तीन चार बरस पालियामेंट में बोलने के बाद बड़ी मेहरबानी की गई और चौकण्डी और लोहता के बीच में एक फ्लैग स्टेशन स्टार्ट किया गया। पहले इस ने बिश्व बड़ा आबजैक्शन किया गया था। यद्य सौ से ज्यादा आदमी उस फ्लैग स्टेशन से जा रहे हैं। वहां पर चलने वाली दो लोकल ट्रेन्ज में से एक को तो वहां पर लड़ा किया जाता है, लेकिन दूसरी को लड़ा नहीं किया जाता है। मेरी इस्तदुमा यह है कि इन दोनों लोकल ट्रेन्ज को वहां पर लड़ा किया जाये, ताकि यात्री लोग जा सकें, तो रेलवे मन्त्रालय को ही कायदा होगा।

मजमेर के: उस में जाने वाले करीब एक लाख यात्री दिल्ली में रह गए और वे मजमेर नहीं जा सके। यह हमारी रेलवे का नुकसान हुमा। बिहार और यू० पी० से बहुत से यात्री दिल्ली आए थे। उनको ट्रूट की सुविधा नहीं दी गई, तो उनमें से कोई कोई बेचारा ट्रूट में गया, कोई बस में गया। किर भी एक लाख यात्री रह गए। जब इस प्रकार की असुविधा लास करके एक ऐसी जाति की होती है, जो कि एक माइनरिटी जाति है, तो हम को उसकी तरफ अधिक ध्यान देना चाहिये और उनको सुविधा देनी चाहिये आशा है कि आगामी वर्ष में रेलवे की तरफ से अधिक सुविधा दी जायगी और इसमें रेलवे मन्त्रालय का ही कायदा है। जो लालों यात्री वहां जाने हैं, उनमें रेलवे को आमदानी हो सकती है। इसलिये मेरी आखिरी इस्तदुमा यह है कि मजमेर के यात्रियों के लिये अधिक में प्रचिक सुविधा दी जाये।

श्रीमती लक्ष्मीबाई (विकारावाद) :

उपाध्यक्ष महोदय, मूँग को दो मिनट मिलने चाहिये।

Shri M. R. Krishna (Karimnagar-Reserved-Sch. Castes): Mr. Deputy-Speaker, after seeing the reports submitted by the Railway Ministry to this House and hearing the speech of the Railway Minister one will not either begin or end his speech without congratulating the Railway Ministry for the work it has done during this period of one year.

15 hrs.

The hon. Minister while replying to the debate yesterday mentioned about rest houses provided for Class IV employees of the Railways. When the report of the Pay Commission was discussed in this House and when a lot was said about holidays, I tried to find out as to how holidays were spent in various other countries. My grievance was that the Government, though they extend a lot of holidays to the Central Government employees, do not generally provide them the places where they can spend very well these holidays and the result is that most of the employees waste their hard-earned holidays. Railway Ministry is the first to provide holiday homes in Kashmir and other places of interest. Since the Railway employees have the facility of travelling, holiday homes were a necessity. If they are fully utilised by the Class IV employees, I think it would be very much appreciated by one and all.

The planners have pinned their confidence on the Railways for the fulfillment of the Plan. The Railway Ministry at every stage have been saying that they are doing their bit to help the planners to achieve their objective and the executive for the proper utilisation of the Plan resources and to speed up the work. When this is the view of the Railway Board and the Government, I think, perhaps it was not the view of the Railway Board or the Government to provide

this facility only to certain areas and neglect the others. Though the Railway administration has made progress in various ways it has not done much to reduce the wastage. It is perhaps the tradition and custom with most of the departments or concerns in the public sector that with greater expenditure and greater return, the wastage is also sometimes abnormal. This has been perhaps proved true in the case of the Railway administration too. Many departments or sections, like the Railway Protection Force and other Departments, have been brought in, but the way in which they are working does not convince hon. Members of this House or the public outside. The wastages in the Railways have not been brought down. Allowing corruption to remain safe with some of the high-ups, the wastage in the working hours has become the monopoly of some workers in the Railways. I know many offices where people just go in the morning, mark their attendance and go away and go in again in the afternoon to attend to the day's work. This kind of wastage is also there in the Railways.

There are some cases which have been brought to my notice about the utilisation of some of the very valuable equipments in the Railways. Recently, the Railways have purchased some cranes, probably by paying a large amount of foreign exchange. Those cranes which were put into use, one at Jhansi probably and the other at Secunderabad, have been used by the officers without heeding to the advice tendered by experienced workmen. The result was that both of them had been broken. They have been sent to the workshops for repairs. This single instance would go to prove that very valuable equipment is being used in a manner in which it ought not be used and which will result in a very heavy loss to the Railways.

The Claims Department in the various Railways is working above its capacity. This again proves that a lot of claims are made either because

of loss or theft or because of breaking of various valuable articles. The other day one of the hon. Deputy Ministers, while answering a question, said that robberies and loss of Railway property is on the side of increase. These things will have to be put down. It is no good for the Railway Ministry to come before this House and merely say that out of 100 cases ten or twenty cases or some more cases every year are being detected. This will not definitely convince the House. The agencies appointed will naturally be satisfied if robberies or thefts or losses are increasing, at the same time the force which has been appointed could detect one or two more cases every year. This practice is not going to help the Railway administration and the country very much.

It has been proved with cogent reasoning—many of the hon. Members have proved it—that the basis on which the Railway administration lays new lines is not convincing. When one sees the Railway map, one would really see that the whole thing is located in one area leaving the other areas for a long time uncovered. One can understand areas like NEFA or the industrial areas, where steel or other basic things are produced, for example, coal, getting some preference over the other areas. Many hon. Members, even though they have been stressing the need of a railway link in their own areas, did not fail to mention that the border area should get preference. I would go still further and say that if the border areas have to be provided with proper communications, it should not be phased over three or four years but should be done in one year's time with the assistance of the sappers and miners and other engineering corps in the Defence Department. They must speed up the work in NEFA and other border areas. Nobody would hesitate to support the Railway Ministry in this matter.

But while giving preference to other industrial areas, the Railway Ministry

should not forget the areas which are also important in other matters. If steel is important for this country, I think rice is also equally important. If an area which is producing a lot of rice is neglected, it would only lead to the feeling that perhaps the members of the Railway Board have an aversion to rice and have got a liking for wheat, therefore they do not pay that much of attention to an area which produces enough of rice.

Just now my hon. friend was telling me about a line which was to be taken up by the former NS Railway, that is, the Nizam State Railway. Even though they had a lot of surplus when the railways were integrated—unlike other Railways the Nizam State Railway left a lot of surplus and that money has been transferred to the Central Railway—they did not meet the commitments which the Central Government made to the NS Railway before it was taken over. I refer to the railway link between Nizamabad and Ramagundam which is one of the very important railway links for which the people of Hyderabad and the present Andhra Pradesh Government have been often insisting. It has become a practice with the Railway Ministry to keep on beautifying, providing buildings and other things at places where they have given railway facility, but it should become the practice of the Ministry to see that they first provide railway links to backward areas from where persons and produce can be moved; later on they should think of providing additional facilities like cementing the platforms, providing good furniture in the waiting rooms etc. These things can wait; the first and foremost thing that the States or the areas concerned in the country would like to have is railway facility.

Coming to railway employees, I would like to plead for a section which is perhaps the most neglected, that is, the gangmen working on the lines. I think there was no mention made in this House about this section which has been neglected very badly.

[Shri M. R. Krishna]

I have brought this to the notice of the General Manager, Central Railway—giving him detailed information, but I did not get any intimation from him; hence, I would like the Railway Ministry to attend to this.

I think the Railway Minister is very considerate to his own community, the Scheduled Castes. Yesterday something was said here about promotion in the services. I would like to complain against the Railway Minister for not filling the vacancies reserved for the Scheduled Castes in technical posts. When I met some of the officers who have been deputed for this purpose, they told me that though these posts have been reserved, they do not find suitable candidates. The Railway Ministry have started very many schools, and we have only praise for them. But I want the Railway Ministry to start some technical schools so that not only Scheduled Castes, but even others, can be trained there. This they can easily do since they have well-equipped workshops. I want the Railway Minister to bear this in mind and see that Scheduled Caste and Scheduled Tribes candidates are tarined in such institutions so that they can fill up the vacancies in technical posts.

Some of the recommendations made by the Pay Commission are really helpful to the railway employees, for instance, three paid holidays, minimum wages applicable to casual labour and so on, but I think a lot of difficulties would be removed if the Railway Ministry can reopen their supply depots and allow the railwaymen to draw their rations or requirements from them, because the articles will be sold at least at controlled rates, if not at subsidised rates. I also see that the Ministry has encouraged the opening of consumer co-operative societies. This will also help railwaymen to purchase their needs from these societies at cheaper prices. Most of the railwaymen who are today feeling that they are not getting enough emoluments will be definitely satisfied if these two things are given to them.

Shri Supakar (Sambalpur): We are now in the fifth year of the Second Five Year Plan. In other spheres some amount of thinking about the shape of things to come in the Third Plan has taken place, and so at this juncture I am glad to find that the Ministry has brought out a very valuable and informative booklet called *A Review of the Performance of the Indian Government Railways during the Second Five Year Plan period in the Background of the prevailing Economic Conditions*. If we go through this booklet, we get a very rosy picture of the state of affairs of the railways, but if we go round the country, we find certain very disquieting features. Although we congratulate the Railway Ministry on the steady improvement and so far as their economy is concerned, we cannot help feeling a little concerned about what the average traveller or businessman feels in regard to the railways meeting or failing to meet the needs of the public.

In this connection, I would submit that statistics may very often be a little misleading. When we find numerous complaints of overcrowding from all parts of the country, it is little consolation to be told that the percentage of overcrowding is coming down. Since we are aiming at a planned economy, since railway is a monopoly concern, and since other modes of transport like road transport are very inadequate on account of there not being roads and the rivers not being bridged, it is very essential that the railways should try their best to remove the difficulties of passengers and make adequate provision at least in the Third Plan to meet, as far as possible, their travel needs. Therefore, I submit that when they formulate the railway plan for the Third Plan period, they should make adequate provision for reducing overcrowding to not merely 13 per cent, but zero per cent if practicable.

In regard to goods traffic, I believe we are in a still worse position. When

there is overcrowding in trains, we get practical evidence of the incapacity of the railways to meet the demands of the public so far as passenger travel is concerned. But, so far as goods traffic is concerned, we cannot judge from the performance of the railways whether they are able to meet the needs of the country, of the commercial section of the country, and are in a position to foster the commerce of the country as well as they should. Statistics, no doubt, supply facts and figures to show that there has been increased volume of traffic, as regards both tonnage and money value. But we find a very disquieting feature which is described at para 14 of this booklet. I shall quote only one or two sentences from this booklet. At page 16. in para 14, it has been stated:

"Products, which are mostly consumed locally like foodgrains and oilseeds, move only to a small extent by rail, compared to total production. There is a decline in the proportion transported by rail under sugar, cotton manufactures, jute manufactures, salt and to some extent oilseeds, between the First Plan period and the Second Plan period, and most of these are high-rated commodities."

One wonders if this diversion of traffic to roads is not due to the fact of the railways not being able to meet the demands of the businessmen to transport their goods with the help of the railways. Therefore, I believe that Government would do well in the future years to give us some idea as to what the demand of the businessmen and the public is for wagons, and how far Government are in a position to meet these demands.

Very often, when we ask questions about the need for increasing the number of passenger trains and also goods wagons, we are told that there are not enough locomotives or that there is not enough line capacity. This limitation of line capacity comes in the way when we ask for the

addition of small bogies to important trains running through the country.

I would submit that these factors, namely having more coaches, more wagons and better line capacity should occupy the attention of the Railway Ministry not only now but in the formulation of the Third Plan as well.

In this connection, I would just touch only one point about track renewal, which, I would submit, so far as the South-Eastern Railway is concerned, that is, the area from which I come is concerned, is unfortunately, the heaviest in arrears. We find at page 67 of the annual report of the Indian Railways that in the South-Eastern Railway, there are 2,571 miles of broad gauge railway lines, out of which 750 or nearly 30 per cent are in arrears, and out of 925 miles of narrow gauge railway lines, 485 miles or more than 50 per cent are in arrears. Consequently, the railways are forced to impose speed restrictions on as many as 147 miles of the narrow gauge railway lines. Therefore, this is a matter which I submit should receive the attention of Government.

Another aspect to which I wish to draw the pointed attention of Government is regarding the utility or the usefulness of the Indian Railway Conference Association, in respect of which caustic comments have been made by the Public Accounts Committee in their Twenty-First Report. They have stated at page 39 of their report that:

"With the integration of the entire railway system into a single unit, such natural organisation is an anachronism of the past."

You know, Sir, that when this association was formed, almost all the railways were private companies. With the integration of almost all the companies into a Government concern, and after the Pakistan Railways have ceased to be a member of this association, not much useful function is performed by this association. On

[Shri Supakar]

the other hand, this association has created much difficulty so far as the proper administration of the railways is concerned. For example, I may just refer to one of the functions of this Indian Railway Conference Association and that is in regard to their neutral control organisation. So far as the neutral control junctions are concerned, we find at page 31 of the annual report of the Railway Board that there are altogether ten junctions, out of which two junctions are at one place, namely Agra, three others are in U. P. and other five are distributed throughout India, but they are not distributed rationally, and that creates difficulty so far as the proper management and checking of the wagons etc. is concerned.

Lastly, I would submit that when Government plan for extension of railway lines in the Third Five Year Plan, they should give preference to connecting Rourkela with Talcher: this will be a very easy proposition for Government, because there is already a line from Rourkela to the Barsua mines, and to connect Barsua with Talcher will be a very easy job, because the milage involved is very small, and I believe the survey also has already been done.

Regarding the Dandakaranya railway line about which there were questions this morning, I would suggest that they should connect Baladila with Rayagada, because by doing so, they will be shortening the railway line by about hundred miles as compared with the present arrangement; they will not only save a lot of money but they will make the approach to Dandakaranya much easier than through the present alignment.

I hope Government will give the consideration to all these points.

Shri Dasaratha Deb (Tripura): At the outset, I congratulate the Railway Minister on his having allocated money for the construction of the railway line in Tripura from Patharkhandi to Dharmanagar. At the same time, I must draw his attention to the fact that he proposes to spend only Rs. 10 lakhs during this fiscal year to construct the line. I would request that he should see that the construction of this railway line should be expedited and it should be completed before the end of this year itself namely, before the end of 1960 itself.

It is needless to point out the transport difficulties under which the people of Tripura have been suffering at present, for, as the hon. Minister is well aware, our Territory does not have any improved road communications or any railway lines. So we are left with the service of airlifting. Very recently our people have been facing another difficulty. I do not know why the Communications Ministry, particularly the Indian Airlines Corporation, has reduced the number of its freight flights from Calcutta to Agartala since the 1st of January 1960. From that day, our people have been suffering very much. Trade in Tripura State has come almost to a standstill. Many goods are being accumulated in the godowns. Neither can we carry essential goods from outside Tripura into Tripura nor can we move our agricultural products from Tripura to outside. This is because airlifting is very costly.

Secondly, the proposal which has now been made to construct a new railway line from Patharkhandi to Dharmanagar, the north-eastern town of Tripura, will not help much. This line does not enter into the Tripura State more than 10 to 15 miles. So even when the construction of that line is completed, we shall not get much facility by way of railway transport. If we are to get transport facilities, that line has to be extended

from Dharamnagar to Sabroon, that is, via Agartala. Then Tripura will have a railway system inside its territory. The mileage involved is only 200 or so and it is not very costly. If the Railway Minister and the Finance Minister make an endeavour in this regard, it will not be very difficult for them to find the money for this. This is an inaccessible area and also a very backward area. If we want to develop the State, we must have some sort of improved methods of communication. The most desirable communications is the railway system.

Because of the lack of this communication system, what are the difficulties we are facing in our State? As regards essential goods, we have to pay higher prices than those prevailing in the rest of India, because everything is being carried by airlifting or by road transport. Both are costly, more costly than if they were carried by railway. Secondly, more than 90 per cent of our people are peasants. Our economy is mainly a peasant economy. It is also an undeveloped area. We must develop agriculture. We have been facing serious food crises. Every year we have to take rice from the Centre. Last year itself, we had to pay about Rs. 30 lakhs for transport of goods to the Pakistan Railways. This was on government account. Besides this, the trading section, businessmen, have been paying more than a crore of rupees yearly to the Pakistan Railways as transport charges. If a railway line is developed in our State itself, we can save all that money and utilise it in other development works.

Again, because we have to develop our agriculture and increase our production, we have to distribute fertilisers to our peasantry. Fertiliser also is very costly because we have to airlift it. Our peasantry can hardly utilise such costly fertiliser, because they have no money to pay such a high price.

In this connection, I want to bring to the notice of the House one very interesting fact. In earlier years, Tripura has been a very fine pineapple growing area. I think perhaps it is one of the best pineapple growing areas in India. But for the last two or three years, due to lack of transport facilities and there being no market for it in Pakistan, the price of pineapple has come down to as low as Rs. 3 to 4—sometimes even less—per 100. For that reason, the producers could not get even their cost of production. That is why pineapple production is gradually decreasing there and our people cannot continue that cultivation.

As regards jute also, if you compare the prices, you find that every year there is a per maund difference of Rs. 5—Rs. 10 from the Calcutta price. So is the case with cotton and other agricultural products. The prices are much lower than the corresponding prices in the rest of India.

That is why if we have a railway system inside Tripura—if we develop and extend the railway line as I have suggested—we can develop our agriculture itself. Besides, at present, we have no industries in our State, neither large industries nor medium-size industries. Every year we find that in our budget a certain amount of money is allotted for this purpose. Last time there was a provision of Rs. 1 lakh for starting a medium-size industry—a factory. But they could not spend that money because they cannot carry the machinery inside Tripura. It cannot be carried by small trucks. Also the roads are not properly developed for carrying such heavy traffic. They are using some 5-ton or 3-ton trucks. The roads cannot bear heavier transport. That difficulty is there.

That is why I have been urging again and again in this House, since 1952, for providing us a railway line. I find that ultimately they are trying to reach the eastern border of Tripura

[Shri Dasarath Deb]

by the construction of a railway line. But it should not stop there. It should be extended throughout the whole Tripura State, at least to the southern portion. The House must also remember that Tripura is a border State. It is encircled on three sides by Pakistan. So from the point of defence also, it is absolutely necessary that we must develop our communication system.

The Railway Ministry proposes to spend Rs. 10 lakhs this year. I would appeal to the Railway Minister that even if by the middle of the year the work could be proceeded with beyond that possible by the allotment, then lack of money should not stand in the way. (He should provide more money and he should see that this line is completed this year itself. He should convince his Cabinet colleagues and also the Planning Commission that at least in the Third Five Year Plan, if not in this year, this line should be extended upto the Southern portion of Tripura, that is, upto Sabroom.

श्री जागें (बिलासपुर) : उपायक्ष महोदय, इस सदन में बहुत से सदस्यों ने बेतन आयोग के सम्बन्ध में आलोचना की है और सदस्यों ने इस बात की भी आलोचना की है कि किस प्रकार रेलवे कर्मचारियों के पी.टी.० और पासेज शादि के बारे में उदासीनता बरती गयी है। इस सम्बन्ध में मैं भी कुछ घर्ज करना चाहता हूँ। हम कर्मचारियों की कार्यदक्षता की बात करते हैं पर हम दूसरी ओर से मियां की जूती मियां के सिर पर ही लगाना चाहते हैं। हम मजदूर संगठन बनाते हैं, फिर हम शासन से उनकी तनखाह भी बढ़ावाते हैं और तनखाह बढ़ा कर हम कर्मचारियों के हृदय में अमन्तोप की नहर पैदा करते हैं। बहुत से सदस्यों ने कहा कि रेलवे में बहुत चोरियां होती हैं, बहुत अलाचार होता है और धूसखोरी बहुत ज्यादा होती है। मैं इस बात को बहुत अच्छी तरह से

जानता हूँ कि रेलवे यूनियन के जो बड़े बड़े पदाधिकारी होते हैं वह स्वयं जानते हैं और देखते हैं। उनको अपना कामरेड समझ कर जान बूझ कर वे बताते नहीं और जान बूझ कर बहुत समय बीत जाने देते हैं। ये पदाधिकारी उस आदमी को चोरी बे: समय बचाते हैं और सरकार को दोषी बताते हैं। मैं आपको उदाहरण दूँ। नालगुपुर में चोरी की घटनाएं बहुत होती हैं। मोती बाग में चोरियां बहुत ज्यादा होती हैं और वहां के बकर इतनी ज्यादा चोरियां करते हैं कि उनकी चोरियों और किमिनल एटीट्यूड को देख कर रेलवे के बड़े अधिकारी उनसे डरते हैं। जानते हैं पर उनको पकड़ नहीं सकते। क्योंकि उनको अपनी आत्म-रक्षा और अपनी जात का स्कौफ रहता है। खड़गपुर में भी जितने स्कैप मैटीरियल और स्टोर होते हैं, वहां पर भी बहुत ज्यादा चोरियां होती हैं। क्या रेलवे संगठन के पदाधिकारी या रेलवे मजदूर यूनियन के अधिकारी इन को नहीं जानते? क्योंकि उनकी तरह जानते हैं। रेलवे टिकट बैंकिंग स्टाफ में भी बहुत से लोग इस प्रकार की बात करते हैं और वे रेलवे यूनियन के पदाधिकारी होते हैं। वे जानते हैं और जान बूझ कर उनको रोकने के उपाय नहीं करते हैं और फिर उल्टा शासन को दोष देते हैं। मैं इसको कदापि सहन नहीं कर सकता कि जिस शासन का हम बेतन लें, उसका काम तो ईमानदारी से न करें और बेतन पाने के बाबजूद भी उसमें राजनीति घुसेंगे और उसकी चर्चा करें। इस चीज को शासन को कदापि महन नहीं करना चाहिए। बेतन में जब चुनाव हुआ, तो बिलासपुर और खड़गपुर के रेलवे वर्करों ने चुनाव के लिये पैसा भेजा और गुप्त रूप से भेजा। हम रेलवे संगठन और उसके हित की बात करते हैं, लेकिन कलकत्ता में जब खाद्य सम्बन्धी आदोलन हुआ, तो वहां पर रेलवे वर्कर्जं यूनियन के कार्यकर्ता गये और उन प्रासेसन्ज में शामिल हुये। मैं इसको देखदूह और शासन का द्वाह समझता हूँ और

इसके लिये शासन को बहुत कठोर कदम उठाना चाहिये ।

जब भ्रष्टाचार का सवाल प्राप्ता है, तो हमारे बहुत से सदम्य, जो यूनियन्ज के पदाधिकारी हैं जब्तन्य अपराधों को छोड़ कर एक मामूली पर्टिकुलर इन्मटंग का—एक मामूली उदाहरण को जेनरलाइज करते हैं और फिर सरकार पर लांछन लगाते हैं। अगर ट्रेड यनियन के किसी व्यक्ति की पदोन्नति हो जाती है या ट्रांसफर हो जाता है, तो ठीक है और अगर ट्रांसफर नहीं होता है, रह हो जाता है और उसको तरफकी नहीं मिलती है, तब आकर वह उसको जेनरलाइज करता है और शासन के खिलाफ आन्दोलन छेड़ देता है। आप समझ सकते हैं कि इससे कार्यक्षमता में कितनी फिलाई आती है। मैं यह निवेदन करना चाहता हूँ कि अनुशासन-हीनता की भावना नृतीय और चतुर्थ श्रेणी के कर्मचारियों में बहुत बढ़ गई है। रेलवे का स्टाफ हम बढ़ाते हैं और हमको देखना चाहिये कि रेलवे का खर्च कितना है। १६५१ में प्रयेक रेलवे कर्मचारी के ऊपर हमारा ५५१ रुपया नेट खर्च होता था, जबकि आज वह खर्च १५०० रुपए हो गया है।

बहुत से भाइयों ने फेट चार्जिज के बारे में कहा है। मैं इस सम्बन्ध में कुछ आँकड़े बताना चाहता हूँ। १६३६ में सौ यात्रियों ने यदि सौ रुपया दिया होगा, तो आज १६५८ में १६० रुपये दे रहे हैं। अगर हम १६३६ को बेसिक खर्च मानते हैं, तो उस समय फेट चार्जिज १०० रुपए थे और आज चार्जिज २०१ रुपए हो गए हैं। अगर १६३६ में होलसेल प्राइस इन्डेक्स १०० रुपए था, तो आज उसकी कीमत ४२० रुपए हो गई है। १६३६ में हमारे ५५१ रुपए खर्च होते थे और १६५७ में १५०० रुपए खर्च होता है। अगर हम ५ परसेंट फेट चार्जिज बढ़ाते हैं, तो वह कोई ज्यादा नहीं है। अगर हम संसार के किसी भी देश से तुलना करें तो हमारे देश में सवारी के चार्जिज और फेट चार्जिज सबसे कम होते

हैं। जब इण्डिया अनडिवाइडिंग था, और हिन्दुस्तान और पाकिस्तान एक थे, तो हमारे यहाँ १६३८-३६ में १५ लाख रेल यात्रा करते थे। यह संख्या अब ४० लाख से ऊपर हो गई है। हमारी उप्रति को देखिये। १६५१ में चितरंगज में केवल १५ लोकांमाटिव बनते थे और आज उनकी संख्या १६८ में ज्यादा हो गई है। रेलवे के मीटररोड जी की लम्बाई ४४ परसेंट है और जो बोझ ढोया जाता है, वह केवल १५ परसेंट है। चौड़ी पंक्ति की रेलवे की लम्बाई ४७ परसेंट है, पर वह ८४.५ परसेंट बोझ ढोती है। संकरी पंक्ति की रेलों की लम्बाई ६ परसेंट है, लेकिन बोझ केवल १/२ परसेंट ढोया जाता है। इस बात का पता लगाना चाहिये कि क्या कारण है कि मध्यम पंक्ति अर्थात् मीटर रोड और संकरी पंक्ति यानी नैरो रोड की रेलवे में बोझ उठाने का ट्रैकिंग गुडज ट्रैकिंग कम हो गया है। हम जानते हैं कि हमारी रेलें देश का १७ करोड़ टन बोझ ढोती है और बाकी अन्य उपायों से दो तीन करोड़ टन बोझ ही ढोया जाता है। हमारा बोझ बढ़ गया है, लेकिन उसके बावजूद मीटर रोड और नैरो रोड में गुडज ट्रैकिंग को बढ़ाने की हम अभी भी क्षमता रखते हैं। मैं यह जानना चाहता हूँ कि शासन इस पर क्या विचार कर रहा है?

ट्रैक रीन्यूअल के सम्बन्ध में मैं यह कहना चाहता हूँ कि १६५६-५७ में ७२३३ मील ट्रैक रीन्यूअल के लिये बाकी था। हम यह जानना चाहते हैं कि १६६१ में इस के सम्बन्ध में क्या स्थिति है? १६५७ में ३३८६ मील लम्बे रेल मार्ग मार्ग पर रसीराज लगाने की ज़रूरत थी। अब उसकी क्या स्थिति है इस की जानकारी हम को होनी चाहिए। हिन्दुस्तान में स्पीड रेन्ट्री इन १७०० मील की निश्चित कर दी गई थी। इस सम्बन्ध में अब उस की क्या विधि है, अगर इस सम्बन्ध में शासन या रेलवे मंत्रालय की ओर से हम को जानकारी मिले, तो अच्छा है।

[श्री जगड़े]

एक सुझाव या कि जब कि हमारा एक लोकोमोटिव प्लाट चित्तरंजन में है और मीटर रेल के लिए एक इन्टेररल कोच फैक्ट्री लोली जाय। शायद वह नई लोली जाये और शायद अब मेर में जो वर्कशाप है, वहाँ हम बैंगन्ज लैयार करते हैं, उस की कार्य-दक्षता बढ़ाई जायगी और उस का एक्सप्रेसन किया जायगा। अगर हस की जानकारी मिलती, तो अच्छा होता।

बड़गढ़पुर के सम्बन्ध में मैं यह कहना चाहता हूँ कि वहाँ पर छत्तीसगढ़ प्राइमरी एजूकेशन बोसायटी है। उम ने स्वतः मकान बना लिया है। मैं रेलवे मंत्रालय से निवेदन करूँगा कि जब कि रेलवे एजूकेशन के लिए काफी व्याप हो रहा है, तो उम को कम से कम मकान अनुदान मिलना चाहिए। मुझे यह भी कहना है कि जब हिन्दुस्तान में ईस्ट इंडिया रेलवे कम्पनी बनी और काम शुरू हुआ, तो भिलाई एग्जिया छत्तीसगढ़ एग्जिया के द्वारा मजदूर वहाँ काम करते थे और बाद में उन की संस्था घट्टे घट्टे सात प्राइमरी रुप गई और वे भी कुछ दिनों के बाद रिटायर होने वाले हैं। जिस समय हाई लेवर का समय था, तो छत्तीसगढ़ के मजदूरों ने काम किया। मैं रेलवे मंत्रालय से प्राप्तना करूँगा कि जब वे लोग रिटायर हो जायेंगे तो उन के लड़कों को नौकरी दिलाने का भरसक प्रयत्न किया जाये। वहाँ से निकाल दिया जाने के बाद वे छत्तीसगढ़ में रेफ्यूजी हो जायेंगे। इस बात का प्रयत्न किया जाना चाहिए कि उन की हालत शरणार्थी की न होने पाए। उन को कोई नौकरी दिलाने की चेष्टा करनी चाहिए।

अन्त में तीन सुझाव और रखना चाहता हूँ। हर आदमी बैकवर्डनैस यानी पिछड़े-पन की परिभाषा अपनी तरह से करता है। मैं चाहता हूँ कि बैकवर्डनैस की असली परिभाषा रेलवे के व्याप में है, और उस के अनुसार

काम हो। और कही पर रेलवे मार्ग हो या न हो, लेकिन काश्मीर में जम्मू तक नेफा और प्रासाम में सिलवर कवार और मणिपुर तक रेलवे मार्ग जहर बनाया जाना चाहिए। तत्त्वीय पंचवर्षीय योजना में बिलासपुर से मंडला, चाम्पा से चिड़िमिरी, दण्डकारण्य योजना में आनंद और मध्य प्रदेश को जोड़ने वाली लाइन, चिड़िमिरी से बहावाड़ी हायनी मध्य प्रदेश और बिहार को जोड़ने वाली लाइन प्रबल्य बनाई जानी चाहिए और बलियर से भिड़ तक जो लाइन है, उस को इटावा तक बढ़ा दिया जाये, ताकि मध्य प्रदेश का सम्बन्ध स्थापित हो सके।

Shri T. Subrahmanyam (Bellary): Mr. Deputy-Speaker, Sir, our railways happen to be the greatest national undertaking in which we will have made an investment of Rs. 2,000 crores shortly. Some hon. Members were expressing an apprehension that a conflict has been allowed to arise between the various modes of transport in our country, that railways are in conflict with road transport etc. I am sure that in a developing economy there will be very great need for all these modes of transport to be fully developed and also to be fully utilised. My fear is that, ultimately, non-development and non-utilisation of these various modes of transport to the maximum will be the bottle-neck in our developing economy. In the third Five Year Plan when we try to achieve self-sufficiency in the agricultural sector and a self-sustaining or a self-generating economy in the industrial sector, all these modes of transport will have a full role to play and a very significant role to play. I am sure the Railway Ministry will do everything possible to avoid this conflict between the various modes of transport. With regard to the new lines, priority must be given to the defence and the development and expansion

of our steel industry. Taking into consideration fully all these factories, I feel that we must attach importance also to the balanced regional development of the various areas of our country. In the South also, there is a feeling that the railway extensions have not been done in a satisfactory or the desired way. After the re-organisation of States, there is great urgency for this, besides the economic development of the country. About a couple of years back, the survey of a new line between Kottur and Harihar was almost ordered and it was about to be taken up but for some reason it was postponed. With regard to the railway line from Raydrug to Chitaldrug in the Southern zone, the survey was completed. I am only giving illustrations. There are several such lines which should be taken up and with even small extensions so much of economic development could be promoted and large areas could be thrown open for progress.

It is gratifying that we have achieved self-sufficiency in the production of locomotives, coaches and wagons. Chittaranjan are manufacturing about 170 locomotives per annum while the TELCOS manufacture about 100. Our coach position is quite satisfactory. The Perambur works are manufacturing about 380 coaches and with the recent introduction of the second shift, the position is bound to improve. Therefore, I am sure more trains could be put into the various lines.

I suggested two years ago that a fast express train should be run between Bijapur and Bangalore via Gadag, Hospet, Bellary and Guntakal. I was informed at that time that the position with regard to the locomotives, coaches, etc. was not satisfactory and when it was satisfactory, this question would be taken up. Now that self-sufficiency has obviously been achieved, I am sure we are in a position to take up such things. There is great urgency for these express trains and I appeal to the Railway

Ministry to take up this matter as early as possible.

We are now trying to export iron-ore from Bellary in large quantities. It is a foreign exchange earner. Some millions of tons are proposed to be exported. Therefore, I suggest that the Guntakal-Hubli metre gauge line may be converted into broad-gauge or at least the Guntakal-Hospet line, within which area lies this huge iron ore reserve, may be converted into broad-gauge, immediately.

Some amenities have been given. Sleeping accommodation was made available previously in 26 trains; now it is available in four more trains. Two types of sleeping coaches—two tier and three tier—have also been introduced which is to be welcomed and passengers coming from distant places, from the South from Kerala, Mysore, Andhra or Madras or from the east from Bengal or Assam and other places will certainly welcome it. I am sure this will bring about more integration and unity to some extent and therefore, I particularly welcome it. Accommodation has been set apart to third class passengers travelling long distances, which is also another welcome feature. But I have received complaints coming from Madras, Mysore and other places that this is not regularly enforced. At the starting place, Madras or Bombay for instance, the passengers get into these coaches and reservations are properly made but in the intermediate stations a lot of overcrowding is allowed and they experience much inconvenience. I hope the Railway Ministry will look into these matters and prevent these things.

ओ॒स्तो लक्ष्मीश्वरीः उपाध्यक्ष महो-
दय, चूंकि मुझे कम समय दिया गया है, इस
वास्ते मैं केवल दो तीन गुम्बाव ही आपके
सामने रखना चाहती हूँ। मैं समझती
हूँ कि रेलवे डिपार्टमेंट बहुत ग्रन्थाकाम कर
रहा है। चूंकि मेरे पास समय कम है इस

[श्रीमती लक्ष्मी दाई]

वास्ते मैं इस विषय पर अधिक कहना नहीं चाहती हूँ। रेलवे मिनिस्टर की स्पीच में ऐसा मालूम हुआ कि बार करोड़ रुपये कम आय हुई है और इसका कारण यह बताया गया कि बिजिनेस कम हुआ है। यह जो बिजिनेस कम हुआ है इसकी जिम्मेदारी भी मैं समझती हूँ आपके डिपार्टमेंट पर ही है। वैंगंज लेने में लोगों को बहुत ज्यादा दिक्कत का सामना करना पड़ता है। मैं अपने तजु़बे के आधार पर आपको बतलाना चाहती हूँ कि अगर किसी को वैंगंज लेनी होती है तो वह बिना पैसा दिये वैंगंज ले नहीं सकता है। उसको इसके लिए बहुत भागदौड़ करनी पड़ती है, कभी बिना पैसा भेट किए उसको वैंगंज दी ही नहीं जाती है। जब उसको वैंगंज मिल भी जाती है तो मैं ये बताता हूँ कि उसके पास नहीं आती है और जब आती भी है तो कह दिया जाता है कि शाम के बक्त शाल नहीं लादा जा सकता है, दिन के बक्त नहीं लादा जा सकता है, इत्यादि किसी को बहुत ज्यादा चाहता है। अब आप मोंचे कि जो आदमी गांव में रहता है, पहले तो वह आठ आठ दिन तक वैंगंज लेने के वास्ते स्टेशन पर आता है और उसके बाद अगर उसको वैंगंज मिल भी जाती है तो उसके साथ इस तरह का व्यवहार किया जाता है तो किस तरह से आप चाहते हैं कि लोग अपना शाल वैंगंज के जरिये से भेजें। इस तरह से वैंगंज लेने में उसको नुकसान भरना पड़ता है। जब वैंगंज स्टेशन पर होती है और उसमें माल लाद दिया जाता है तो उसकी रक्षा करने वाला, उसको देखने वाला कोई नहीं होता है जिसका नतीजा यह होता है कि कई बार माल गायब हो जाता है और जो भारी माल होता है उसको भी लोग चोरी करके ले जाते हैं। जब बरसात होती है तो वह वैंगंज भी गायब जाती है और उसमें पढ़ा हुआ माल खराब हो जाता है और बाद में कई बार चोरी भी हो जाती है। ऐसी

हालत में कौन व्यापारी वैंगंज में माल भेजेगा। यही बजह है कि आपका काम कम होता है। मैं चाहती हूँ कि वैंगंज को तेजी से दिया जाए और जो पैसा इन वैंगंज को देने के लिए आपके कर्मचारी लेते हैं, उस पर रोक लगाई जाए, वह बन्द किया जाए। इस सब का नतीजा यह होता है कि लोग ट्रकों और लारियों से अपना सामान बाहर भेजते हैं। लोगों को मजबूर हो कर ट्रकों द्वारा अपना सामान भेजना पड़ता है। चूँकि वहां पर सुविधा अधिक मिलती है और ईमानदारी से काम होता है, इस वास्ते लोग १५ दिन या एक महीना पहले ही एडवाइज दे कर लारी को अपने घर मंगवा लेते हैं। अगर रेलों में अधिक सुविधा हो तो वे क्यों वहां पर एक महीना पहले पैसा जमा करवायें इस वास्ते मैं चाहती हूँ कि रेलवे डिपार्टमेंट ईमानदारी से काम करे और लोगों को अधिक में अधिक सुविधायें प्रदान करे।

एक बात की ओर और मैं आपका व्यान दिलाना चाहती हूँ। जो नु़ाइश यहां पर हो रही थी उसको देखने के लिए लोगों को यहां लाने के लिए १०-११ स्पेशल ट्रेन चलाई गई थी। आंध्र प्रदेश में एक एक ट्रेन में १,००० से १,२०० लोग आए थे। एक गाड़ी ४ फरवरी को हैदराबाद से चली थी और उसको यहां पर ६ फरवरी को पहुँचना था। ६ तारीख को न पहुँच कर वह ८ तारीख को सबरे पहुँची। हैदराबाद में तो वह ४ तारीख को चल दी लेकिन यहां दो दिन देरी से यानी ८ तारीख को पहुँची। इसका क्या कारण है यह पता नहीं चला। जब यहां पर अधिकारियों से पूछताछ की गई तो उन्होंने कह दिया कि हमें मालूम नहीं है और जब हैदराबाद को फोन किया गया तो उन्होंने कह दिया कि वह उस रोज वहां से चल दी थी। अब बीच में कहा जाए रही थी, किसी को कोई मालूम नहीं। हमारे वहां कुछ असां हुआ दो गाड़ियां दुर्घटनाप्रम्ण हो गई थीं और सैकड़ों लोग

दूब गए थे और हमें सतरा पैदा हुआ कि कही इस ट्रेन के साथ भी यही न हुआ हो। लेकिन हमें किसी ने कोई जवाब नहीं दिया। मुझे लोग कहते हैं कि तुम एम० पी० हो, पता लगाओ लेकिन यहां पर किसी बात का कुछ पता ही नहीं चलता है। अब द तारीख को वह गाड़ी आई और १० को चली गई। दो दिनों में इन लोगों ने यहां क्या देखा होगा इसका प्राप्त अंदाजा लगा सकते हैं। जब गाड़ी यहां दो दिन बाद पहुंची तो ये लोग जो चार दिन तक बिल्लियों की तरह में उसमें रहे, उनकी जो दशा हुई होगी, उसका अंदाजा प्राप्त लगा सकते हैं। जो दो दिन यहां ठहरे, वे कोसते ही रहे। इन लोगों ने यहां प्रा करके प्राप्तको ६०-३० हजार रुपये दिये लेकिन उसके लिए प्राप्तकी तरफ से कुछ भी नहीं किया गया। उनको जो फैसिनीटीज दी जानी चाहिये यी वे दी नहीं गई।

16 hrs.

मैं यह भी देखती हूं कि जो आमदनी आपको होती है और जो बढ़ती जाती है, जो चार्ज ज्यादा लगाते जाते हैं, उस मब को आप हजम करते जाते हैं, उसमें कुछ बचत नहीं करते हैं। डिवेलपमेंट के कामों के लिए भी प्राप्त बचाते नहीं हैं और उसके लिए प्राप्तको बचाना चाहिए। जो प्राप्त कमाते हैं वह खा जाते हैं। ऐसा नहीं होना चाहिये।

इसके अलावा एक स्पेशल ट्रेन अक्टूबर में मेरी कांस्टाटुएंसी से आई। हैदराबाद के एक बड़े नेता थे, एम०एल०ए० थे, वे उसमें दिल्ली देखने के लिये आये। सब जगहों को देखने के लिये गये। दिल्ली स्टेशन में तीन चार दिन तक गाड़ी ठहरी। लेकिन तीन चार दिन के अन्दर उस गाड़ी में परेशानी हो गई, न उस में कोई पानी का इन्तजाम था, न झाड़ू का इन्तजाम था। २००, ३०० टेलीफोन में ने किये जब जा कर वहां

कुछ लोग उसे देखने आये। एक साहब रेल में आये और बोले कि ३०० रु. दो चार दिन के बास्ते तो हम सब कुछ कर देंगे। लेकिन हैदराबाद के लोग तो ऐसे थे कि जिन को यह चीज़ पसन्द नहीं है। वह बोले कि हम कुछ नहीं देंगे। ३०० रु. देने का मबाल तो है नहीं। इस में स्टेशन बाले बिगड़ गये और स्ट्राइक कर दिया। नरीजा यह हो गया कि तीन चार दिन तक किसी को रेल में घुसने की हिम्मत नहीं हुई इतनी बास वहां पर हो गई। उसी बक्त एक ट्रेन गुजरात से आई थी, एक बम्ब से आई थी और एक बंगाल से आई थी। इन तीन चार दिनों में जो ट्रेनें दिल्ली में थीं उन से रेलवे मञ्चालय ने २ लाख ६० कमा लिया लेकिन किसी नौकर चाकर का बहां पता नहीं था। कोई सेटरडे की बजह में नहीं आया, कोई सन्डे की बजह में नहीं आया। वहां इतने दिनों तक झाड़ू तक नहीं लगी। वहां पर डिपार्टमेंट को दो तीन आदमियों को रखना चाहिये इस लिये कि जब स्पेशल ट्रेन आयें तो उन का ध्यान रखें। यहां बड़ी भीड़ हो रही थी, लेकिन यहां पर किसी चीज़ का इन्तजाम नहीं था। वहां डब्बे से बास आती रही। मैं उन लोगों के साथ मध्युरा तक गई। वह लोग मुझ में एक्स्लेनेशन लेते हैं। मैं उन के साथ मध्युरा तक गई जब कि दशहरा का बक्त था। मैं उस चीज़ को देख कर तब यहां यह मुझाव दे रही हूं कि जब प्राप्त स्पेशल ट्रेन्स की इजाजत देते हैं तो प्राप्त को उस में एक आदमी को शुरू में आवाहिर तक रखना चाहिये, वह इन्स्पेक्टर हो या कोई और हो। उन के न होने से कोई काम नहीं हो पाता है। दिल्ली देखने के लिये अक्सर लोग आते हैं। कितनी स्पेशल ट्रेन्स आती हैं, उन सब में प्राप्त को पैसे मिलते हैं। जब प्राप्त को पैसा मिलता है तो डंग से काम होना चाहिये, गाड़ियों को रखने का कोई तरीका होना चाहिये। जब हम लोग प्राप्तरा पहुंचे और वहां पर गाड़ी को रोकने के लिये कहा

[श्रीमती लक्ष्मी बाई]

कुछ समय के लिये, तब लोग कहते हैं कि हमारे पास इस की इजाजत नहीं है। यह क्या बात है कि भागरा स्टेशन पर मुबह से शाम तक के लिये गाड़ी नहीं रुक सकती? कहने वांगे कि या तो दिल्ली चले जाइये या हैदराबाद चले जाइये। ऐसा नहीं होना चाहिये। हम रिस्टांमिबल लोग हैं और सुझाव देते हैं कि स्पेशल ट्रेन्स कहीं से भी आये, किसी स्टेशन से निकले, बड़े बड़े स्टेशन पर हर तरह का इन्तजाम होना चाहिये। उस में हवा और पानी का पूरा प्रबन्ध करना चाहिये।

एक और बात है, पिछले साल थड़ कलास के लिये आप ने बहुत कुछ किया लेकिन, इन्हीं बड़ी संस्था में बहुत कमियां दिलताई पड़ती हैं। थड़ कलास में बहनें भी होती हैं, उन के साथ सामान होता है, बच्चे भी होते हैं, लेकिन उन के लिये पानी का भी ठीक से इन्तजाम नहीं होता। जैसे फस्ट कलास में एक आदमी के बास्ते आप जैसा टैक रखते हैं उसी तरह से थड़ कलास के लिये, जिस में कि ७० या ८० आदमी बैठ कर आते हैं एक टैक रखता जाता है। यह पानी इन्हें लोगों के लिये काफी नहीं होता है। अगर आप एक टैक ही रखते हैं तो कम से कम बड़ा टैक रखिये, उस में तो दिल खोल कर काम कीजिये। आखिर आप को इन्हाँ पैसा कौन देता है। ८० फी सदी पैसा थड़ कलास के लोगों के पास से आता है, सिर्फ १५ फी सदी पैसा आप के फस्ट कलास से आता है। वह जमाना अब या जब इन थोड़े से आदिमियों के लिये सारा इन्तजाम हुआ करता था। आज तो जो ८० फी सदी पैसा देने वाले हैं, जिन की दी हुई आमदनी से यह डिपार्टमेंट चलता है, उन्हीं को तकलीफ दी जाती है। उन के लिये पानी का इन्तजाम नहीं किया जाता, ज्ञाड़ का इन्तजाम नहीं किया जाता। यह बड़ी मुश्किल की बात है। लक्ष्मन बहनों में जब यह इन्तजाम नहीं होता तो बहुत तकलीफ

होती है। जब यहाँ से गाड़ी में मदास जाते हैं तो तीन दिन लगते हैं। इन तीन दिनों के अन्दर हमारी बहनों की बड़ी बुरी हालत हो जाती है। उन को मुहं धोने तक की ठीक से मुविधा नहीं है, वह रास्ते में प्यासी मरती है। यहाँ जो बड़े बड़े अफसर बैठते हैं, डिपार्टमेंट वाले, बोर्ड वाले, जो हजारों हपये पाते हैं, उन को दिमाच से काम करना चाहिये। आप की नीतियों को इम्प्रिमेट करने के बास्ते कोशिश करनी चाहिये, उन को अचानक दौरे करने चाहियें और हमारी दुआ लेनी चाहिये।

आज यहाँ जो आनरेवल मेम्बर बोले, उन्होंने कई आकड़े बतलाये कि रेलवे डिपार्टमेंट में पहले एक आदमी के ऊपर ५०० रु० खर्च होता था मगर इस साल में १,५०० रु० खर्च हो रहा है। यह खर्च करने के बाद भी लोगों का काम नहीं बनता है। इसी तरह मेरे रेलवे में रुपया खर्च होता है। मेरा सुझाव यह है कि स्पेशल ट्रेन के बारे में आप को ज्यादा ध्यान देना चाहिये। आज तो यह होता है कि जो एक बार स्पेशल ट्रेन में आता है वह जा कर दूसरे आदिमियों से कहता है कि मत जाओ, मत जाओ। काम इस तरह से होना चाहिये कि जो पहले आये वह जा कर दूसरों से कहें कि चलो चलो। तब जा कर कहीं स्पेशल ट्रेन से आप को पूरी सामदनी हो सकती है।

उपाध्यक्ष महोदय : मैं भी धंटी बजा कर सुझाव दे रहा हूँ। आप भी तो सुन लें।

श्री रावेलाल व्यास (उज्जैन) : उपाध्यक्ष महोदय, हमारी रेलवे ने जो चौमूली प्रगति की है उस की सभी लेन्वों ने और सभी माननीय सदस्यों ने भूरि भूरि प्रशंसा की है। बास्तव म रेलवे प्रशासन की जो प्रगति हुई है उस के लिये वह बधाई का पात्र है। लेकिन फिर भी यह इन्हाँ बड़ा खत्र है और इन्हाँ

प्रथिक इस का काम है कि अभी बहुत कुछ हीना बाकी है, साथ ही कुछ ऐसे सेत्र भी हैं, जिन की ओर विशेष ध्यान देने की जरूरत है।

मैं माननीय मंत्री महोदय का ध्यान एक सास बात की ओर दिलाना चाहता हूँ, और वह यह है कि जो आप का केटरिंग विभाग है, चाय की दूकानें हैं, खोंचे वाले हैं, जिन को खाने पीने के ठेके दिये जाते हैं, उन के यहाँ स्थित बहुत खराब है। रेलवे में यह हो गया है कि अक्सर लोग ठेके लेते हैं, लेकिन वे उन को अपनी जागीर समझने लगते हैं। छोटे छोटे स्टेशनों पर मैं गया हूँ और मुझे अनुभव है कि अगर किसी ने टी स्टाल का ठेका लिया, या खोंचे का ठेका लिया तो किसी दूसरे आदमी को १००० या १२०० रु. माहवार पर दे दिया। वह उन से माहवारी कृपया पेशी के लेते हैं। इस तरह से बहुत जगहों पर चल रहा है। इस तरफ बहुत ध्यान देने की जरूरत है। वास्तव में जो आदमी मेहनत करता है, या अपना पैसा नहाता है वह दूसरों को १००० या १२०० रु. माहवार दे कर बहुत थोड़ी आमदनी पर अपनी गुजर करता है। आज हजारों लाखों आदमी हैं जो इन लोगों से कायदा उठा रहे हैं। माननीय मंत्री कहेंगे कि यह लोग कुछ ऐसी लिला पड़ी कर लेते हैं जिस से पकड़ में नहीं आते हैं। लेकिन यह कोई समाधानकारक जवाब नहीं है। आखिर जहाँ पर खराबी है उस को दूर करने के लिये आप को ढंग निकालना होगा और उसे दूर करना होगा। मेरा सुझाव है कि कुछ ऐसे नियम बनाये जायें कि केटरिंग की तरफ से जो लोग नौकर रखते जाते हैं उन की कुछ सुरक्षा हो जाय। वे मनमाने ढंग पर निकाले न जा सकें, नियमों के अनुसार ही उन की नौकरी को वे खत्म कर सकें। साथ ही उन के हिसाब किताब रखने के लिये ऐसे नियम बनाये जायें, ऐसी किताबें बर्गेरह उन को दी जायें, ऐसे फार्म्स बनाये जायें जिन से वे पकड़ में आ सकें।

अगर इस तरह से किया जाय तो मेरा विश्वास है कि इस में जो करपान फैला हुआ है, जिस के निये यहाँ कहा जाता है कि जो बड़े बड़े प्रफसर हैं उन को ठेकेदारों से मासिक आमदनी के रूप में कुछ न कुछ मिला करता है और मुमकिन है कि वे उन ठेकेदारों को प्रोत्साहन देते हों और उन को कायम रखते हों, वह खत्म हो सके। इस की ओर भी ध्यान देने की जरूरत है। जब आप ने देश में से जारीरदारी प्रधा को खत्म किया तो हमारे रेलवे में जो जमीदारी या जारीरदारी है वह भी तो खत्म होनी चाहिये।

दूसरी बात मुझे क्लेम्स के बारे में निवेदन करनी है। क्लेम्स बराबर बहुत ही जाते हैं। रेलवे में उस के माल की चोरियाँ बढ़ती जाती हैं। जो रेलवे रिपोर्ट दी गई है, उस में आप देखेंगे कि "येप्ट आफ रेलवे प्राप्टी फार्म बंकिंगाम एंड स्टोर्स" पहले के मुकाबले बड़ी हुई है। "येप्ट एंड डैमेज टु कैरेज एंड एलेक्ट्रिकल फिटिंग्स" जहाँ सन् १६५६-५७ में २७,१८८ रु. वहाँ वह सन् १६५८-५९ में ८७,८२२ हो गई। जहाँ भी जाते हैं पता चलता है कि रेलवे के बल्ब निकल जाते हैं, पंखे निकल जाते हैं। मैं समझता हूँ कि वह सब रेलवे शेड में जाते हैं और यह रेलवे कम्बिनेशनों के मिले हुए बिना नहीं हो सकता है। इस की तरफ ज्यादा से ज्यादा ध्यान देने की जरूरत है और इस पर सख्ती से धमल किया जाना चाहिये। करोड़ों रुपयों की मध्यता इस तरह से चली जाया करती है, इस में रोक होनी चाहिये।

बैगन्म के अनाटमेंट बर्गेरह के बारे में भी ध्यान देना यद्यपि हमारा फर्ज है, लेकिन जो स्टाफ है वह यह समझता है कि उस में कुछ लेने का उस का हक है। वह पहले के मुकाबले बहुत कम हो गया है, लेकिन अभी काफी मात्रा में बना हुआ है।

भ्रष्टाचार को रोकने के बास्ते सक्रिय कदम उठाए जाने चाहिए और इसमें अगर एक

[श्री राधे नाल व्यास]

दम से इसको खत्म न किया जा सके तो इसमें कमी तो होनी ही चाहिए। चूंकि रेलवे ज में भ्रष्टाचार की गुंजाइश है इसलिए इस और विषय तौर से ध्यान देना चाहिए।

यात्रियों को सुविधाएं देने का जहां तक सम्भव है रेलवे मंत्रालय ने ५०० मील और उससे अधिक की यात्रा करने वाले मुसाफिरों के बास्ते बिना कोई अतिरिक्त किराया लिए स्लीपिंग कोचेज की व्यवस्था किए ही देनों में की है और धीरे-धीरे वह यह सुविधा अन्य दूनों में भी देना चाहते हैं। आप ने यह बतलाया है कि जैसे-जैसे नई कोचेज बनती जायेंगी यह स्लीपिंग कोचेज वह दूसरी गाड़ियों में भी लगाते जायेंगे। यह स्वागत योग्य व्यवस्था है। लेकिन मैं जानना चाहूँगा कि जिन रेल गाड़ियों में पहले से ही पुरानी स्लीपिंग कोचेज हैं उनमें आज भी जो ५०० मील या उस से अधिक के यात्रियों से अतिरिक्त किराया लिया जाता है वह यद्य प्रालिंग क्यों निया जाता है? नई कोचेज जब बन कर लगायी जायेंगी तब तो उनमें ५०० मील या उससे अधिक का सफर करने वालों से आप कोई अतिरिक्त किराया नहीं लेंगे लेकिन यह जो पुरानी कोचेज में लोग ५०० मील या ८०० मील तक की यात्रा करते हैं उनसे आप वह सरचांज क्यों बसूल करते हैं? यह दो तरह की पालिसी गलत है। एक नीति होनी चाहिए। जब रेलवे प्रशासन की यह नीति है कि ५०० मील या उस से अधिक की यात्रा करने वाले यात्रियों को मुफ्त में यह स्लीपिंग फैसिलिटी दी जाय, केवल आँडनेरी टिकट के आधार पर ही उनके बास्ते माने की व्यवस्था की जायेगी तो यह चीज सभी रेलों पर समान रूप से मिलनी चाहिए और कहीं पर भी उसके लिए अतिरिक्त किराया बसूल नहीं करना चाहिए।

यह तो ठीक है कि ५०० मील से कम की यात्रा करने वालों से स्लीपिंग के लिए कुछ

किराया ले लिया जाय, ३ रुपये, लेकिन यह ३ रुपये के ऊपर जो यह ७ आँने लिये जाते हैं यह ठीक नहीं है। मैं ने रेलवे के अधिकारियों से इस बारे में पूछने की कोशिश की है तो बोले कि रेलवे बोर्ड का इस बारे में कोई सरकुलर अधियाय नहीं है। मैं समझता हूँ कि यह जो ७ आँने का सरचांज लिया जाता है वह नहीं लिया जाना चाहिए और कानून भी आप उसको नहीं ले सकते।

नैरोगेज के बारे में जैसे कि जांगड़े साहब ने बतलाया कि वह ६ प्रतिशत है। करीब ३,१०० मील नैरोगेज है। इससे देश को बड़ा नुकसान हो रहा है। इस ६ प्रतिशत नैरोगेज रेलवे लाइन को हटाने के बारे में रेलवे को एक प्रोग्राम बनाना चाहिए। यह तो ठीक है कि उसको हटाने की नीति आपने तय कर ली है लेकिन उसे तृतीय पंच वर्षीय योजना काल में हटाने के लिए पहल होनी चाहिए। उससे काफी देश को नुकसान हो रहा है और उसको हटाने की ओर शीघ्र ध्यान देना चाहिए।

एक साहब जो मेरे राज्य से बोले है उन्होंने भिड़ का उदाहरण दिया। ग्वालियर से भिड़ होकर इटावा और ग्वालियर से शिवपुर नैरोगेज है। शिवपुर से चम्बल तक यह सात नाल एकड़ जमीन पर सिचाई होने जा रही है और वह नैरोगेज जहां कि स्टील के लिए योजना बनती है, गाड़ियों को बढ़ाने की जरूरत है। आखिर इस सात नाल एकड़ जमीन में सिचाई होने से जो अनाज पौदा होगा, और वैसे तो आज भी साधारण में वह सरप्लस है, तो उस सारे अनाज को ढोने की क्या व्यवस्था है? यह सिचाई तो अगले साल में उ लाल एकड़ जमीन पर सिचाई होने वाली है तो उस अनाज को ढोने के लिए अभी से रेलवे को कोई ऐसी व्यवस्था करनी चाहिए जिससे कि यह नैरोगेज की लाइन जल्द हटे। ग्वालियर से भिड़

होकर आगरा और जांसी होकर यदि वह नाइन जाती है तो चक्कर से बच जायगी । मैं समझता हूँ कि उन्हें इस और ध्यान देने की जरूरत है ।

इसी तरह से रेलवे कर्मचारियों में भी बड़ा असन्तोष है । उसके कई कारण हैं । कहीं तो उनके काम की शर्तों और तनस्वाहों और भर्तों प्रादि में असमानताएं हैं, कहीं टी० टी०ज० को कम तनस्वाह मिलती है, भर्ता कम मिलता है, तो कहीं पर उनके मोने की व्यवस्था नहीं है, कहीं पर उन के टहने की व्यवस्था नहीं है, तो कहीं असन्तोष इस कारण है कि बड़े प्रफतरान का अपने छोटे मातहूत कर्मचारियों के साथ व्यवहार अच्छा नहीं है । रेलवे मंत्रालय को इस असन्तोष की ओर ध्यान देने की जरूरत है, और उनके जो भी कारण हों उन सब कारणों को दूर करने की जरूरत है ।

मेरे पास समय अब नहीं रहा है लेकिन एक बात जो मुझे मालूम हुई उसके सम्बन्ध में कुछ योड़ा सा निवेदन करना चाहूँगा । किरोसीन आयल पर रेलवे प्रशासन ने कुछ रेट बढ़ाया है । उसके बास्ते यह कहा गया कि पहले जो नुकसान की जिम्मेदारी रेलवे प्रशासन नहीं सेता था अब उसने नुकसान की जिम्मेदारी से ली है । मैं यह जानना चाहूँगा कि मुझे ले रेलवे विभाग के अधिकारियों ने बतलाया कि इससे जो यह किरोसीन आयल की कम्पनियां थीं वह अपने डीलमं को नुकसान की एवज में कुछ देना चाहती थीं, कुछ तेल दिया करती थीं, वह अब उन्होंने देना बन्द कर दिया है जिसके कि परिणामस्वरूप हमारी रेलवेज को नुकसान हुआ । अब रेलवेज को किराये के रूप में कुछ तो मिल गया लेकिन उस होने वाली आमदनी के मुकाबले में रेलवेज को लाखों रुपये अधिक का नुकसान उठाना पड़ा है, पेंट करना पड़ा है । अगर बाकई में रेलवे प्रशासन को इस अतिरिक्त फेट चांडे के बढ़ाने से कायदा हुआ हो तब तो यह इनकीज

ठीक है बरना क्या कायदा । इस फेट के बढ़ने से जो रेलवेज को आमदनी हुई है और जो उनको नुकसान हो गया है दोनों को देखें और तभी वे सही नतीजे पर पहुँच सकते हैं ।

Mr. Deputy-Speaker: Shri Aurobindo Ghosal. Not more than 10 minutes.

Shri Aurobindo Ghosal (Uluberia): Though I have given a number of cut motions covering all aspects of the railways, but because the time at my disposal is very short, I shall confine myself to some important points only. The first problem which has been emphasised by many hon. Members and which we are facing is in regard to over-crowding in trains. In order to reduce over-crowding in trains, at least two things must be done. First of all, the railways themselves should provide more accommodation by adding more bogies in every train and they should also introduce more trains. Also, they should divert the travelling public to other forms of transport. In order to provide more accommodation, the railways should attach more bogies to the trains and also introduce more additional trains in order to cope with over-crowding and solve the problem of over-crowding.

My second suggestion is that there should be a liaison committee which should consist of representatives of the Railway Ministry and the Ministry of Transport and Communications so that the schemes can be taken up and executed in a planned way. There is no use of laying of roads parallel to the railway lines because that will not solve the problem of over-crowding. Unless the roads are developed in the rural areas so as to link the villages, and unless the travelling public are diverted to other forms of transport, the problem of over-crowding is difficult to solve.

[Shri Aurobindo Ghosal]

My next point is with regard to catering. Catering service is deteriorating day by day. We are assured by the hon. Minister that with the abolition of the railway restaurant cars in the trains running for long distances, food packets will be available for the passengers. But we find that except two or three big stations like Howrah and Delhi, the food packets are not available in any other station and this causes much harassment to the travelling public. At some stations, catering is done by both the station restaurants and the private contractors, and so, in competition, the quality of the food is gradually deteriorating.

I would next like to mention about the difficulties and disadvantages that are being experienced due to the condition of the restaurant cars attached to the vestibule trains. Neither they stock adequate quantity of food to be supplied to the passengers who travel in the train nor are the seats adequate enough to accommodate all the passengers who travel by the vestibule trains. So, I would like to make a suggestion, namely, that folding wooden planks or trays may be provided at the back of each seat as in aeroplanes so that the passengers may take their meal in the compartments themselves.

As regards the condition of the suburban trains in the South-eastern Railway, I would like to submit that there is no amenity provided to the passengers in these trains. Drinking water is not available; nor is there any water in the latrines. There are no lights; there are no fans. For several weeks no sweeping is done even in the compartments. Conditions are horrible in the suburban trains of the South-eastern railway.

I would now like to deal with some grievances or demands which are being ventilated from West Bengal regarding the opening of new lines. I

suggest that a line from Santragachi to Bistupur via Arambagh should be constructed. This is an important line because Arambagh is growing and is becoming an important town. It is within 30 miles from the city of Calcutta but it takes about one day to go to that town. Naturally, there is a demand from the people of that area for a new line from Santragachi to Bistupur via Arambagh. There is also a great need for a line from Kharagpur to Haldea. Haldea is the place where the new subsidiary port is going to be built.

Another demand which is being made every year is with regard to the Howrah-Amra light railway. The demand is that this line should be taken up and made a broad gauge line.

Another demand which was previously taken up in right earnest and has been shelved since some time past is in regard to the circular railway around the city of Calcutta. It is essential for reducing the congestion in the trams and buses at the present moment. The other two points I want to mention are as regards the electrification of the Howrah-Kharagpur section of S. E. Railway and also the electrification of Sealdah section of the Eastern Railway.

I would now like to refer to some of the difficulties which are experienced in the Howrah station. Recently the railway administration has set up turn-pike gates and it is very difficult for children and the women folk to enter into the station during the peak hour. So, I submit that the turn-pikes may be done away with.

Regarding other things, the counters at Howrah station are very small and inadequate in number. Naturally on Saturdays and other holidays, it is difficult to get tickets. So, provision has to be made for

opening an extra counter. Otherwise, people cannot purchase tickets for travelling in their respective trains, even though they stand in queue for several hours. If they do not purchase tickets at the counter and if they get the tickets from the guard or the ticket-checkers, they are penalised. So, if any passenger is not able to purchase the ticket from the counter, he should be allowed to purchase it from the guard or the checkers without any penalty. In that respect, the law has to be amended.

Another point I would suggest is the introduction of motor trolleys for taking away the luggage from the Howrah platform. This is the most congested platform. If one train comes late, it is impossible for the passengers to board the train and it is very difficult to remove the luggage by hand-driven trolleys. In other countries, in congested stations, the system of motor trolleys is there. So, I would request the hon. Minister to look into this matter.

As regards the demands of the workers regarding the Pay Commission's recommendations, I would request the hon. Minister to meet the representatives of the Union, so that the grievances which are real may be redressed and they can come to an agreed solution, in order to get better work from the workers.

श्री आसर (रत्नागिरी) : उपाध्यक्ष महोदय, मैं ने जो कटौती प्रस्ताव रखे हैं उन में से कुछ का जिक्र मैं करना चाहता हूँ जिन का जवाब मंत्री जी ने अपने भाषण में नहीं दिया।

एक बात जो बहुत महत्वपूर्ण है और जिस का जिक्र आज कई वर्षों से होता रहा है वह है दिवादासगांव रेलवे। देश में नई—नई रेल सड़कें बनाई जाती हैं। पिछड़े हुए भागों को बाह्न व्यवहार की सुविधा दे कर उन को बेवेलप करने का प्रयत्न किया जाता है।

लेकिन इस दिवादासगांव रेलवे की ओर दुर्जन्य से रेलवे मंत्रालय ज्यान नहीं दे रहा है।

यह साल में हम ने बड़ी भाषा रसी भी कि मंत्री जी की ओर से दिवादासगांव रेलवे के बारे में जो कुछ कहा गया है उस से हमारे पिछड़े हुए भागों का कुछ विकास होगा। लेकिन मंत्री जी ने दिवादास पनवेल उरण रेलवे लाइन का डिक्लेरेशन किया और बताया कि अब कोकण का विकास होगा। लेकिन इस लाइन से कोकण के विकास का कोई सम्बन्ध नहीं है। यह लाइन तो केवल फिलेस के लिये बनाई जा रही है। आज पनवेल और उरण बम्बई को इतना नजदीक है और पनवेल रेलवे स्टेशन से २० मील दूर है और वहां का भाना-जाना एक सबरबन जैसा ही आज भी चल रहा है, और इस रेलवे से वहां के लोगों को विशेष लाभ नहीं होगा।

कोयना बिजली मिलने वाली है और श्रीद्योगिक लोगों की स्थापना करने का विचार बम्बई सरकार कर रही है। लेकिन यह सब होते हुए भी जब तक रेलवे की सुविधा नहीं होगी तब तक बड़े उद्योगों की स्थापना अशक्य है। मैं ने जब उद्योग मंत्री से इस बारे में प्रश्न पूछा तो बताया गया कि वाहन व्यवहार की सुविधा न होने से वहां कारखाने सरकार नहीं खोल सकती।

दिवादासगांव रेलवे की मांग सब श्रीद्योगिक संस्थाओं की ओर से, सामाजिक संस्थाओं की ओर से और सब सामाज्य जनता की ओर से बड़े पैमाने पर की गयी थी। इतना ही नहीं, राज्य सरकार ने भी इस की मांग की है। यह साल रेलवे मंत्री जी की घोषणा के बाद लगा कि अब दिवादासगांव रेलवे बन जायेगी लेकिन इस साल की घोषणा में दिवा पनवेल उरण लाइन को प्राधान्य दिया गया है। और इस बजट में इस के लिये केवल ६ लाख रुपया रखा गया है। न मालूम इस प्रकार यह रेलवे कितने समय में बन पायेगी।

[श्री आसर]

मैं मंत्री जी से पूछता चाहता हूं कि क्या आप दिवादासगाव रेलवे के बारे में कुछ करना चाहते हो ? जहां रेलवे है वहां चाहे रेलवे न बढ़ावें लेकिन जो पिछड़े हुए भाग हैं वहां रेलवे को प्राथान्य देना आवश्यक है। इस दृष्टि से इस ओर देखा जाय।

दूसरी बात मैं यह कहना चाहता हूं कि पूना लोनावला सेक्षण सबर्हन सेक्षण माना जाय। यह मांग आज अनेक बर्षों से हो रही है। आज पूना और पूना के पश्चिम में ग्रामीणिक लेन बढ़ रहा है। बड़े-बड़े कारखाने बनाये जा रहे हैं। डिफेंस की आर्डरेन्स फैक्टरी आदि सब वहां हैं। और कर्मचारी रोज पूना से आने जाते हैं। वहां लोकल ट्रेन है लेकिन इस लोकल लाइन पर किराया ज्यादा लिया जाता है। सन् १९४८ तक पूना लोनावला सेक्षण पर सीजन टिकट का किराया ६ रुपया था लेकिन आज उसे तिगुना बढ़ा दिया गया है। मैं आप के सामने कुछ आंकड़े प्रस्तुत करना चाहता हूं। बम्बई से कल्याण जै ३४ मील है उस का किराया ११.२५ रुपये है, इसी प्रकार बम्बई से अंजत का जो कि ६२ मील है किराया १७.८१ रुपया है, बम्बई से कसारा का किराया जो कि ७६ मील है केवल २०.८८ रुपया है, नासिक रोड जो कि बम्बई से ११८ मील है वहां का किराया ४७.८८ रुपया है, पूना का किराया बम्बई से ५५.३१ रुपया है जब कि उस की दूरी १२० मील है, बम्बई से लोनावला ८० मील है और उस का किराया २६.८१ रुपया है, लेकिन पूना से लोनावला ४० मील है और उस का किराया २५.५० रुपये है। इन आंकड़ों से पता लगता है कि केवल पूना लोनावला के किराये में इतनी डिसर्टी है। इस के कारण वहां की जनता में असंतोष है। मुझे लगता है कि यह स्टेप मदरली ट्रीटमेंट पूना लोनावला सेक्षण के साथ किया जा रहा है। यह बन्द होना चाहिये। मैं मंत्री जी से प्रार्थना करता हूं कि

इस ओर देखा जाये और पूना लोनावला सेक्षण का सीजन पास का किराया कम किया जाये।

बम्बई सबर्हन में जो भीड़ होती है उस में कभी करने के प्रश्न पर विचार करने की बहुत ज़रूरत है। प्रातः जाने वाले कर्मचारियों को भीड़ का बहुत अनुभव होता है। इसलिये कल्याण से बम्बई विकटोरिया टर्मिनस के लिये और ज्यादा गाड़ियों की व्यवस्था की जाय।

आज कल हमारी सब डाक रेलवे से मिरज कोल्हापुर होती है और रत्नगिरी डिस्ट्रिक्ट को जाती है और वहां से प्रमुख स्थानों को जाती है। इस बारे में स्टेट ट्रांस्पॉर्ट अधिकारियों ने सदन रेलवे को लिखा था लेकिन उन से कोई सन्तोषजनक जवाब नहीं मिला। मेरी प्रार्थना है कि रेलवे टाइम टेबिल को इस दृष्टि से एडजस्ट किया जाये जिस से हमारे जिसे के लाखों लोगों को सुविधा हो सके और उन को डाक समय पर मिल सके।

रेलवे को जो आमदनी होती है उस में से गुड्स से बहुत ज्यादा आमदनी होती है, लेकिन इस आमदनी को कराने वाले जो कमशियल कलर्क हैं उन की हालत अच्छी नहीं है। उन की सुविधा की ओर ध्यान दिया जाना चाहिये। उन लोगों ने बहुत बार ट्रिप्पेनेशन किया और इस की चर्चा भी हुई लेकिन उन की दशा में कोई सुधार नहीं हुआ है। इस से इन लोगोंमें से बड़ती जाती है। इस का एक कारण यह भी है कि कमशियल कलर्क्स को हैंडल करने वाले और डाइरेक्शन देने वाले आफिसरों को कमशियल डिपार्टमेंट का अनुभव नहीं होता क्योंकि वह ट्रांस्पॉर्टेशन और अन्य विभागों से आते हैं और कमशियल कलर्क्स पर डामिनेट करने की कोशिश करते हैं। इस में असंतोष बढ़ता जाता

है। हमारा प्रनुभव यह बताता है कि इन-एफीशेंसी बढ़ती जाती है। इन कर्मशाल क्षेत्रकंस् की जो मांगें हैं, अगर ये उचित हैं तो इन को क्यों नहीं माना जाता है? यदि इन को मान लिया गया तो उन का जो असन्तोष है वह दूर हो सकेगा और आप की आमदनी वे जो अच्छा काम करेंगे उस के कारण बढ़ सकेगी। जो यातायात है उस को टीक करने में भी इस से आप को सुविधा मिलेगी।

अब मैं डेकिन क्षेत्र के हालटेज के बारे में जरा सा कहना चाहता हूँ। इस के कर्जत में दो मिनट के लिये रुकवाने की जो मांग है वह बहुत देर से चली आ रही है और मैं चाहता हूँ कि इस को वहां रुकवाने का प्रबन्ध आप की तरफ से होना चाहिये। यह गाड़ी जब बम्बई में पूना जाती है तो वहां इस का हाल है, लेकिन जब यह पूना से बम्बई आती है तो वहां इस का हाल नहीं है। वहां के लोगों की यह मांग है कि इस को केवल दो मिनट के लिये वहां रोका जाये। मैं आशा करता हूँ कि इस पर आप ध्यान देंगे और दो मिनट के लिये रुकवाने का प्रबन्ध करेंगे।

अब जो चोरियां हो जाती हैं उन के बारे में मैं जरा सा कहना चाहता हूँ। मैंने इस के बारे में प्रश्न भी पूछे थे और बताया था कि बहुत से रेलवे कर्मचारी इस में सहयोग देते हैं। इस तरह के समाचार अखबारों में भी छपते रहते हैं। हमारी सरकार ने रिजर्व पुलिस रक्षी ही है और उस के ऊपर एक रिजर्व स्पेशल पुलिस है। लेकिन इस के बारे में देखा गया है कि पुलिस वाले भी इस में शामिल हो जाते हैं और गुड्स की चोरी में सहयोग देने लग जाते हैं। पता नहीं आप किस तरह से इन को एप्पार्टमेंट करते हैं और क्या इन से कोई बांड भी भरवाते हैं या नहीं या इन के चाल चलन को देखते हैं या नहीं। स्पेशल पुलिस के लोग ऐसा काम करते हुए पकड़ गये हैं। मैं आप को एक उदाहरण देना चाहता हूँ। बम्बई के पास बाड़ीबन्दर में जो मामान

है, वहां से बहुत सा माल चोरी चला गया था। बम्बई काँजो रेलवे यार्ड है वहां से बहुत सा स्ट्रैप चोरी जाता है और स्टेशन के बाहर एक दुकान है जहां पर रेलवे कर्मचारी जाते हैं हैं और उस को बेच भाते हैं। सभी को इस का पता है लेकिन कोई इस के खिलाफ एक्शन ही नहीं लेता है। इसवास्ते मैं चाहता हूँ कि इस विषय में विशेष प्रयत्न किया जाय और देखा जाये कि चोरियां न हों। आजकल चोरियों की वारदातें दिन-प्रति-दिन बढ़ती जा रही हैं और मैं प्रार्थना करता हूँ कि इस पर रोक लगाई जाये।

आप ने फेट रेट पांच नया पेसा बढ़ाया है इस का कोई समर्थक नहीं है और मैं आप से प्रार्थना करता हूँ कि इस पर आप पुरिचार करें। मैं नहीं समझता हूँ कि इस से जनता का या रेलवे का बहुत बड़ा लाभ होने वाला है। आज जब कि अनाज के तथा और दूसरी चीजों के भाव बढ़ रहे हैं यह पांच नये पेसे की वृद्धि करना मुनासिब नहीं है। मैं चाहता हूँ कि इस को वापिस ले लिया जाये।

फॉटियर मेल से जब हम जाते हैं तो अक्सर देखने में आता है कि किसी न किसी स्टेशन पर एक बोगी को उम से प्रलग करना पड़ता है। इस गडबडी का कारण यह दिया जाता है कि डिब्बे का जो एक्सल है वह गर्म हो गया है। एक-दो बार नहीं, प्रायः हर बार जब हम जाते हैं यह चीज देखने में आती है। यह मेरा ही प्रनुभव नहीं है, दूसरों का भी प्रनुभव हो सकता है। पहले तो यह चीज नहीं होती थी, अब स्पैस होने लग गई है, जब इस के बारे में पूछा जाता है....

उपाध्यक्ष महोरेय : हर बार उमी गाड़ी का होता है जिस में आप चलते हैं?

श्री आसर : ऐसी बात नहीं है लेकिन औरों का भी ऐसा प्रनुभव है, यह मैं कहना चाहता हूँ।

[सी आसर]

बात यह है कि जो बूल उस में इस्तेमाल की जाती है वह बाहर से इम्पोर्ट की जाती है। पहले वह अच्छी किस्म की होती थी लेकिन अब ऐसा मालूम पड़ता है कि वह हल्की किस्म की है जिस से जो भायल का कंजम्पशन रहना चाहिये वह नहीं रह पाता है और वह तपे जाता है। पढ़ाह दिन की बात है कि रात के बक्त लाई थी और एक कर्मचारी ने देखा कि यह बहुत गम्र हो गया है और अगर वह यह न देखता तो हो सकता है कि वह दिल्ला जल जाता इसवास्ते में चाहता है कि एक्सेल में अच्छी ऊन का उपयोग होना चाहिये ताकि वह तपे नहीं।

Dr. Pashupati Mandal (Bankura—Reserved—Sch. Castes): Mr. Deputy-Speaker, I congratulate the Railway Minister for building the rolling stock and for achieving the targets of the Second Plan in scheduled time. But, at the same time, I may bring to his notice that he is not paying proper attention to the Bishnupur-Santragachhi line. The people of Burdwan have a long-standing desire to have this line. It will pass through the densely-populated areas of West Bengal, Bankura, Midnapur, Howrah and Hooghly and will touch the world-famous places of Jairambath, Kamarpukur and Radhanagar, the birth place of Raja Ram Mohan Roy. The Chief Engineer of the then BNR Railway, Mr. Trouloch, surveyed this line and said that the cost of construction of this line will be realised within ten years by transport of coal only. It will be a second approach line direct from South Bihar to Howrah. It will remove congestion of Kharagpur-Howrah line and congestion of Kharagpur yard. It is only the construction of 50 miles of line. The mileage will be 50 miles less than the line via Kharagpur. So, I am pressing for this line to be taken up in the Third Five Year Plan.

From every section of the House hon. Members have been pressing hard for electric trains etc. I have been pressing for the diversion of one of the Delhi-Howrah trains from Gomoh or Asansol via Adra Kharagpur since 1952. The people of Purulia, Bankura, Midnapur and Orissa suffer a great difficulty to travel up-country. If the train is diverted, passengers from Tatanagar also will get this facility. Only passengers from Burdwan will lose one train, but there are several trains running from Delhi to Howrah through Burdwan. So, I earnestly request the hon. Minister to look into this matter so that one Delhi-Howrah train may be diverted.

There is a BDR Light Railway running from Bankura to Rayna which does not cross Damodar River to reach Burdwan. There will be a university at Burdwan for Purulia, Bankura and other areas. So there is immediate need for the easiest and the shortest link to Burdwan from these districts. If these are connected with Burdwan it will be a boon to these areas.

There is a rumour that the BDR Light Railway line will be removed under the direction of the Railway Ministry on the plea that it is running in deficit. May I know, Sir, how far it is true? It will be better if this line connects Durgapur with Jamshedpur which will be an urgent need in the near future.

Recently crimes have been occurring at such a high rate and so often in running trains that there is a general feeling of insecurity amongst railway travellers. It should be looked into with keen interest so that passengers may travel safely as before. I may suggest that the Railway Protection Force should have the same power as the Police have.

Zonal Railways Users' Committees should be formed with MPs from that zone particularly so that they may

look into the problems and suggest a solution at an early date. Otherwise, a change may happen without assessing the difficulty which will come up after the change. Moreover, I suggest that if a thorough change is going to be made, it should be brought to the notice of the MPs of that area in the Zonal Consultative Committee at an early date so that great hardships do not arise after the change.

Though there is a general impression that the Scheduled Castes and Scheduled Tribes candidates have been appointed in a large number, yet I think that they are lagging behind in fulfilling the reserve quota. Moreover, in the case of promotion, reservation is not maintained though there is a standing order to that effect.

I am pointing out one thing more serious and that is, some candidates had been selected by the Railway Service Commission as probation guards in 1958 for S. E. Railway and now they have been informed through a circular that they will not be treated as selected candidates if they are not appointed by the 31st March, 1960. Now a fresh advertisement has appeared in the newspapers for the recruitment of guards. Why has such an anomaly happened? If the zonal difficulty arises, then the Railway Service Commission may solve the problem. I request the hon. Minister to look into this matter and do the needful for appointment of the previously selected candidates.

I also suggest that those who survey the new lines should themselves be put in charge of constructing them in view of their previous acquaintance during surveying, so that the progress of construction may run smoothly.

I know there is great dissatisfaction about seniority among the temporarily recruited officers who have been confirmed later on. Their seniority will be fixed according to the date of confirmation as provided by the general rules of O.M. dated 14-7-58. I suggest satisfaction has to

be maintained among the railway staff and thereby trains may run smoothly, there may be less accidents, speed of other work will be in appreciable progress.

Lastly, I find that passenger amenities are far inferior in the South-Eastern Railway, especially between Kharagpur and Adra. There should be minimum amenities in each station such as passenger shelter well-protected from scorching sun and rain, over-bridges for both sides, sufficient lighting arrangements, drinking water throughout the year and approach roads.

I hope the hon. Minister will pay attention to all these things.

Shri Nanjappa (Nilgiris): There is a proposal to lay a new line in the Southern Railway from Mettupalayam. It is to be laid in a developing industrial area, and it is for six miles. The proposal is that the industrialists pay the amount in advance as loan. There is another proposal for laying a line from Mettupalayam to Erode. In that area there are other industrial concerns springing up. Loans may be raised in advance in that case also.

It is not merely a question of the industrial concerns. All the hill produce from the Nilgiris have to move from Mettupalayam. Trainloads of potatoes move for six months in the year, besides tea and coffee from the hills, as also vegetables.

The proposed new line will shorten the distance by the existing route by nearly 30 miles. So, any industrial factory, businessman or trader will prefer this route and advance money so that he may make more profit by taking the shorter route. This tract also goes along a very rich area. The people in that area also will be prepared to advance money. (Interruptions).

Mr. Deputy-Speaker: Order, order. The House should always remain

[Mr. Deputy-Speaker]

pleasant to the eye and interesting to the ear. When there are so many voices conflicting, one cannot follow the Member speaking.

Shri Nanjappa: By adopting this new approach, the railways may give preference to areas where the people give loans for new lines.

Next, about over-crowding in compartments. Whether it be in Madras or in Delhi, bookings are made well in advance; the results is that tickets are not available two or three days in advance. Even in third class, there is a good deal of rush. One difficulty which is very commonly noticed is that the railways issue more tickets than there is accommodation in the compartments. Even the most unscrupulous personnel would not be willing to take in more passengers than is warranted. The railways punish a person if he travels without a ticket, but there is nothing which prevents more people travelling in a compartment than there is accommodation. This custom of issuing more tickets than there is accommodation must be put an end to.

An Hon. Member: The hon. Member does not want any tickets to be issued?

Shri Nanjappa: I want that they must issue only as many tickets as there is accommodation, but they should not pack passengers like sardines and send them to their destination.

Another thing that I noticed last time, while going from Delhi to Madras in the sleeping coach was that it was very shaky. It is impossible to sit and much less to lie down and stretch oneself in comfort. One of the ladies in the compartment rightly remarked that we had not been thrown out of the compartment but we were still in our seats. The sleeping coach runs over thousand

miles or so but it is so very shaky that it is impossible either to sit or to lie down.

Again, while travelling from Madras to Delhi, I found that even in the first class compartments, the doors and windows were so ill-fitting that we had a lot of smoke, coal dust and so on even within a short distance.

When the carriages are in such a condition, the hon. Minister need not think of exporting them to foreign countries.

Also, there was another thing which I noticed while coming from Madras. One of the coaches developed some trouble at Itarsi. That was detached, and in its place, another coach was attached in the middle, and again, they were doing repairs to that carriage. The result was that we reached Delhi two hours late. Such was the condition of travel. Such old coaches etc. must be removed.

I would like to say a word regarding the canteens also. The hon. Minister was telling us that they are giving people very cheap food worth about four annas or three annas. But, when quality is taken into consideration, it is practically nothing. It is not at all sustaining; it is not wholesome. There is no point in supplying merely cheap food; it must have some real nutritive value.

In this connection, I would like to complain about the insanitary conditions in which food is supplied. In the Madras station, the breakfast supplied is kept on the platform, and it is full of flies. Formerly, when food was served from the dining cars, it used to be offered in a covered form. But, nowadays, they supply food without any cover, and the items supplied are very cold also. Moreover, in the case of the South Indian meal which contains a lot of liquid items such as buttermilk, rasam and sambar,

they also spill and these are brought in that state. Such was the state of the catering done even from the dining cars.

So far as departmental catering is concerned, I would submit that that is good. Government want to abolish the contractor system. I welcome it, and I am in favour of departmental catering. Whereas over the contractor system we cannot have any control, in the case of departmental catering, we can have control, and wholesome and good food can be supplied in a sanitary condition.

Shri R. Narayanasamy (Periyakulam): Mr. Deputy-Speaker, Sir, I rise to speak a few words on the Railway Budget. First of all, I thank you for giving me an opportunity to speak at least now.

Shri Kalika Singh (Azamgarh): Even then he is not availing of the opportunity.

Mr. Deputy-Speaker: The last speech is heard with more attention. Therefore, I called him now.

Shri R. Narayanasamy: I believe the hon. Railway Minister will excuse me for bringing to his notice some of the local, yet pressing, problems of the public of my area that has sent me to this august Chamber.

The Kodaikanal-Gudalur Railway line was under the contemplation of the Government from 1889 when the Madras and Travancore Governments made an agreement regarding the waters of the Periyar river. In 1895, a survey was made. In 1897, after the completion of the Periyar dam, the Government granted permission to Messrs. Wilson and Company, Madras, to construct a light railway from Kodaikanal railway station,—then Ammayanaickanur railway station—which lies between Dindigul and Madurai railway stations, to Gudalur within two years. The said company failed in floating the capital wanted within the period allotted and thus the permission granted automatically expired.

Then the Government made several surveys till 1920. After the close of the First World War, the Government sanctioned in 1920 this line under the post-war reconstruction scheme and directed the District Board, Madurai, to intimate to the Government within two years whether it was willing to take up this work, as the then South Indian Railway Company and the two planters of the Kannan Devan Hills were willing to undertake the work. Then in 1922, the District Board of Madurai intimated to the Government to cancel the sanction of the Kodaikanal Road-Gudalur railway line and requested sanction for the construction of the Madurai-Bodinayakkanur line. Accordingly, the Government cancelled the order sanctioning this line and permitted the construction of the Madurai-Bodinayakkanur line. Then the work on this line was taken up in 1926 and completed in November, 1928. On 1st January, 1942, this line was dismantled on account of the loss sustained for the last 13 years and want of materials due to war operations during the Second World War. After the end of the Second World War, the then Government in 1945 sanctioned, under the post-war reconstruction scheme, the Dindigul-Gudalur line and ordered traffic and engineering surveys which were completed in 1947, and allotted a sum of Rs. 1 crore in 1948-49 for this line. Following the transfer of power to the Indian people in August 1947, the Kashmir operations started and this matter was deferred.

In 1949, the Madras Government recommended to the Centre to take up this line which would be a paying proposition. It is learnt that the traffic survey has already been made and a report sent to the Government that of all the South Indian Railway lines, the Dindigul-Gudalur line is the only line which would connect all the important villages and markets and would be a paying one. If the dismantled line of Madurai-Bodinayakkanur is reconstructed it would work at a loss as in the past unless the

[Shri R. Narayanaswamy]

Dindigul-Gudalur line is constructed and lined with the dismantled line at Theni. The said Chief Engineer also seems to have written to Government to expedite the construction of this line to Gudalur preferably and profitably from Dindigul itself. The Vaigai dam lies within 6 miles south-east of this line from Periyakulam which is 35 miles from Dindigul. From Periyakulam to Gudalur it is 37 miles. This line is about 72 miles altogether. The Periyar Hydro-electric work recently completed at a cost of Rs. 10.25 crores lies at the tail end of this line.

This is not my personal demand. Almost all the Panchayat Board Presidents and the Municipal chairmen in the taluks of Dindigul, Nilakkottai and Periyakulam have pressed this demand and have sent in their resolutions to the Railway Ministry. If this line is opened, the commercial, industrial, agricultural and the rural development of this region, that is the western part of Madurai district and also the high range of Kerala State would be improved to a great extent. The people of this region have been demanding this line for over 70 years. So, top priority should be given and every effort should be made to expedite the opening of the Dindigul-Gudalur line.

I suggest that the Bodinayakkanur-Cochin line may be opened. This line not only passes through the western ghats, full of tea, rubber, cardamom and other upcountry plantations and forest wealth but also connects the port of Cochin with Madurai and other adjacent districts, thereby giving a link to the State of Kerala. This new line will improve the import and export trade in these parts to a great extent. The Bodinayakkanur-Cochin line will be 100 miles in length and it will definitely turn the careers of lakhs and lakhs of persons. (Interruptions).

Mr. Deputy-Speaker: Order, order.

Shri R. Narayanasamy: This new railway line is really a boon to the

planters, farmers, labourers and merchants in these regions. Hence I urge upon the Railway Minister to take up this matter and get the whole line surveyed as early as possible.

I am glad that the electric trains are going to be extended to Villupuram from Tambaram, that is, from Madras to Villupuram. As a good sum has been set apart for this, diesel trains may be introduced between Virudhunagar and Dindigul via Madurai.

It is learnt that the Madurai-Bodinayakkanur railway is running at a loss. This is something which should cause concern to all those who are interested in making the railways both efficient and profitable. One of the main causes responsible for these losses is the formidable competition offered by road transport. So, the only way to minimise losses on the Madurai-Bodinayakkanur railway is to make it more serviceable to the people of that area.

At present the passengers as well as the trading community that like to transport their goods take the services offered by road transport. One practical way to reduce the losses on this railway is to create more Out Agencies so that the people living in the interior may also avail themselves of the services offered by this railway. This suggestion of mine can be implemented without any difficulty. If this care is not taken, I may warn the Railway Administration that it would lose even more revenues in years to come due to the formidable competition offered by the road transport whose network is spreading far and wide in this country.

17 hrs.

Mr. Deputy-Speaker: The Railways would not listen to his suggestion unless he responds to my ring of the bell.

Shri R. Narayanasamy: The hon. Deputy Minister came to our parts

and he found that there were not enough passengers between Madurai and Bodinaiakanur. I bring to his notice that the Railway Ministry is running this train from Bodi to Madurai unnecessarily (Interruptions)

Mr. Deputy-Speaker: The hon. Member may now resume his seat. I am calling the hon. Minister.

Shri Shahnawaz Khan: Mr. Deputy-Speaker, I am very grateful to the hon. Members who have taken part in this discussion. I would very much have liked to reply to all the points raised by every hon. Member; but, as the hon. House would appreciate, in the short time that is at my disposal, it would not be possible to deal with all the points that have been raised.

Shri T. B. Vittal Rao (Khammam): We are prepared to sit one hour more.

Mr. Deputy-Speaker: Forty minutes are asked and they would be given.

Shri Shahnawaz Khan: Sir, some hon. Members referred to the Railway Accidents Enquiry Committee, of which I was the Chairman. In almost every Budget discussion, some reference is made to that report and this time too, reference was made to the recommendations made in the report regarding the train examiners. We did make certain recommendations regarding the conditions of service of the train examiners. I would like to explain to the House that considerable improvement has already been made in their terms and conditions of service. In 1954, their scales of pay were: Rs. 300—400; 200—300; 150—225 and 80—160, which was the lowest grade. Prior to the issue of upgrading orders in March 1957, the proportion of train examiners in the lowest grade 80—160 to those in higher grades was 85:15. All that I would like to say is, very considerable improvements

have already been effected in their terms of service.

Shri Braj Raj Singh (Firozabad): It is usual to say "considerable".

Shri Shahnawaz Khan: My hon. friend Dr. Ram Subbag Singh, and some other hon. Members referred to the conditions of service of travelling ticket examiners, and they desired that the travelling ticket examiners should be classified as running staff. This matter has also been brought up before the House on a number of occasions. This has been considered at great length by the Railway Board and the Railway Ministry. The staff classified as running staff are those who are intimately connected with the operation of the train. Travelling ticket examiners, I am afraid, cannot be covered by that definition. But the General Managers are permitted to give a consolidated travelling allowance wherever they consider it justified, and this is given to them at the discretion of the General Managers.

Dr. Ram Subbag Singh: But they are not getting what others are getting on other railways. In the Eastern Railway they are getting only Rs. 37.50 whereas in other railways they are getting Rs. 58.50.

Shri S. M. Banerjee: For that a separate notice is required.

Shri Braj Raj Singh: Ask for notice.

Mr. Deputy-Speaker: Order, order. I am listening to these voices saying: "It is usual" and so on. If that is the position, I can ask the Minister to stop.

Shri Braj Raj Singh: That would be better....

Mr. Deputy-Speaker: Unless he is allowed to proceed and have his say, how can hon. Members anticipate what he is going to say?

Shri Shahnawaz Khan: On the Eastern Railway, the travelling ticket examiners have the option either to

[Shri Shahnawaz Khan]

draw daily T.A. or the consolidated T.A. on the following scales:—

Those in the scale of
Rs. 100—200 Rs. 38

Those in scales above
Rs. 200 Rs. 63

If we compare these rates with those obtaining in the Northern Railway—Allahabad, Muradabad, Lucknow, Delhi, Ferozepore and Headquarters squads—

In respect of T.T.E. who remain absent for 20 days or doing no work, a TTE drawing pay plus dearness allowance of

Rs. 100 to 200 — Rs. 38

For those drawing over
Rs. 200 — Rs. 63

So, Sir, there are not such wide disparities in the travelling allowances of travelling ticket examiners as stated by hon. Members.

Dr. Ram Subhag Singh: What are the rates in other railways?

Shri Shahnawaz Khan: Sir, there are lots of other points, and I would like to proceed to the next point. I would like to assure the House that, if there are any special points to be looked into, if any discrepancies are brought to our notice we are always open to reason and we would try and look into all those points.

Some hon. Members referred to the indiscriminate use of special powers of the General Manager under Rule 148, and it appeared, while listening to hon. Members, that there was a reign of terror prevailing on Indian Railways and that people were dismissed or removed from service right and left without any rhyme or reason. Sir, I would like to assure the House that

the position is just the reverse. There are only three reasons for which an employee's service may be terminated by the General Manager under Rule 148. One is the assault on a supervisory official while on duty and use of abusive language to his superiors. Then, corruption, especially where it is not possible to establish the charges under the normal rules but where the General Manager is satisfied that the person concerned is guilty. Here, I would like to state that some hon. Members in this House have referred to the prevalence of corruption on railways. I can assure the House that on railways we are actively fighting corruption and we send out officers in *cognito*, to go and find out the actual state of affairs. Sometimes they travel just as students, as ticketless travellers, and they observe the actual conditions prevailing; they come and submit their reports. We verify their reports, and when the General Manager is thoroughly satisfied that a *bona fide* case of corruption does exist, and that there is no doubt about that, then only action is taken.

The third case is where the safety of train operation is involved. There again, the House was very much perturbed at the number of accidents that were taking place, and we sensed a general desire in the House that very strong action was called for, to minimise the number of accidents. Where we found that there was negligence and accidents were due to neglect, we had to take quick and effective action, and in doing so, the General Manager was authorised to exercise his special powers. These are the conditions or cases in which the General Managers were forced to use their special powers.

I might also add here that previously the General Managers themselves were authorised to terminate the services of an employee. I would like to submit that, during the last two years, 1958 and 1959, the total number of persons whose services have been terminated was 66.

Shri Braj Raj Singh: All over the country?

Shri Shahnawaz Khan: Yes.

Shri Harish Chandra Mathur (Pali): In two years, is it only 66?

Shri Shahnawaz Khan: Yes; these are rather revealing figures.

17.14 hrs.

[MR. SPEAKER in the Chair]

Out of 11 lakh employees, the services of only 66 persons were terminated under this section. Out of these 66, 39 cases were for corruption. I am sure no hon. Member would ever want a corrupt official or employee to be retained in service or would attempt to defend him. Fourteen were dealt with in regard to accidents. Eight were cases of assault on supervisory staff.

Shri Braj Raj Singh: How many for abusive language? None?

Shri Rami Reddy (Cuddapah): Are there any dismissals for abuses?

Shri Shahnawaz Khan: No, for actual assault only. I am sure if there was any misapprehension that this power was being wielded ruthlessly, it would have been removed.

As the House is aware, we have the vigilance section on our railways. The numbers of officers punished during the last three years are as follows: 1956-57—2 gazetted officers and 461 non-gazetted officers; 1957-58—9 gazetted officers and 755 non-gazetted officers; 1958-59—6 gazetted officers and 1,343 non-gazetted officers. Over and above these, a number of cases have also been referred to the SPE, where cases are of a more serious nature. From these figures, I hope the House will agree that, at least on the railways, we have been giving no quarter to any corrupt railway employee be he an officer or an employee of a lesser status.

Some hon. Members have referred to the conditions of travel on railways, especially safety of passengers, ladies in particular. We have been greatly

perturbed about the incidence of dacoities, murders, robberies, etc. on trains. We take full cognizance of every case that happens on our railways, and we consider it to be a very serious matter, deserving very serious attention.

As the House is aware, the safety of passengers is a State responsibility; and the GRP, which is a part of the State police, mainly deals with the crimes on passenger trains. We have been in constant touch with the State Governments. We have had meetings with the Inspectors-Général of all the States, to find out how best we can deal with crimes on railways. The escorts on important trains have been strengthened, and certain other measures have already been taken to deal with this growing wave of crime. But there are certain types of crimes which no amount of patrolling or increasing of police would eliminate. For instance, when a passenger enters a compartment as a *bona fide* passenger, holding a proper ticket and at night he gets up and stabs his fellow passenger, there is very little that an escort can do. Then there is follow-up action and the State Police investigate the case. I am very glad to say that, in a large number of cases of dacoities and murders that have taken place on our railways, the culprits have been apprehended and they have either been dealt with already or their cases are before the law courts. We have been given full assurance by the Inspectors-General of various States that they are making every possible endeavour to work out the cases which have not so far been traced.

Shri Braj Raj Singh: What is the percentage of cases traced and not traced?

Shri Shahnawaz Khan: The RPF has been re-organised and it is escorting goods trains. I am glad to inform the House that as a result of their activities, running train thefts have been brought down very considerably. The

[**Shri Shahnawaz Khan**]

theft figures for running trains are as follows:

1955	2,634
1956	2,078
1957	2,149
1959	1,437

From 1955 to 1959 the figures have been brought down from 2,634 to 1,437. Similarly, there is a very appreciable decrease in the number of yard thefts, which in the year 1955 was 1,312. In the year 1959 it has been brought down to 847. Similarly, goods shed thefts have been brought down from 949 in 1955 to 655 in 1959. These are encouraging figures; and, I am sure, the House will join me in congratulating our Railway Protection Force. There has, however, been an increase in the thefts of carriage and wagon fittings, to which we are now paying very special attention.

Shri Braj Raj Singh: Can we congratulate them for this also?

Shri Shahnawaz Khan: We take very serious notice of every case of dacoity, murder or theft that takes place on the railways. I would, nevertheless, like to give some more figures.

Mr. Speaker: In how many of these cases did the Department receive the assistance of either Class III or Class IV servants in the detection of crimes?

Shri Shahnawaz Khan: I am sorry. I have not got the break-up of figures.

Shri Braj Raj Singh: He requires notice for that.

Mr. Speaker: Are they assisting the administration?

Shri Shahnawaz Khan: Yes Sir. In many cases they have arrested the culprits at the risk of their lives. A professional thief, who knew how to open ladies' compartment from outside, was arrested with the help of the railway staff.

Shri S. M. Banerjee: Is there any difference between ladies' compartment and gents' compartment in opening the door?

Mr. Speaker: There seem to be some devices; we do not know.

Shri S. M. Banerjee: Only for the ladies' compartment?

Shri Shahnawaz Khan: This man was specialising in attacks on ladies' compartments, and when he was arrested he actually gave a demonstration as to how he could open a compartment which was locked from inside.

Shri S. M. Banerjee: You do not have male compartments and female compartments; the compartments are the same.

Shri Shahnawaz Khan: These are compartments meant for ladies.

Shri Sinhasan Singh: In how many of these cases are the persons concerned railway employees and in how many cases outsiders?

An Hon. Member: Most of them are railway employees.

Shri Braj Raj Singh: Notice.

Shri Shahnawaz Khan: There again, I do not have the break-up of the figures with me.

Shri Braj Raj Singh: May I raise a very important point? You have been pleased to remark that hon. Ministers must be prepared for the parliamentary system in Australia. But even for the Budget discussion, which is most important, hon. Ministers are not prepared with figures.

Mr. Speaker: Therefore, I suggest that with regard to certain figures which are being asked for and which are not readily available with the hon. Minister, he may make a statement tomorrow before the commencement of the discussion on the other Demands.

Shri Jagjivan Ram: The figures may be available in one of the papers that we have circulated. But we will find them out, and point out to the hon. Member. All these figures are contained in the papers that have been circulated.

Mr. Speaker: Has the hon. Minister concluded?

Shri Shahnawaz Khan: No, Sir.

Some hon. Members wanted to know the justification for the 5 per cent. increase in freight rates. At the same time an equally large number of hon. Members referred to the unsatisfactory financial condition of the Railways. The expenses have increased very considerably as a result of the operations and also as a result of the recommendations of the Pay Commission. The House will agree that there is ample justification for this 5 per cent. enhancement.

Dr. Krishnaswami—he is not here—and some other hon. Members said that the utmost economy should be exercised in Railways. As the time at my disposal is very little, I would like to submit that we are fully alive to the need for effecting economy. It will be seen from the economy report for the quarter ending June, 1959, recently placed on the Table of the House by the hon. Prime Minister, that out of a saving of Rs. 5.99 crores, as a result of economy measures taken by the various ministries, departments etc., the Railways' share is the largest amounting to Rs. 5.76 crores. Out of a total of Rs. 5.99 crores of all the ministries put together, the economy effected by the Railways is Rs. 5.76 crores.

Shri Khushwaqt Rai: And still costs are going up!

Shri Shahnawaz Khan: I may also assure the House that the strictest control will continue to be exercised over the rise in working expenses consistent with efficiency.

My hon. friend, Shri Krishna, referred to the reservation for Scheduled Castes and Scheduled Tribes. In the

technical categories, for which suitable candidates are not available, the reserved vacancies are temporarily filled up and apprentices are enlisted. They are given proper training, and as soon as they are fit to take up the jobs, they are given those vacancies.

Some hon. Members referred to departmental catering and catering on Railways generally. I think there is a general appreciation of departmental catering throughout the country.

Pandit K. C. Sharma (Hapur): May I put a question about this schedule of....

Mr. Speaker: No, no. Already it is late.

Pandit K. C. Sharma: Just some information.

Mr. Speaker: No, no. Not now. The hon. Member may note down the question, and at the end of the speech, I will allow one or two questions.

Shri Shahnawaz Khan: We have now 104 stations and 20 pairs of trains on which departmental catering has been introduced. The sales on departmental catering establishments which were Rs. 53.52 lakhs in 1955-56 are expected to exceed Rs. 2.43 crores during 1959-60. We have about 5,000 persons engaged in these establishments. The House is well aware that the staff engaged in this catering establishment are receiving treatment as railway staff and are paid salary in accordance with the Government pay scales.

There have been complaints here and there, and it is natural that, in a large establishment of this nature, there should be complaints, but whenever there is a complaint, it is gone into very thoroughly.

To begin with, we suffered certain losses in departmental catering. In 1957-58, the losses were Rs. 22.98 lakhs. These were brought down to nearly half the amount in 1958-59, and we are taking active steps to further bring down the losses, so that the catering can be run on a no-profit-no-loss basis.

[**Shri Shahnawaz Khan**]

Pandit Thakur Das Bhargava referred to the large quantity of railway land lying waste along the railway line and other places. Out of a total of 3.5 lakh acres of surplus land, approximately 51,000 acres are cultivable, out of which 26,000 acres have already been given to State Governments for cultivation.

Shri B. K. Gaikwad (Nasik): Why not all?

Shri Shahnawaz Khan: In addition to the drive instituted by the railway administration for growing more food, the railway administration have also been asked to give surplus land which cannot be utilised for cultivation to the Forest Department or to the State Government for afforestation. Similarly, an intensive drive has also been instituted recently for planting of trees along the railway lines. About 3.5 lakhs of saplings have been planted during the last monsoon.

Shri Sugandhi (Bijapur North): How many of them have survived?

Shri Shahnawaz Khan: Most of them have survived.

Some hon. Members referred to over-crowding that exists on our railways. It is quite true that we have not been able to eliminate over-crowding so far, but the reason is well known to the House. On the one hand, we are faced with ever-mounting goods traffic, and increasing passenger traffic on the other. We have been trying to cope with it as much as we can. During the Second Plan period, there is a provision for 704 broad gauge and 1,504 metre gauge additional coaches. Also, we have gone in for increasing the line capacity works—doubling of about 1,300 miles on Government railways, conversion of about 107 miles from metre gauge to broad gauge, electrification of about 1,450 miles on certain sections of the Central, Eastern, Southern and South-Eastern Railways, and other line capacity works such as remodelling of yards, opening of crossing stations, provision of additional loops,

extension of existing loops, etc. We have taken some more steps also to reduce overcrowding, by withdrawing dining cars and air-conditioned coaches where they are not fully utilised, and by their replacement mostly by third class coaches.

Shri D. C. Sharma: That is not a good policy.

Shri Shahnawaz Khan: It may be a bad policy, according to my hon. friend, but we have to carry third class passengers, and we give preference to the third class passengers.

Shri D. C. Sharma: They should give more accommodation to third class passengers and also provide dining cars.

Shri Shahnawaz Khan: What did the hon. Member say?

Mr. Speaker: The hon. Minister may not hear any of these remarks.

Pandit K. C. Sharma: Why should he doubt the wisdom of the policy?

Shri Shahnawaz Khan: We have also been increasing the loads of passenger trains by attaching more third class coaches, even at the cost of slowing down the train where possible. This will relieve overcrowding, and at the same time, save line capacity.

Then, we have been introducing diesel cars where line capacity is available, to cope with the short distance traffic.

My hon. friend, Shri Ajit Singh Sardhi, complained that there was no train in Punjab which had third class sleeping accommodation on it. I am afraid he is slightly misinformed. The Kashmir Mail which runs between Delhi and Pathankot has third class sleeping coaches on it.

We are fully aware of the demand for new railway lines all over the country, and it is but natural that almost every Member who spoke on this subject should have asked for some new railway line in his

constituency or in his district. The House will appreciate that we can construct new lines only to the extent that funds are made available to the Railway Ministry. The allocation of funds for new lines is made by the Planning Commission; and consistent with the allotments made and the lines approved by them, the Railway Ministry will do their best.

Although the hon. Minister, in his reply to the general discussion, referred to the question of road over-bridges, yet, even today and yesterday, some hon. Members referred to the necessity of having road over-bridges. Here, again, we have laid down certain policy, and we are following that policy uniformly throughout the country. I would like to reiterate that, where the State Governments or the local bodies are prepared to bear their share of the expenditure for road over-bridges or under-bridges, they will not find the Railway Ministry lagging behind in this matter.

One hon. Member referred to the money which was being wasted, according to him, on construction of palatial buildings and holiday-homes, in Kashmir. It was made clear that these holiday-homes which are being put up in Srinagar and Pahalgam, are for class IV and class III employees.

Shri Harish Chandra Mathur:
Exclusively?

Shri Shahnawaz Khan: And I am very glad to tell the House that these holiday-homes have already attracted the attention of a large number of railway employees, and many of them are looking forward to getting a chance to visit Kashmir and spend a few days in these holiday-homes.....

Shri S. M. Banerjee: Then, why reduce the holidays?

Shri Shahnawaz Khan: These homes, I hope, will provide a good recreation for them for a few days at least.

With these remarks, I again thank all the hon. Members who have taken part in the debate.

Dr. Ram Subhag Singh: What is the policy about light railways?

Shri Assar: On a point of clarification. What about declaring the Poona-Lonavla section as a suburban section?

Mr. Speaker: Enough has been said. After all, something must remain for the next year also.

Dr. Ram Subhag Singh: There is one point which has not been answered, and that is regarding the nationalisation of the light railways. May I know whether any policy has been formulated by Government in this regard?

Ch. Ranbir Singh (Rohtak): What about dismantled lines?

Shri Jagjivan Ram: The policy, as it was decided three years ago, continues, that is, not to nationalise the narrow gauge lines at present.

Mr. Speaker: Are any of the cut motions separately to be put to vote?

Shri T. B. Vittal Rao: We are going to press for division on cut motion No. 17.

Pandit K. C. Sharma: Why?

Shri T. B. Vittal Rao: Does he want increase in freight rates? If not, vote with us.

Mr. Speaker: I shall put the cut motion to the vote of the House.

The question is:

"That the Demand under the head 'Railway Board' be reduced by Rs. 100 (Undesirability of increase in freight rates)".

The Lok Sabha divided.

Division No. 1]

[17:45 hrs.

AYES

Assar, Shri
Banerjee, Shri S. M.
Deb, Shri P.G.
Deb, Shri Dasaratha
Matin, Qazi
Mullick, Shri B. C.

Parigrahi, Shri
Parulekar, Shri
Parvathi Krishnan, Shrimati
Patil, Shri U. L.
Rai, Shri Khushwaqt

Ram Garib, Shri
Ramam, Shri
Rao, Shri T.B. Vittal
Reddy, Shri Nagi
Singh, Shri Braj Rai
Sugandhi, Shri

NOES

Banerjee, Shri P.B.
Bhargava, Pandit Thakur Das
Borooh, Shri P.C.
Chuni Lal, Shri
Dasappa, Shri
Desai, Shri Morarji
Dube, Shri Mulchand
Gaikwad, Shri B.K.
Ganga Devi, Shrimati
Ghosh, Shri M.K.
Ghosh, Shri N.R.
Harvani, Shri Ansar
Hansdu, Shri Subodh
Jagjivan Ram, Shri
Jangde, Shri
Jedhe, Shri G.K.
Jyotishi, Pandit J.P.
Khan, Shri Shahnaz

Khwaja, Shri Jamal
Mafida Ahmed, Shrimati
Mallik, Shri D.C.
Mathur, Shri Harish Chandra
Misra, Shri B.D.
Misra, Shri R.R.
Mohiuddin, Shri
Muthukrishnan, Shri
Naldurgkar, Shri
Narayimhan, Shri
Nayak, Shri Mohan
Parmar, Shri Deen Bandhu
Rahman, Shri M.H.
Raju, Shri D.S.
Ramaswamy, Shri S. V.
Reddy, Shri Rami
Reddy, Shri Viswanatha
Rup Narain, Shri

Samanta, Shri S.G.
Selku, Shri
Sharma, Pandit K.C.
Sharma, Shri D.C.
Sharma, Shri R.C.
Shastri, Swami Ramanand
Singh, Ch. Rabir
Singh, Dr. Ram Subhag
Singh, Shri Birbal
Singh, Shri Kulika
Singh, Shri Raghunath
Singh, Shri Umrao
Sinha, Shri Jhulan
Sinha, Shri Satya Narain
Subrahmanyam, Shri T.
Tariq, Shri A.M.

Shri G. K. Jedhe (Baramati): Sir, my vote has not been recorded.

of March, 1961, in respect of Demand No. 1—Railway Board."

Mr. Speaker: On which side did the hon. Member vote?

The motion was adopted.

Shri G. K. Jedhe: 'Noes', Sir.

17:49 hrs.

Mr. Speaker: One more number would be added to the 'Noes'.

RE: HALF-AN-HOUR DISCUSSIONS

Mr. Speaker: The House will now take up the half-an-hour discussion.

The result of the Division is:

Ayes—17; Noes—52

The motion was negative.

Mr. Speaker: I will now put all the other cut motions to vote.

The cut motions were put and negatived.

Mr. Speaker: Now I shall put the demand. The question is:

"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

I am sorry to note that the half-an-hour discussion yesterday could not be proceeded with. The House must be interested in such matters. Everywhere people are working for 8 hours and so on. We must set an example. There were only two Members even in the Opposition. One group gives notice of a half-an-hour discussion and the other group does not co-operate with it. What is to happen? Even from that particular group other Members were not present. When once a matter is before the House it is not a matter of interest for the Government or the Opposition only. The

whole House is seized of it and all hon. Members are entitled to take part in it. Under these circumstances, I would urge upon all hon. Members to treat these matters with greater attention than what is being done today. I would urge upon hon. Members to be present in the House.

Shri Braj Raj Singh (Firozabad): Even the Minister of Parliamentary Affairs did not collect his Members.

Mr. Speaker: What is he to do? Again and again Government is accused.

17.50 hrs.

ALIGARH MUSLIM UNIVERSITY*

The Minister of Education (Dr. K. L. Shrimali): Sir, before the hon. Member starts the discussion I should like to inform the House that after I answered this question in December, the Aligarh University has appointed a committee to go into all the matters which were raised by the hon. Member and other questions which he referred to me privately. I do not know whether any useful purpose will be served by this discussion at this stage. In any case, it will be very difficult for me to say anything in the matter.

Shri Ansar Harvani (Fatehpur): Sir, on a point of order. In view of the fact that a committee has been appointed and it is making investigations, I think it will be unfair for the committee if we have discussions in this House. Therefore, I would request you to postpone the discussion till the committee submits its report. (Interruptions.)

Shri Braj Raj Singh (Firozabad): Sir, can anything which is on the agenda be postponed for extraneous considerations, which are not within the purview of this House?

Mr. Speaker: By whom was the committee appointed?

Dr. K. L. Shrimali: By the university.... (Interruptions.)

Mr. Speaker: The university committee is an internal affair. Members want to know the position and the debate also may help the committee to come to a conclusion one way or the other. The committee must know what the hon. Members know and what has come to their notice.

In the half-an-hour discussion, the opener of the discussion will have ten minutes. The hon. Minister will have 10-15 minutes. The other hon. Members who have given notice will each put one question or two.

श्री प्रकाश बोर शास्त्री (गुडगांव) : अध्यक्ष महोदय, इस सीमित समय में मुझे प्रपनी बात सीमित भाषा में ही उपस्थित करनी पड़ेगी। मैं चाहता तो यह या कि विस्तार के माय उपको उपस्थित करता।

स्वतंत्र होने के पश्चात् भारत के विश्वविद्यालयों से जिस स्वच्छता की आगा की जाती थी, उसमें भारत का एक ऐतिहासिक विश्वविद्यालय प्रलीगढ़ मुस्लिम विश्वविद्यालय भी है। लेकिन पीछे कुछ इस प्रकार की घटनाएँ घटी हैं जो न केवल उक्त विश्वविद्यालय के लिये अपितु इस भारत राष्ट्र के लिये भी इस संसद के लिये भी दुर्भाग्य की सूचक हैं। मैं उन ही बातों का इस समय उपस्थित करने जा रहा हूँ, सबसे पहले मैं उक्ती बात का उत्तर देना चाहता हूँ कि इस प्रकार की कमटी नियुक्त हो जाने के पश्चात् भी मुझे क्यों प्रावशकता पड़ी इस बात की कि मैं इन बातों की चर्चा इस सदन के अन्दर उठाऊँ। असलियत यह है कि जो कमटी नियुक्त हुई है वह विश्वविद्यालय की ओर से नियुक्त हुई है, और विश्वविद्यालय एक भूमुख विश्वविद्यालय के उपकूलपति भी इस कमटी के एक संस्थार होंगे। लेकिन दुर्भाग्य है कि जिन सुचनाओं को वे यहाँ पर देने के लिये जा रहा हूँ वह विशेष रूप से इस विश्वविद्यालय के बाइम चाम्बर के लिलाक ही हैं। जब वह बाइम चाम्बर

*Half-An-Hour Discussion.

[श्री प्रकाश बीर शास्त्री]

उम कमेटी के एक सदस्य हैं तो जो कुछ व्यक्ति उनके विपरीत अपनी गवाही या प्रमाण उपस्थित करना चाहता है वह उनको उतनी निर्भीक या स्वतंत्र भाषा में उपस्थित नहीं कर पायेगे। इसलिये मैं इम मारे कथन को उपस्थित करने के पश्चात् विशेष रूप में और बलवती भाषा में यह बात कहना चाहता हूँ कि इम कमेटी के जो सदस्य हैं उनमें से यद्यपि मैं मानता हूँ कि दो तीन मदस्य ऐसे हैं कि जिनकी दृढ़ता और पवित्रता का हमको विश्वास है, परन्तु मैं यह चाहता हूँ कि जिस तरह से हिन्दू विश्वविद्यालय के सम्बन्ध में स्वतंत्र विजिर कमेटी नियुक्त की गई थी उसी प्रकार एक कमेटी इम अलीगढ़ विश्वविद्यालय के सम्बन्ध में भी नियुक्त की जाये, और यदि किसी कारण से राष्ट्रपति की ओर से विजिटर कमेटी नियुक्त न की जा सके तो मेरा निवेदन है कि जब तक अलीगढ़ विश्वविद्यालय के सम्बन्ध में यह कमेटी गङ्गवारी करे, तब तक अलीगढ़ विश्वविद्यालय के बाइम्बांस्लर को अलीगढ़ से हटा देना चाहिये अन्यथा उनके बहां रहते हुए यह कमेटी स्वतंत्रता में कोई निर्णय ले सकेगी इसमें हमको मनदेह है। लेकिन अगर यह कीज भी न हो सके तो यह काम अवश्य होना चाहिये कि इम कमेटी के सदस्य के नीर पंर उक्त विश्वविद्यालय के बाइम्बांस्लर इम कमेटी में न बैठ सकें। यदि आप इस कमेटी में मही और निष्पक्ष निर्णय चाहते हैं तो उसके लिए गेसा करना अवश्यक है।

अब मैं सीमित भाषा में विशेष रूप से वह बात उपस्थित करना चाहता हूँ। जिन का इस प्रश्न में सम्बन्ध है।

पहली बात तो यह है कि यह हमारा दुर्भाग्य है कि यह मन् १९५३ में आडीटर जनरल ने शिक्षा विभाग को यह रिपोर्ट दी थी कि इम विश्वविद्यालय में बहुत सी अनियमित-

ताएं पायी गई हैं। लेकिन उसके पश्चात् शिक्षा विभाग की ओर से विश्वविद्यालय को निदेश दिया गया कि आप उनकी जांच कराइए, परन्तु विश्वविद्यालय उसका टालना रहा, टालता रहा।

मन् १९५६ में आकर एक छोटी सी रिपोर्ट मिली। फिर उसके पश्चात् मितम्बर, १९५८ में शिक्षा मंत्री महोदय ने अपने डिप्टी फाइनेशियल एडवाइजर को हिदायत दी कि विश्वविद्यालय के सम्बन्ध में विस्तीर्ण रिपोर्ट दें।

अध्यक्ष महोदय : आडंर आडंर।

रेस्वे उपमंत्री (श्री शहनवाज खां) यह जो बाइम्बांस्लर का जिक्र किया कि वह कमेटी के मेम्बर है, तो क्या मन् १९५३ में वह यूनीवर्सिटी में थे।

श्री प्रकाश बीर शास्त्री : वह मारी बातें भी आपके सम्मुख उपस्थित करना चाहूँगा कि बाइम्बांस्लर महोदय के समय की घटनाएँ क्या हैं। यदि आप इस मिनट का समय और बढ़ा दें तो शायद डिप्टी मिनिस्टर माहब को भी संतोष हो जाएगा कि वहां मैं यह मांग उपस्थित कर रहा हूँ।

हाँ। तो मितम्बर, मन् १९५८ में शिक्षा मंत्री महोदय ने अपने डिप्टी फाइनेशियल एडवाइजर को हिदायत दी कि विश्वविद्यालय के सम्बन्ध में विस्तीर्ण रिपोर्ट दें। फाइनेशियल एडवाइजर ने मितम्बर, मन् १९५६ में एक रिपोर्ट दी जिसमें उन्होंने बहां की हालत बड़ी गम्भीर बतायी और यह बताया कि ५० लाख रुपया जो मैडिकल कॉलेज का है उसको प्राटबेट तरह से इस्तेमाल कर रहे हैं और यह भी रिपोर्ट दी कि लाखों रुपया बढ़ते रहने में डाल दिया गया है।

इसी प्रकार की कुछ घटनाएँ मैं आपको बताना हूँ कि कुछ रुपया जो विश्वविद्यालय

का था वह यह कह कर बढ़े खाते डाल दिया गया कि ये नोंग पाकिस्तान चले गये हैं इसलिये इस रूपये को खट्टम कर दिया जाए । इस तरह की कुछ घटनाएँ मैं आप को देता हूँ— यह बात विश्वविद्यालय के रिकार्ड में है ।

एक कर्नल मकबूल हुसैन कुरेशी, भोजन काल के ठेकेदार है । इनके लिए आपने एक प्रश्न के उत्तर में पहली दिमांबर, को यह बताया भी था कि यह ३५,२३५ रुपया एडवांस लेकर बहावलपुर में गैरुं खरीदने के लिए गये । विश्वविद्यालय की ओर में यह कहा जाता है कि हमने वहां पर मुकदमा चलाया लेकिन यह पैमा हमको नहीं मिल सका और विश्वविद्यालय उम मुकदमे में हार गया । पहली बात तो यह है कि जिस समय यह ३५,२३५ रुपया लेकर बहावलपुर गये थे तो क्या उनके पास कोई ऐसा परमिट था कि बहावलपुर में अलीगढ़ गैरुं लाया जा सकता था । दूसरी बात यह कि विश्वविद्यालय के जो लीगल एडवाइजर हैं और जो वहां के ला इपार्टमेंट के हेड भी हैं, वह जिस समय इस केम को लड़ने के लिये वहां पर गये तो जो पैमा विश्वविद्यालय की ओर में केम लड़ने के लिये दिया गया था तो क्या उनके लिए उनके पास एकमेंज पर्मिट था, क्या रिजर्व बैंक के द्वारा उन्होंने पाकिस्तान का एकमेंज प्राप्त कर लिया था । यदि नहीं प्राप्त कर लिया था तो जिन्होंने पैमा वह विश्वविद्यालय में कैसे आपको एक प्रकार में खच्च हुआ इसके मम्बन्ध में शिक्षा मंत्री हमको जानकारी दें ।

दूसरे व्यक्ति हैं अब्दुल हैं, जो पहले १० पी० गवर्नरमेंट के चौक बाइलर इंसेक्टर आफ फैक्टरीज थे । उनके मम्बन्ध में भी यह कहा जाना है कि ३५,७६० रुपया माहे १८ आरने उनके पास थे और उनके मम्बन्ध में विश्वविद्यालय के खाते में यह विश्वविद्यालय दिया गया कि ये पाकिस्तान चले गये इसलिये

पैमा बढ़े खाते में डाल दिया जाए । लेकिन दुर्भाग्य की बात है कि अभी तक वह व्यक्ति हिन्दुस्तान में है और प्रश्न के उत्तर में शिक्षा मंत्री महोदय की ओर से यह कहा गया है कि इस पैमे को लेने की कोशिश की जा रही है । जब आपको यह पता है कि वह व्यक्ति कहां है और विश्वविद्यालय का इतना पैमा उसके पास है, तो क्यों नहीं उसके ऊपर कानूनी कार्रवाई की गई ।

इसी प्रकार में एक सज्जन है शेख अबदुल्ला । उनके पास भी इसी तरह से महिला कालेज के भवन निर्माण के मम्बन्ध में ४६,७३५ रुपया उमा है । इसके लिये भी इसी प्रकार का प्रस्ताव पास कर दिया गया कि यह पाकिस्तान चले गये इसलिये यह पैमा बढ़े खाते के अन्दर डाल दिया जाए । यह प्रस्ताव अभी तक अलीगढ़ में मोजूद है और उनकी लहकी विश्वविद्यालय की विमेन्म कानिज की प्रिमिपल है ।

मैं गोमिन भाषा में ही यह तमाम बातें कह रहा हूँ क्योंकि आप अधिक समय नहीं दे रहे हैं ।

इसी प्रकार में दा० रईम अहमद हैं जिनके पास में ६,३६८ रुपये हैं ? पहले इस रकम को भी बढ़े खाते में डालने को कहा गया लेकिन २७ जनवरी, १९४३ को पांजीकृतिव काउंसिल ने प्रस्ताव पास किया कि बाइस-चांसलर इस पैमे को लेने की कोशिश करें, लेकिन अभी तक यह पैमा नहीं लिया जा सका और अभी तक इस मम्बन्ध में कोई कार्रवाई भी नहीं हो सकी है ।

अब मैं आपको एक अन्यन्त दुर्भाग्यपूर्ण मूरचना देना चाहता हूँ । मदन को यह मुन कर आदित्य होगा कि विश्वविद्यालय के खन के नालों रुपये के दुरुपयोग में केन्द्रीय मरकार के उच्चतम अधिकारी, विश्वविद्यालय की पांजीकृतिव काउंसिल के मेंबर और बाइस-चांसलर जैसे प्रमुख नोंग सम्मिलित हैं ।

[श्री प्रकाश बाज़ शर्मा]

विश्वविद्यालय के अन्दर एक मकान था जो कि बहुत साधारण कोटि का मकान था। जैसा कि नियम होता है, जब कोई प्राप्टी खरीदी जाती है तो यह देखा जाता है कि इसको बने हुये कितने दिन हो गये, कुल प्राप्टी का अगर इतना मूल्य था तो अगर उन्हें वर्ष बने हुये हो चुके हैं, अब कितना मूल्य समाप्त हो गया होगा और उसी हिसाब में मूल्य दिया जाता है। यहां केंद्रीय सरकार के शिक्षा विभाग में एक उच्चतम अधिकारी है, अगर आप अनुमति दें तो मैं उनका नाम भी प्रस्तुत कर दूँगा वह शिक्षा विभाग के अन्दर बैकेटी है। अगर आप नाम जानना चाहते हैं तो उनका नाम है मिस्टर सैयदेन। उनका अपना एक मकान है। वह बहुत साधारण कोटि का मकान है जिसकी मार्केट वैल्यू आठ दस हजार में अधिक नहीं होगी। चूंकि वह मकान विश्वविद्यालय के कम्पाउंड में है इसलिये दूसरा कोई व्यक्ति उसे ले भी नहीं सकता था। जिनका यह मकान है वह यूनिवर्सिटी प्रांट्स कमीशन के मैम्बर भी है, एजेक्यूटिव विभाग के मेंट्रेटी हैं, इसलिये ३१,८८८ रुपये के अन्दर यह मकान उन्होंने बेचा। ३१,८८८ रुपये में मकान बेचने के पश्चात् जब यह स्थिति आयी कि चारों ओर चर्चा हुई कि पद का यह दुपयोग हुआ है। तो फिर विश्वविद्यालय के सोगों ने निष्चय किया कि इस मकान को जल्दी से ऐसी स्थिति में बना दो कि कोई व्यक्ति देखे तो यह न कहे कि इतनी भारी रकम इसके लिए नहीं दी जा सकती थी। विश्वविद्यालय ने निष्चय किया कि ६००० रुपये इसकी मरम्मत में लगा दिये जाएँ। ६००० रुपये मरम्मत में लगाने का यह निष्चय हुआ लेकिन उस मकान में १३ हजार रुपये मरम्मत में खर्च किये गये।

इसी प्रकार में मैयदेन साहब के एक जांच ह साजिद साहब। उनकी बीबी के

नाम से एक मकान उसकी बगल में है जो ७०,६६० रुपये की लागत से विश्वविद्यालय ने खरीदा है, जिसकी मार्केट वैल्यू २५-३० हजार से अधिक नहीं हो सकती। और यह भी इसी शेष के अन्दर इसी प्रकार की बीज है।

इसी तरह में विश्वविद्यालय की एजेंट्स-कृप्तिव काउंसिल के एक मैम्बर हैं जिनका नाम है मिस्टर प० एम० स्क्वाजा। उनकी एक जमीन है जो गवर्नरेट प्रेस गवर्नरेट प्राफ़ इंडिया का है उसके पास है। जहां तक मुझे जानकारी मिली है कुछ समय पीछे हमारे सरदार स्वर्ण मिह जी जब पहले मिनिस्टर थे तो वह इस जमीन को लेना चाहते थे भारत सरकार की ओर से। जो मेरी जानकारी है उसके अनुसार वह इस जमीन को दम बारह शाना प्रति स्क्वेयर गज के हिसाब में खरीदा जाता था लेकिन जिनकी जमीन है वह उसको एक रुपया गज के हिसाब में देना चाहते थे। बेगम स्क्वाजा जिनके नाम वह जमीन है और जिनके पति एजेंट्स-कृप्तिव कॉमिशन के मैम्बर हैं। उन्होंने यह जमीन तीन रुपये प्रति स्क्वेयर गज के हिसाब में बेची है, जो कि कई लाख रुपये में विश्वविद्यालय ने खरीदी है। यहां पर इस प्रकार की बीज बन रही है।

18 hrs.

इसी प्रकार में गनीखेत में एक मकान खरीदा गया है। प्रथम यह है कि अलोग विश्वविद्यालय को गनीखेत में मकान खरीदने की क्या आवश्यकता है। जहां तक मेरी जानकारी है, यूनिवर्सिटी का जो एक्ट है, उसके अनुसार कुछ माइलज में इस प्रकार की सीमा निर्धारित है कि इतनी सीमा की प्राप्टी यूनिवर्सिटी की एजेंट्स-कृप्तिव की परमिशन में खरीदी जा सकेगी और इस में जो अधिक होगी, उस के लिये विश्विटर की परमिशन लेनी पड़ेगी। लेकिन गनीखेत का वह मकान

खरीदा गया केवल इसलिये कि जिस व्यक्ति का वह मकान है, वह उपकुलपति का एक सिंह है। इस लिये उस को एक भारी रकम—जैसी की मेरी जानकारी है, वह रकम सत्तर हजार रुपये से अधिक है—दे कर गरीबेत में मकान खरीदा गया है और मैं आप की जानकारी के लिये कहना चाहता हूँ कि निवाये इस के कि वह मकान एटी-नेशनल एंटिटिवीटीज का अच्छा है, उस का और कोई उपयोग नहीं है।

श्री अस्तार हरवानी : वेस्चन, वेस्चन।

श्री प्रकाश बीर शास्त्री : मैं दूसरी बात कहना चाहता हूँ और इस नामे में कहना चाहता हूँ कि आप उस की तमाम बातों को मुने और फिर उस के बारे में निर्णय करें।

Mr. Speaker: The hon. Member will speak a little slowly. The Reporters are not able to take him down.

श्री प्रकाश बीर शास्त्री : मुझे जल्दी इसलिये करनी पड़ रही है कि आप ने समय की सीमा निर्धारित कर दी है और अगर आप ऐसे समय को छोड़ बढ़ा दें, तो मैं धीरे से और मनोष से अपनी बात को उपस्थित कर मकान हूँ। मैंग जीभाग्य था कि वित मंत्री भी यहाँ बैठे हुए थे और वह मुझ रुके थे कि किस प्रकार की अनियमिततायें चल रही हैं।

श्री कालिका सिंह (प्रावस्मण) : माननीय मदम्य ने कह दिया कि वह मकान एटी-नेशनल एंटिटिवीटीज के लिये इस्तेमाल हो रहा है। यह बहुत ग्रावेक्षणेवल है। He said that the house in Ranikhet is being used for anti-national activities. But unless that is supported by some reliable authority or source.. (Interruptions.)

डा० राब लुभग सिंह : माननीय मदम्य मुझ नहीं हैं।

श्री आस्तर (रत्नागिरि) : माननीय मदम्य क्यों बकालत कर रहे हैं।

Mr. Speaker: Very well. Hon. Member may continue.

श्री प्रकाश बीर शास्त्री : मैंने पास इतने उदाहरण हैं और अगर आप चाहें, तो मैं उन सब को पढ़ कर मुनाऊं कि किस प्रकार मेरे विश्वविद्यालय के वैसे का दृश्योग वहाँ मेरे सम्बन्धित लोगों की सम्पत्ति को ऋण करने के लिये किया गया है। मैं विशेष रूप से इस बात को यों कह रहा हूँ कि हमारे विश्वविद्यालय प्रन्दान आयोग की ओर से जो करोड़ों रुपये इन विश्वविद्यालय को दिये जाते हैं, उन का क्या सदृश्योग हो रहा है इन तमाम घटनाओं को आप देखें, मैं तो चाहूँगा कि इस की तमाम विस्तृत मूल्याना में शिक्षा मंत्री महोदय को दृष्टि वह भी देखें कि उन के प्रन्तर्गत चलने वाले भारतवर्ष के एक विश्वविद्यालय में, जो इतना बड़ा एंटिहिस्टिक विश्वविद्यालय है, क्या क्या घटनायें घटती रही जा रही हैं। न मिर्क उस में सम्पत्ति का ऋण इस प्रकार से किया जा रहा है, अस्तित्व-सीमा घटनायें भी घटी हैं कि दो दो हजार बेंकार पढ़े सीमेंट को अलीगढ़ में फिर से पिसवाया गया और पिसवाने के पश्चात् उस में मिटी मिलाई गई और मिटी मिलने के पश्चात् वे दो हजार सीमेंट की बोनिंग दो हजार बोनिंगों से अधिक हो गई और उस सीमेंट का उपयोग विश्वविद्यालय के नवीन भवनों के निर्माण में किया गया। अस्यक्षम होनावद, मैं आप के द्वारा शिक्षा मंत्री जी को कहना चाहता हूँ कि इस समय विश्वविद्यालय में जो भवन-निर्माण हो रहा है, उन को मूल कर आश्चर्य होंगा कि विश्वविद्यालय के जो इस समय सब से बढ़े इंजीनियर हैं, वह गम्भीर है और उन का नाम है श्री जब्बारखां। जहाँ तक उन की इंजीनियरिंग क्वालिफिकेशन का सम्बन्ध है, कोई इंजीनियरिंग क्वालिफिकेशन उन के पास नहीं है। उन के पास गम्भीर गियामत में ग्रावेक्षण की बाबत-

[श्री प्रकाश बीर शास्त्री]

फिकेशन थी, लेकिन निर्माण की आड़ में भी पैसा वहाँ में लीचा जा रहा है। जब से यह उपकुलपति विश्वविद्यालय में आये हैं, बहुत अधिक निर्माण-कार्य हो रहा है। मैं चाहता हूँ कि माननीय मंत्री विजिटर कमेटी में एक दो कुशल इंजीनियर भी रखें और इन उपकुलपति के समय में जितने भवन बने हैं, उन में कैमी इंजीनियर कीमेट इस्टेमाल किया गया है, इस की वह जांच करायें। मैं ने इस प्रकार की घटनायें देखी हैं कि भवन बनने के पश्चात् आध आध फोट दीवार फट गई। उस के बाद उस में कीमेट लगाया गया दीवार को भरने के लिये, लेकिन कीमेट कहाँ तक उस दीवार को रोक पाता ? इस का परिणाम यह हुआ कि फिर उस में दगर आ गई। यह पैम का दुर्घयोग उस विश्वविद्यालय में चल रहा है, जहाँ मकानों के सम्बन्ध में इस प्रकार की चोज चल रही है। अब इस के लिये अच्छा यह हो कि जो वहाँ भवन बने हैं, इन भवनों के सम्बन्ध में केन्द्रीय सरकार की ओर से इंजीनियर गये हैं, उन की रिपोर्ट मिलाई जाये और देखा जाये कि उन्होंने क्या कहा है। मुझे तो आश्वर्य हुआ जब मुझे पता नहा कि वह ग्योट विलंबितालय के आकिम में नाट कर दी गई है। अगर माननीय मंत्री चाहेंगे तो वह ग्योट उन को प्राप्त नहीं हो सकेंगे, जो कि केन्द्र की ओर से भेजे गये इंजीनियरों ने नैयार कराई थीं।

लेकिन मव में बड़ी बात जो मैं आप को कहना चाहता हूँ, वह इस विश्वविद्यालय के अन्दर (एपार्टमेंट्स) नियुक्तियों के सम्बन्ध में है। इस के सम्बन्ध में किस प्रकार की अनियमिततायें बरती जा रही हैं, उस के थोड़े में उदाहरण में प्रस्तुत करना चाहता हूँ।

Mr. Speaker: Order, order. A half-an-hour discussion arises out of a question and the answers thereto.

For whatever answers are not sufficiently clear, with respect to them, a half-an-hour discussion is allowed to clear up those answers and also to cover any relevant matters which could not be dealt with in the question. The hon. Member is making a series of allegations of all kinds of misappropriation, etc.

श्री प्रकाश बीर शास्त्री : मैं मंत्रित भाषा में नीन बातों को कह देता हूँ।

Mr. Speaker: मननीय मदस्य को गहले सुनना चाहिये कि मैं क्या कह रहा हूँ। Without these particulars being given, how can the hon. Minister answer? Assuming all these arise out of this question, even then he cannot answer. He has to get replies from the respective authorities concerned and then satisfy the House. It is unfortunate. With respect to those points, a detailed statement may be given and I will pass it on to the hon. Minister.

Shri Braj Raj Singh: More time is required for the discussion of this matter. If the allegations which have been made are true even to a remote extent, that is a very serious matter. We have got our nominee on the committee of the university.

Mr. Speaker: I am thinking of what can be done. Is he concluding? Whatever he wants to say, let him put in the form of a statement and place it on the Table of the House.

श्री प्रकाश बीर शास्त्री : मैं मंत्रित सी भाषा में ये बातें कह देता हूँ।

Mr. Speaker: He may give the headlines; so far as the details are concerned, he may place them on the Table of the House.

Shri D. C. Sharma (Gurdaspur): All these things require verification. Grave allegations have been made here. The Education Minister should place a statement on the Table of the House. We cannot verify them.

Shri Ansar Harvani: He is making sweeping allegations. A thorough investigation is necessary. A half-hour discussion will not be enough, because he has come out with a series of allegations without substantiating them.

Mr. Speaker: There need be no allegations and counter-allegations. Whether these allegations are individually true or not there is something against the Aligarh University, as is clear from the committee being appointed by the university itself to look into these matters.

This is not the first instance. A number of questions have been tabled from time to time; I have disallowed most of these questions except one, for the reason that a university is supposed to be autonomous and when once some disrepute comes over the university, it loses all its reputation. Therefore, I was very careful to avoid it. For 6 or 8 months, the hon. Member has been tabling question after question. I have rejected all those questions, except one. When I came to learn that they are themselves appointing a committee, I wanted to know what exactly the truth was and so I thought it would not be right for me to go on rejecting those questions endlessly. He is giving a number of things. He may give some headlines—some categories—and then he should close. I will ask the hon. Minister to make further enquiries into the matter. That is all that can be done at this stage. If Shri Harvani or Shri Mathur or some other hon. Member wants to put a question, I will allow them. This will come up in some other form. After he makes an enquiry, I am sure the hon. Minister will place a statement on the Table of the House.

Shri Braj Raj Singh: Let us have a longer discussion.

श्री प्रकाश बीर शास्त्री : मैं सीमित भाषा में अपनी बात का उपरांत किये देता हूँ।

जैसा कि मैं अभी निवेदन कर रहा था, यूनिवर्सिटी के पेंसे में सम्बन्धित अधिकारी बहुत बड़े बड़े अपने भवन आज उनको बेच कर अनुचित लाभ उठा रहे हैं और दूसरी ओज यह कह रहा था कि ग्रामपुर से, जहाँ के उपकुलपति हैं, इजिनियर और दूसरे अधिकारी भंग कर विद्यविद्यालय का निर्माण कार्य चल रहा है और उस की आड़ में बहुत कुछ पैसा लिया जा रहा है। एक और तो यह स्थिति है। और दूसरी ओर स्टॅट्समेंट अखबार में देखने में यह पता चला कि गुलमगां में जो बहुत बड़ी आबजरबेटी है, उस को भी अब वहाँ में हटा कर अलीगढ़ लाने का विचार है, ताकि इस आधार पर निर्माण का एक और बहुत बड़ा कार्य मिल जाये। लेकिन इस समय में आप को नियुक्तियों के सम्बन्ध में भी हैडलाइन्ज में ही बात कहना चाहता हूँ।

पहले जो वहाँ रजिस्ट्रार थे, वीचे उन के माथ इस प्रकार की दैर्घ्य दुर्घटना पटी कि उन को लकवा या फालेज हो गया। फालेज होने के पश्चात् स्थिति ऐसी हुई कि वह न तो बोल सकते हैं और साथ ही उन का एक पैर और हाथ बेकार हो गया। लेकिन हमारे शिक्षा मंत्री महोदय को यह जान कर आश्चर्य होगा कि वहाँ के इगर्लिं डिपार्टमेंट के हैड, डां बोस में बिना पूछे हुए यूनिवर्सिटी ग्रान्टस कमीशन में अनुमति ली कि इन को प्रांडीशनल प्रोफेसर के रूप में रखने की अनुमति दी जाये। मैं इस बात का दुख है कि डां देशमुख की जड़ में भी इस प्रकार के कार्य चल रहे हैं, जो कि देश में भ्रष्टाचार को समान करना चाहते हैं। वहाँ पर १०५० रुपये के लगभग जो प्रांफेसरों का प्रेड होता है। आज एक लकवे के मारे व्यक्ति को जो कि न पूरी तरह बोल सकते हैं और न चल सकते हैं, प्रोफेसर का प्रेड दिया जा रहा है और

[श्री प्रकाश बीर शास्त्री]

वह तन्हाह ले रहे हैं। इसी प्रकार पालिं-टेक्नीक के जो प्रिसिपल हैं, उनकी स्थिति यह है कि उन के मुकाबले में जब इन्टर्व्यू हुआ, तो दो इस प्रकार के प्रतिनिधि भी आये, कि जिन के पास फारेन डिप्री थी और इन के पास कोई उस तरह की डिप्री नहीं थी। लेकिन वहां इस प्रकार की स्थिति पैदा की गई कि जो हाली उच्च शिक्षा प्राप्त लोग थे उनकी उपेक्षा कर के पालीटेक्नीक के प्रिसिपल पद पर श्री अच्छाम को नियुक्त किया गया। इस तरह की बहुत सी घटनायें हैं जोकि यदि आप चाहें तो मैं आपको बतला सकता हूँ।

लेकिन अन्त में मैं अपने वक्तव्य को ममाप्त करते हुए आपका ध्यान एक और बात की ओर आकर्षित करना चाहता हूँ। एक सबमें बड़ी चीज़ है वह यह है कि विश्वविद्यालय का शिक्षा का जो एक स्तर होता है, उसका मापदंड विश्वविद्यालय की शिक्षा की है, उसका उच्च अधिकारियों ने इस प्रकार के कांड किये हैं जिस में परीक्षा के अन्दर और विशेषकर इंजीनियरिंग की परीक्षा के अन्दर इस प्रकार की घटनायें पटी हैं जिन को कि किसी भी हालत में उचित नहीं ठहराया जा सकता है। एक लड़की है, उसके बारे में उन्होंने यह देखा कि कंट्रैक्टराम के मार्कम नहीं आ रहे हैं तो दूसरे किसी के ममाप्त मार्कम ग्रव कर यह कहा कि कारियों का गिराजेमिन कराया जाये, फिर मेरे कारियों का दिव्याकार जायें, दूसरे परीक्षक ग्रव कर यह काम करायाये जाये और इस प्रकार मेरे उसको फस्ट बलाम दी गई। इसी तरह फेल होने वाले को पास किया जा रहा है। यदि आप इसके प्रमाण चाहते हैं तो मैं पह कर सुना सकता हूँ। यह उम विश्वविद्यालय का अन्तर बनता जा रहा है।

Dr. K. L. Shrimali: Has the hon. Member any particular name in view?

श्री प्रकाश बीर शास्त्री : मझे खूबी है कि आप ने मुझे मेरे यह बात पूछी है और चाहा

है कि मैं प्रमाण दूँ या कोई कैस बताऊँ। नीजिये मैं बतलाता हूँ :—

जून १९५६ में इंजीनियरिंग इंटर-मीडियेट और डिपलोमा परीक्षाओं में प्रश्नोन्नर की कुछ विशेष कारियों को पुनः जांच करने के लिये आवेदन दिया गया था। इसके यह कारण बताया गया था कि एक ही विषय के दो पत्रों के मफल उम्मीदवारों की प्रतिशतता में असमानता थी अतः यह आवश्यक ममझा गया कि जिन पत्रों में कम प्रतिशत लोग पास हुए हैं उन की पुनः जांच की जाये। इस द्वारा जांच का वास्तविक कारण यह था कि विश्वविद्यालय के गजट्टा महादेव की लड़की को इंटरमीडियेट में कुछ नम्बर कम होने के कारण प्रथम श्रेणी प्राप्त नहीं हुई थी और एक उच्चाधिकारी का ममझन्ही इंजीनियरिंग डिपलोमा की परीक्षा में उत्तीर्ण नहीं हुआ था। परीक्षक के निर्णय में इस माध्यम से गलती के कारण प्राधिकारियों ने उस द्वारा दिये गये अंकों को बदल देना आवश्यक ममझा। मध्यम प्राधिकारी द्वारा नियुक्त किये गये पहले परीक्षकों को हटाये बिना नये परीक्षक किये गये और इसके परिणाम स्वरूप मार्ग परीक्षा पढ़नि भाग्यिपूर्ण और आपत्तिजनक बन गई।

यदि माननीय मंत्री और भी इस तरह के उदाहरण चाहते तो मैं उनको और भी दे सकता हूँ। तुकिसी मध्यम नहीं है इसलिये मैं उनको एक ही उदाहरण दे रहा हूँ। यह उम विश्वविद्यालय की स्थिति है जोकि भाग्यवापं का गोग्राम्य और ऐतिहासिक विश्वविद्यालय है। जो शिक्षा का मंदिर है, वहां से तो भाष्टाचार को कम से कम आप दूर करने का प्रबन्ध करें।

अन्त में मैं जोर दे कर कहना चाहता हूँ कि बजाए इसके कि विश्वविद्यालय की कमेटी इनकावायगी करें, आप विजिटर कमेटी नियुक्त

करें जिसमें स्वतंत्र विचारों वाले लोग हों और वे इस मारे भाईयों की जांच करें और जांच करने के बाद रिपोर्ट पालियामेंट के सामने आनी चाहिये । बनारस हिन्दू विश्वविद्यालय के मम्बन्ध में जैसी निपेक्ष विजिटर कमेटी नियुक्त की गई थी, उसी तरह से अलीगढ़ विश्वविद्यालय के मम्बन्ध में भी कमेटी नियुक्त होनी चाहिये ।

Mr. Speaker: Whatever details he has got, let him write them down and pass it on to the hon. Minister.

श्री प्रकाश बीर शास्त्री : मैं मेज पर रख दूँगा ।

Shri Ansar Harvani: I would like to ask of my hon. friend only two questions. Firstly, he has mentioned a number of allegations about.....

Shri Braj Raj Singh: On a point of order. Shri Harvani is our nominee in the Aligarh University. So he is himself an interested party in the University. Can he be allowed to take part in the discussion?

Shri Ansar Harvani: I take very strong exception to the remark that I am becoming a party to the various allegations that have been made.

Shri Raghunath Singh (Varanasi): There is no allegation against him.

Shri Ansar Harvani: The real facts of the case have to be examined.

Shri Harish Chandra Mathur (Pali): Shri Harvani is not personally interested. He is a member of this House and he has every right to participate in the discussion.

Shri Ansar Harvani: As a representative and member of this House it is my duty to keep this House fully informed.

Mr. Speaker: Let there be no recriminations. The hon. Member has no financial interest in the business. He is our member there and he knows

what exactly is happening. Some allegations of a serious nature have been made about the University. He must have an opportunity to tell the House what exactly has happened. The decision of the House is not in the hands of either one or the other Member. The House as a whole will take a decision on this matter. Shri Harvani should be as brief as possible. Whoever has given notice can ask a question or two, and the hon. Minister will then reply.

Shri Khushwaqt Rai (Kheri): In a half-an-hour discussion a member who raises the discussion puts certain questions to the Minister. But it is not open to any member to put questions to the Member who raises the discussion. Now Shri Harvani is putting questions to the Member who has raised the discussion.

Mr. Speaker: He can put a question himself regarding this to the Minister.

Shri Ansar Harvani: I would like to ask the hon. Minister one question. Is it or is it not a fact that the moment the facts of certain financial irregularities came to the notice of the Aligarh University, that University appointed a committee consisting of so many eminent persons like Shri D. C. Chatterjee, former Vice-Chancellor of the Rajashtan University and Shri Wadia, a very prominent member of the Rajya Sabha, a representative of the Finance Ministry and a representative of the Education Ministry to look into it?

Allegations have been made about the building which has been sold by the Secretary of the Education Ministry. Usually this House never discusses the conduct of the permanent servants or permanent secretaries of the Government. But unfortunately the name of the Education Secretary was mentioned. I want to ask the hon. Education Minister whether it is a fact that the University Engineer had given the valuation of that building and had given that price.

[Shri Ansar Harvani]

I would also like to ask another question. My hon. friend, in his zeal, has mentioned that the house, which has been purchased for being used as a holiday house by the teachers and students in Ranikhet, is being used as a centre of anti-national activities. I take strong exception to it. I would like to say that Aligarh University today is the greatest citadel of democracy. Aligarh University is fighting for nationalism and no other university can compete with it.... (Interruption).

18.16 hrs.

[MR. DEPUTY SPEAKER in the Chair]

Mr. Deputy-Speaker: Order, order. I will allow the hon. Member to ask a question or two only. Shri Jamal Khwaja.

Shri Jamal Khwaja (Aligarh): Mr. Deputy-Speaker, Sir, a number of allegations have been made. I have no desire to say anything in regard to those allegations, but since the name of Shri A. M. Khwaja has been mentioned and he happens to be my father, I thought that on a point of personal explanation I would say just a word or two.

We know that no legal action can be taken against anything that is said in the House. But I would like to ask the hon. Member whether he knows that he can make himself.... (Interruption). I would ask the hon. Deputy-Speaker whether the hon. Member knows that he can make himself look ridiculous by giving credence to charges about which he has been given the most wild and misinformed reports. In all humility I would like to make a statement. Although legally speaking the actions of a person have nothing to do with his heirs so long as he is alive. I would like to make an offer or a challenge. Let the hon. Member, Shri Prakash Vir Shastri, suggest any honest and impartial person in India—any honourable impartial person—and let the

case be referred to him. If that impartial person concludes that Shri Khwaja—I do not know about the other cases that the hon. Member has mentioned, but I know about this case—has done any immoral thing, quite apart from any illegality, I am prepared to resign my seat in the Lok Sabha here and now. I want to know whether he is prepared to resign his seat.... (Interruption). I want to know in all humility, whether Shri Prakash Vir Shastri is prepared to resign his seat. I am prepared. Let this impartial judge and authority.... (Interruption).

An Hon. Member: Can he throw a challenge in the Lok Sabha?

Shri Jamal Khwaja: He should give an undertaking in the House just now that he will resign his seat. I want this assurance from him in this House. I want a straight answer.

Mr. Deputy-Speaker: Shri Mathur.

Shri Prakash Vir Shastri rose—

Mr. Deputy-Speaker: I have called Shri Mathur.

Shri Harish Chandra Mathur: I have only two questions to ask. A sub-committee has been referred to by Shri Harvani, which was appointed to enquire into the affairs of the Aligarh University. This committee was appointed quite a long time back. Why has this committee not at all functioned? Who stands in the way of the functioning of that committee? Why was it made defunct?

Another question which I would like to ask the hon. Minister is this. It is obvious from the statement laid on the Table of the House in answer to this question that the Aligarh University has stubbornly disregarded and ignored the Ministry for quite a number of years. What are the reasons....

An Hon. Member: How do you know?

Shri Harish Chandra Mathur: It is obvious from the answer which has been given to this question. If you go and look into the statement, you will find that for about seven to eight years the Ministry had been wanting to get some information and secure certain reports, but in spite of a committee having been appointed it was not functioning all these years and the Ministry was not getting any satisfactory reply. How is it that this Ministry has tolerated this stubborn attitude of this university disregarding it all the seven years? What were the reasons, who were the people who were responsible for it, and how does the Ministry itself explain its own attitude in this matter? I am asking the Ministry how they explain their attitude.

Pandit Thakur Das Bhargava (Hissar): With your permission, I want to put one very small question. I want to know if the Vice-Chancellor is a member of that committee, and he will also sit in judgment over his own cause.

Mr. Deputy-Speaker: Would the hon. Minister like to answer just now, or does he want to ascertain the facts?

Dr. K. L. Shrimall: As I indicated to you, I am in a little difficult position.

Shri Braj Raj Singh: No difficult position.

Mr. Deputy-Speaker: Order, order. He knows whether he is in a difficult position or not. How does the hon. Member on this side know?

Dr. K. L. Shrimall: Some of these matters were brought to my notice by Shri Prakash Vir Shastri a few months back. Then I made certain preliminary enquiries about these matters, and I assured him that all these matters would be looked into and examined.

It is true that some of these objections have been raised in the last eight to ten years by the Comptroller and Auditor-General, and it is also

true that some committees were appointed and they did not function. In this matter, as you are aware, the university is an autonomous body; it is created by an Act of Parliament, and it functions within that framework, and Government cannot possibly interfere in its day to day administration. But, since I thought that the points that were raised by the Comptroller and Auditor-General and some of the points that were raised by Shri Prakash Vir Shastri in his letter to me and in the question that he had put in Parliament were rather serious, I talked to the university authorities, and they have now appointed a committee which is an impartial and independent committee. The persons in this committee are people of outstanding ability, about whose integrity and independence we cannot have any doubt.

Shri Raghunath Singh: Can we know their names?

Dr. K. L. Shrimall: Shri G. C. Chatterjee is the Chairman. Other Members are: Professor A. R. Wadia, a Member of Parliament, Shri Kartar Singh Malhotra, former Accountant-General, Posts and Telegraphs, the Joint Secretary of the Ministry, Shri R. P. Naik, is the Member-Secretary of this committee. Their terms of reference are wide, and I expect they will examine all the points that have been raised by my hon. friend Shri Prakash Vir Shastri and also the objections which have been raised by the Comptroller and Auditor-General.

The terms of reference are:

(1) To enquire into the financial transactions of the University from 1851-52 to date with special reference to the Audit objections relating to the accounts of these years and steps, if any, taken by the University to meet these objections;

(2) To enquire into the recruitment, appointment and promotion of the teaching and administrative

[Dr. K. L. Shrimali]

staff of the University and the admission of students to the University since 1951-52 and to report on the same;

(3) To suggest suitable measures of reforms necessary for the efficient functioning of the University.

The difficulty is that unless these matters which have been raised by Shri Prakash Vir Shastri are looked into, I am not in a position either to accept them or to deny them. The University has given me an assurance that this committee has been appointed . . .

Mr. Deputy-Speaker: Has the hon. Minister been given any idea as to how soon the committee would be able to finish their work?

Dr. Ram Subhag Singh: And when was it appointed?

Shri Kalika Singh: Are these points covered by the terms of reference?

Mr. Deputy-Speaker: Yes, they are covered.

Dr. K. L. Shrimali: All the objections that have been raised will be covered by these terms of reference. This is a very high-powered committee, an independent committee, and I have no doubt in my mind that it will make a thorough investigation into all the charges which have been made by my hon. friend.

श्री प्रकाश वीर शास्त्री : मैं शिक्षा मंत्री जी से इस सम्बन्ध में एक स्थृतीकरण चाहता हूँ यदि वे कर सकें। जैसा मैं ने अपने वक्तव्य में कहा था, यूनिवर्सिटी एक्ट के अनुसार वाइस चान्सलर भी उस कमेटी का सदस्य होता है। और जब वाइस चान्सलर उस कमेटी में बैठा होगा तो यूनिवर्सिटी से सम्बन्धित अधिकारी या व्यक्ति निर्भीक या स्वतंत्र भावा में अपनी सम्मति दे सकेंगे, इसमें मुझे संदेह है। इस लिये मेरा अपना निवेदन यह है कि जब तक यह एन्काउंटरी

हो, वाइस चान्सलर उस स्थान से हटा दिये जाये।

Dr. K. L. Shrimali: I was going to answer that point also. It is true that if it is a university committee, the Vice-Chancellor naturally can sit on that committee. But I have no doubt in my mind that the Vice-Chancellor, if there are any charges against himself, as the hon. Member has pointed out, will certainly have the discretion not to sit on this committee; for, if there are certain charges against him, as the hon. Member has pointed out, I am quite definite that the Vice-Chancellor will not sit on this committee. And if this committee is not allowed to function properly, after all, there is nothing to prevent us from having a Visitor's committee. Government can always advise the Visitor to appoint his own committee. Therefore, in my opinion, at this stage, it would be advisable for this committee to function.

With regard to the time, though no time-limit has been set, yet we have the Joint Secretary of this Ministry as the member-secretary of this committee, and we are doing everything that is possible to examine all the points that have been raised.

If a certain allegation is made against a university, it is our duty to ensure that all these allegations are cleared; if there are any people who are responsible for embezzlement or defalcation, they should be brought to book. Nobody has any right to play with public funds; nobody has any right to misuse public funds. And of all places, a university is the place where we should have people of the highest integrity and character, and a university should be the last place where such things should have happened, if there is any substance of truth in what the hon. Member has said, the matter is serious, and I can assure the House that Government will take all possible steps to ensure that the university is cleaned of all the charges that are levelled against

it. At this stage, it is difficult for me to say when this report will be submitted, but I hope, and it will be our endeavour, to expedite submission of this report. If the hon. Member has any other information, he may kindly pass it on to me, and it will be forwarded to the university authorities, who will forward it to the committee concerned.

I am afraid I am not in a position to say anything more at this stage, because certain things have been said on the floor of the House here, and it is not possible for me either to deny them or to accept them, and I can only await the report of this committee.

Shri Harish Chandra Mathur: May I know why the previous committee was not permitted to function, whether those obstructive things are still there, and why the Ministry did not take action before?

Mr. Deputy-Speaker: No questions have been answered, because it is not possible to answer any questions at this stage. Now, the only thing is whether this House wants that the Minister should answer all those allegations after getting information at this stage from the university; I am afraid that that would be the information given by the Vice-Chancellor himself. Then, should the House accept that? . . .

Shri U. L. Patil (Dhulia): Shri Harish Chandra Mathur's question should be answered.

Shri Harish Chandra Mathur: My question is not regarding any allegations. My question is against the Ministry itself. Why did they not function all these eight or ten years, when the things were brought to their notice? A sub-committee was appointed by the university earlier, but that committee did not function, in spite of the Ministry asking them to function. That were the obstructive factors? Who were the obstructers?

Have these obstructions been removed now? My allegation is again the Ministry itself.

Shri D. C. Sharma: It has been the convention in this House ...

Mr. Deputy-Speaker: Order, order. There should be no new questions now.

Shri D. C. Sharma: It has been the convention of this House not to level charges against persons who are not present here, but that convention has been violated today.

Mr. Deputy-Speaker: The hon. Member has stood up after all the things have been said now. Should I withdraw all that? Or else, what should I do now? He has sat silent and waited till everything had been said.

Dr. K. L. Shrimali: With regard to the question raised by my hon. friend Shri Harish Chandra Mathur the position is that Government do not like to interfere in the day-to-day administration of the university as far as possible. When this matter was brought to the notice of Government by the Comptroller and Auditor-General, we advised the university to appoint a committee.

They did appoint a Committee. Unfortunately, that Committee did not meet. Another Committee was also appointed. Unfortunately, that Committee also did not meet.

Shri Braj Raj Singh: Why not?

Dr. K. L. Shrimali: The University has no explanation for it. They thought they would be able to do it, they would receive the report of the Comptroller and Auditor-General, examine it and clear up all the objections which might be raised by the Comptroller and Auditor-General. That sometimes happens. The University felt that they would be able to deal with them.

Shri Braj Raj Singh: What have they been doing all this time?

An. Hon. Member: Sleeping.

Dr. K. L. Shrimali: As I said, the University is an autonomous body, and the House does not expect Government to interfere in the day-to-day administration of the University. As far as possible, we would like the University to function for themselves in all these matters. It was only when we found that the matter was not being cleared up, the University was advised to appoint a Committee. I think the House should wait for the findings of the Committee before passing any judgment on this matter.

Shri Braj Raj Singh: Who knows? The Committee may not function.

Mr. Deputy-Speaker: Order, order. I agree with this position that the House should wait till the Committee has come to certain conclusions. It is not necessary that the House should accept those recommendations or decisions arrived at by the Committee, whatever they are. If the House then feels that the Education Ministry should advise the Visitor to appoint a Committee or there should be another discussion here or something else, it can act accordingly. But before the report is received, the Minister is not able to answer any of these allegations. I would advise the hon. Mover to give all those particulars of instances that he has got. He might, as advised by the hon. Speaker, place them on the Table of the House and then they would be passed on to the Minister who, in his turn, would send them to the Committee. Then we will have definite and positive answers so far as those allegations are concerned. Then we can consider whether any of them had been rightly investigated and gone into or not. At this moment, if any other demand is made, if we just force the Minister and say that he should straightway get answers, those

answers, as I said earlier, would be based on information supplied by the Vice-Chancellor himself. Therefore, the House would not be satisfied with those answers. Then hon. Members would say that the Vice-Chancellor himself was guilty. It will be said: 'We had levelled charges against him. He is the man who has given the reply'. There is no other source from which the Minister can get information just at present. He cannot go and investigate himself.

Therefore, it is better that we wait till the Committee decides whatever it likes. Let it come to a decision. Then we will see.

Shri U. L. Patil: Will the report of the Committee be placed on the Table of the House?

Mr. Deputy-Speaker: Yes.

Dr. K. L. Shrimali: It is not possible for me to make any commitment at this stage. I would request you to allow me to adjudge the report before placing it on the Table.

Mr. Deputy-Speaker: I am not committing myself or the House as to whether that would be placed on the Table or not, but because allegations have been made, the Minister shall answer those allegations. I suppose he shall have no objection, though his information then would be based on the conclusions arrived at by the Committee. When that information is in possession of the House, the House might proceed in the way it likes under the circumstances.

Now this discussion is over.

18.33 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 3, 1960/Phalgun 13, 1881 (Saka).

[Wednesday, March 2, 1960/Phalgun 12, 1881 (Saka)]

ORAL ANSWERS TO QUESTIONS COLUMNS 3605-41

S.Q.	Subject	No.
524.	Railway line for Dandakaranya	3605-07
525.	Wheat from U.S.A.	3607-09
526.	Food Zones.	3609-14
527.	Balari Bar Experiments	3615-19
528.	Prices of TELCO Locomotives.	3619-21
529.	World Agriculture Fair Commemoration Stamp	3622-24
533.	Electric locomotives at Chittaranjan	3624-29
534.	Drinking water supply in Rajasthan	3629-34
536.	Electric Train collision at Chinsurah	3634-36
537.	Reclamation of ravine lands	3636-38
538.	Floating dock at Vishakhapatnam	3639-40
542.	International Civil Airport at Delhi	3640-41

WRITTEN ANSWERS TO QUESTIONS COLUMNS 3641-88

S.Q.	No.	
530.	D.T.U. Buses	3641-42
531.	Electric Train from Asansol to Rourkela	3642
532.	Water in Railway compartments	3642-43
535.	Marine Engineering College in Kerala	3643
539.	Rise in price of paddy in Manipur	3643-44
540.	Hirakud Project	3644
541.	Special trains for Ajmer Urs.	3644-45
543.	Multi-channel V.H.F. Equipment	3645-46
544.	Shortage of foodgrains in Bihar	3647
545.	Thermal electric plant in Delhi	3647
546.	Practical training for Licentiate Doctors from East Pakistan	3648
547.	Maize Seed Breeding Station, Kangra	3648
548.	Agricultural implements	3648-49
549.	Nagarjunasagar Project	3650

WRITTEN ANSWERS TO QUESTIONS—contd.

S.Q.	Subject	No.	COLUMNS
550.	Dredging in Bhagirathi-Hooghly	3650-51	
551.	Import of spare parts of tractors and bulldozers	3651-52	
552.	Foreign Travel Agents	52	
553.	Central Tractor Organisation	3652-53	
554.	Calcutta-Agartala Air Service	3654	
555.	Colorisation of vanaspati	3654	
556.	Patharkandi-Dharmanganar Rail Link	3655	
557.	Technical consultants for port development	3655-56	
558.	Loan of Indian Railway Personnel to Asian and African Countries	3656	
559.	Railway Uniforms Committee	3657	
560.	World Agriculture Fair	3657	
561.	Bridges in Assam	3658	
562.	Nagarjunasagar Project	3658	
563.	Four students run over by train	3659	
564.	Jet comet IV for A.I.I.	3659	
565.	Ganga Barrage Scheme	3660	
566.	Rajasthan Canal	3660	

U.S.Q.
Vo.

633.	Temporary Taxi permits in Delhi	3661
634.	Rural electrification in Andhra Pradesh	3661
635.	S. B. Accounts and Postal Certificates of displaced persons	3662
636.	Idle wagons at Mysore Station	3662
637.	Overbridge at Lahori Gate	3662-63
638.	Ballimela Dam in Orissa	3663
639.	Grain Storage Training and Research Institute, Hapur	3663-64
640.	Train derailment, Delhi	3664
641.	Oil tankers	3664-65

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
642.	Konar Dam . . .	3665
643.	Amendments to D.V.C. Act . . .	3665-66
644.	Mental Hospital in Delhi . . .	3666
645.	Sugarcane Cultivation in Punjab . . .	3666-67
646.	Allotment of Railway Quarters . . .	3667
647.	Provision of ladders to upper berths . . .	3667-68
648.	Police Van-Train Collision . . .	3668
649.	Claims cases . . .	3668-70
650.	Cochin port . . .	3670
651.	Co-operative Banks in Manipur . . .	3671
652.	Loans by Manipur State Co-operative Bank . . .	3671-72
653.	Teakwood in Indian Forests . . .	3672
654.	Looting of coal on S. E. Railway . . .	3672-73
655.	Sone River Project . . .	3673
656.	Special Trains for Bangalore . . .	3673-74
657.	Taxis at New Delhi Railway Station . . .	3674
658.	Cargo handled at Major Ports . . .	3675
659.	Drug Formulary . . .	3675
660.	Mobile Library Service on Central and Western Railways . . .	3675-76
661.	Telephone connections in Delhi . . .	3676
662.	Repairs of main road of Vinay Nagar . . .	3676-77
663.	Price of sugarcane . . .	3677-78
664.	North Trunk Road as National Highway in Assam . . .	3678
665.	Sugarcane cultivation in Andhra Pradesh . . .	3678-79
666.	Quarters for P. and T. Employees, Tripura . . .	3679
667.	Re-modelling of Chandigarh Railway Station . . .	3680
668.	Telegraphic and telephone Connections between Belpara and Kantabanji . . .	3680-81

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
669.	Sugar production . . .	3681
670.	Leprosy control in Mysore . . .	3681
671.	Coaches manufactured by H. A. L. Bangalore . . .	3682
672.	Daily loading on Railways. . .	3682-83
673.	Graduate clerks on N.E.F. Railway . . .	3683-84
674.	T. B. isolation beds and clinics in Orissa . . .	3684
675.	Trunk telephone Calls . . .	3684-85
676.	Bridges in Andhra Pradesh . . .	3685-86
677.	Wastage of water in Lajpat Nagar, Delhi . . .	3686-87
678.	Cremation Ground at Nauroji Nagar, New Delhi . . .	3687
679.	Delhi Milk Supply Scheme . . .	3687-88

MOTION FOR ADJOURNMENT . . .

3688-92

The Speaker withheld his consent to the moving of an adjournment motion given notice of by Shri S. M. Banerjee regarding termination of services of some employees of the Ministry of Rehabilitation.

PAPERS LAID ON THE TABLE . . .

3693-94

- (1) A copy of Notification No. G.S.R. 233 dated the 1st March, 1960 regarding the constitution of the Hindu Religious Endowments Commission]
- (2) A copy of each of the following Notifications under Section 58 of the Delhi Development Act, 1957 :
 - (i) G.S.R. No. 73 dated the 16th January, 1960.
 - (ii) G.S.R. No. 74 dated the 16th January, 1960 making certain amendment to the Delhi Development (Master Plan and Zonal Development Plan) Rules, 1959.

PAPERS LAID ON THE
TABLE—*contd.*

COLUMNS

(iii) G.S.R. No. 142 dated the 6th February, 1960 containing the Delhi Development (Procedure for Reference to the Central Government) Rules, 1960.

(3) A copy of Notification No. F. 12/211/58-Transport published in Delhi Gazette dated the 14th January, 1960, under sub-section (3) of Section 133 of the Motor Vehicles Act, 1939, making certain amendments to the Delhi Motor Vehicles Rules, 1940.

(4) A copy of each of the following papers :

(i) Notification No. G.S.R. 192 dated the 20th February, 1960 under sub-section (3) of Section 5 of the Indian Aircraft Act, 1934 making certain further amendment to the Indian Aircraft Rules, 1937.

(ii) Explanatory note on the above Notification.

MESSAGE FROM RAJYA
SABHA

Secretary reported a message from Rajya Sabha that Rajya Sabha had no recommendations to make to Lok Sabha in regard to the Appropriation Bill, 1960 passed by Lok Sabha on the 25th February, 1960.

REPORT OF COMMITTEE
ON PRIVATE MEMBERS'
BILLS AND RESOLUTIONS
PRESENTED

Fifty-seventh Report was presented.

CALLING ATTENTION
TO MATTER OF UR-
GENT PUBLIC IM-
PORTANCE

Shri Chintamoni Panigrahi called the attention of the Minister of Food and Agriculture to the alarming rise in the prices of rice and

COLUMNS

CALLING ATTENTION
TO MATTER OF UR-
GENT PUBLIC IM-
PORTANCE—*contd.*

paddy in West Bengal and Orissa.

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas) made a statement in regard thereto.

STATEMENT BY MINIS-
TER

3696—3702

The Deputy Minister of Food and Agriculture (Shri A.M. Thomas) made a statement on the present food situation in the Mizo district of Assam and steps taken to afford relief to the affected population of the district.

AMENDMENTS BY RAJYA
SABHA AGREED TO

3702—03

The amendments made by Rajya Sabha in the Motor Vehicles (Amendment) Bill, 1959, as passed by Lok Sabha, were taken into consideration and agreed to.

DEMANDS FOR GRANTS
(RAILWAYS), 1960-61

3703—3840

Further discussion on Demand No. 1 in respect of Railways was concluded and the Demand was voted in full.

HALF-AN-HOUR DIS-
CUSSION

3841—68

Shri Prakash Vir Shastri raised a half-an-hour discussion on points arising out of the answer given on the 1st December, 1959 to Unstarred Question No. 719 regarding Aligarh Muslim University.

The Minister of Education (Dr. K. L. Shrimali) replied to the debate.

AGENDA FOR THURSDAY,
MARCH 3, 1960/PHAL-
GUNA 13, 1881 (SAKA)—

Consideration of Demands for Grants Nos. 2 to 20 in respect of Railways, 1960-61 and consideration of motion re : Dandakaranya Development Authority.