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7th March, 1955 (Monday)

LOK SABHA DEBATES

(Part I—Questions and Answers)



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LOK SABHA SECRETARIAT
NEW DELHI

FOUR ANNAS (INLAND)

ONE SHILLING (FOREIGN)

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LOK SABHA DEBATES
(Part I—Questions and Answers)

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LOK SABHA

Monday, 7th March, 1955

The Lok Sabha met at Eleven of the Clock.

[SARDAR HUKAM SINGH in the Chair]

ORAL ANSWERS TO QUESTIONS

भारत की उत्तरी सीमा

* ५८५. श्री भवत दर्शन: क्या प्रधान मंत्री यह बताने की कृत्या करेंगे कि:

(क) भारत की उत्तरी सीमा के समानान्तर तर्फीयी गई “इनर लाइन” का व्योरा क्या है, जिस से आगे विदेशी बिना विशेष अनुमति पत्र के नहीं जा सकते हैं, और

(ख) क्या उस रेल्स को पूरी तरह से हटा देने अथवा उस में उचित संशोधन करने का प्रश्न सरकार के विचाराधीन हैं?

वैदेशिक-कार्य उपमंत्री (श्री अर्जिल झौ चन्दा):
 (क) “इनर लाइन” का विवरण सभा-पट्टल पर रखा जाता है [ईसिए परिविष्ट ४, अनुबन्ध संख्या १]

(ख) सरकार के सामने इस रेल्स को हटाने का कोई प्रश्न नहीं है, किन्तु इसके संशोधन का सम्पूर्ण प्रश्न सरकार के विचाराधीन है।

श्री भवत दर्शन: क्या मैं जान सकता हूँ कि इस इनर लाइन को बिना पर्मिट पार करने के बारे में अब तक कितने विदेशीर्दों को गिरफ्तार किया गया या सजाएँ दी गई?

श्री अर्जिल झौ चन्दा: इस प्रश्न की संचना चाहीए।

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श्री भवत दर्शन: क्या माननीय मंत्री महोदय के ध्यान में यह बात आई है कि इस रेल्स के गढ़वाल ज़िले में विष्णु प्रथाग तक होने के कारण बहुत से विदेशी पर्यटक उससे आगे बढ़ीनाम, फूलों की घाटी, हैमकुण्ड, लोकपाल और सतोपंत ग्लैशियर तक नहीं जा पाते हैं? उन लोगों को मार्ग पर हर प्रकार की सुविधा देने के लिए यह रेल्स पीछे हटा दी जाए, क्या इसके बारे में भी कोई विचार किया जा रहा है?

श्री अर्जिल झौ चन्दा: यह ही सकता है, संक्षिप्त यह प्रश्न सरकार के विचाराधीन है।

ARTIFICIAL FIBRE

* ५८६. श्री Jhulan Sinha: Will the Minister of Commerce and Industry be pleased to state the effect of artificial fibre on the cotton, jute and wool industries in India, so far as the production of these commodities is concerned?

The Deputy Minister of Commerce and Industry (Shri Kanungo): So far as Government are aware, artificial fibre has had no adverse effect on production in the Cotton, Jute and Wool Industries.

Shri Jhulan Sinha: May I know the extent to which this artificial fibre has been able to replace jute and cotton grown here.

Shri Kanungo: It has not displaced appreciably.

URANIUM ORE DEPOSITS

* ५८७. Shri Keshavaiengar: Will the Prime Minister be pleased to state:

(a) the names of the various States where Uranium Ore deposits have been discovered;

(b) whether these deposits are being worked; and

(c) if so, at what cost and by which agency (Public or Private)?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) Deposits of Uranium Ore have been discovered in Bihar, Madras and Rajasthan States.

(b) and (c). The discovered deposits are mostly of low grade uranium ore. Their extent is being ascertained by trenching and drilling operations. The mining stage has not yet been reached and the question of cost, therefore, does not arise. Where uranium occurs as a by-product of beryl and mica mining, it is worked by lessees of mines and under the supervision of the officers of the Raw Materials Division of the Department of Atomic Energy. Their whole output is commissioned by the Department at a fixed schedule of prices.

श्री कृष्णचार्य जोशी: क्या मैं जान सकता हूँ कि क्या हमारी सरकार यूरोनियम का आयात कर रही है? अगर हाँ, तो कितना आयात होता है?

Shri Anil K. Chanda: I have not got that information with me.

Kumari Annie Mascarene: May I know whether you have set up any factories in India for processing uranium?

Shri Anil K. Chanda: The department of Atomic Energy are setting up a pilot plant at Ghatsila for the treatment of the ore and recovery of uranium from the ore obtained from the Singhbhum uranium belt.

Kumari Annie Mascarene: May I know whether that factory is set up in the place where uranium is found or far from that place?

Shri Anil K. Chanda: No. It is in the area item.

INDO-PAKISTAN BORDER

*588. **Shri Krishnacharya Joshi:** Will the Prime Minister be pleased to state:

(a) whether there is a proposal to erect barbed wire fencing on the Indo-Pakistan border of East and West Punjab; and

(b) if so, when it will be erected?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b). No, Sir.

Shri Krishnacharya Joshi: May I know whether there is any proposal to demarcate the boundary line and fix pillars?

Shri Sadath Ali Khan: The entire boundary between Punjab (India) and Punjab (Pakistan) is proposed to be demarcated by the construction of boundary pillars.

Shri Krishnacharya Joshi: May I know what is the total mileage of this boundary line between East and West Punjab?

Shri Sadath Ali Khan: I should like to have notice.

DIPLOMATIC RELATIONS

*589. **Shri D. C. Sharma:** Will the Prime Minister be pleased to state the names of the countries with which the Government of India have established diplomatic relations during 1954?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): We established legation in Bulgaria and Rumania and the Consulate General at Jeddah was raised to Legation level during the year.

Shri D. C. Sharma: May I know what is the approximate expenditure that would be incurred in connection with the opening of the Consulates?

Shri Anil K. Chanda: We have not opened offices yet. Our Ambassador in Yugoslavia has been accredited to these countries.

Shri D. C. Sharma: May I know if there are any trade pacts or cultural pacts existing at this time between our country and these countries?

Shri Anil K. Chanda: I should like to have notice. I have an impression that we have no trade pacts with these two countries yet.

संठ गोविन्द वास: क्या कोई ऐसे भी दूश हैं जिन से कि हम लोगों के सम्बन्ध स्थापित करने के सम्बन्ध में कोई बात चीत या लिखा पढ़ी चल रही है?

Shri Anil K. Chanda: With many countries.

संठ गोविन्द वास: क्या यह मालूम हो सकता है कि ऐसे कितने दूश हैं और कहां कहां हैं?

Shri Anil K. Chanda: It is a long list.

Shri M. S. Gurupadaswamy: I did not follow the question. I want to know whether the Government of India is contemplating to open new Missions in other countries this year?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Government of India have a fairly long list of places where we would like to have Missions of various types. It is always a question of priority as to which we should take up having regard to financial resources and other matters. We have chosen two or three this year. We have got at least a dozen pending.

EVACUEE AGRICULTURAL LAND

*590. **Shri Gidwani:** Will the Minister of Rehabilitation be pleased to lay a statement on the Table of the House showing:

(a) the total area of evacuee agricultural land in Bombay State;

(b) whether any evacuee agricultural land has been allotted to displaced persons on quasi-permanent basis in lieu of their agricultural lands left in Pakistan; and

(c) if not, when such allotment is likely to be made?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) The total area of evacuee agricultural land in Bombay State is as under:

(i) Fully vested:—25658 acres.

(ii) Composite properties: 5862 acres.

(b) No.

(c) The preliminary work is in hand and allotment will commence when all necessary data have been collected.

Shri Gidwani: How long will it take?

Shri J. K. Bhonsle: Last time I was in Bombay, I was promised that by the end of March, the data would be collected.

Shri Gidwani: In view of the fact that already so many years have passed, will the Government give to such of the displaced men as are desirous of having cash compensation, cash compensation instead of allotting them the land?

Shri J. K. Bhonsle: In the first place, we must allot all the available land to the claimants. Secondly, if land is not available in that particular State, then we shall have to consider giving them land if it is available in other States. Thirdly when it comes to a question of displaced persons wanting cash in lieu of land, the matter will be considered then.

Shri Gidwani: Will the Government see that the matter is expedited as early as possible?

Shri J. K. Bhonsle: As I have said, certainly.

VISIT OF U.N. SECRETARY GENERAL

*591. **Shri Raghunath Singh:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that American newspapers have started anti-Indian propaganda in connection with

the reception of the U.N. Secretary-General in Delhi, terming it as correct but cool 'non diplomacy' etc.; and

(b) if so, the steps Government are taking to counteract such false propaganda?

The Deputy Minister of External Affairs (Shri Abil K. Chanda): (a) Some newspapers had described the reception accorded to the U. N. Secretary General in New Delhi as 'cold'.

(b) The full facts of the reception accorded to the U.N. Secretary-General were immediately brought to the notice of all Indian Missions abroad. The Secretary-General himself denied the allegation in the course of a Press Conference in New York and said that the reception accorded was 'a pleasant and a nice one'.

श्री राधारामनः क्या आप यह बता सकते हैं कि अमरीका के किन किन अखबारों में यह सब चीजें शाया हुई थीं?

प्रधान मंत्री तथा वैद्यनायक-कार्ड मंत्री (श्री जवाहरलाल नेहरू): जी नहीं, अखबारों का सवाल नहीं है, वैल्क प्रेस रिपोर्ट्स का है। जिन जिन के पास प्रेस एजेंसी की रिपोर्ट गई उन्होंने उसे छाप दिया और सिर्फ अमरीका में ही नहीं बल्कि और मुल्कों में भी वह छींथी थी।

CONSTRUCTION OF SHOPS

***592. Shri Radha Raman:** Will the Minister of Rehabilitation be pleased to state:

(a) whether there is any proposal to construct 80 shops at Ramesh Nagar;

(b) the amount allotted for the purpose and for the proposed market near Red Fort in Delhi for displaced persons;

(c) the date by which the buildings are expected to be ready; and

(d) the type of buildings to be constructed?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Yes.

(b) The estimated expenditure on the shops in Ramesh Nagar is Rs 2,08,700/- and that on the Market near the Red Fort is Rs. 10,30,500/-.

(c) Shops in Ramesh Nagar are expected to be ready in June 1955 and those in the Market near Red Fort by August 1955.

(d) All shops will be single-storeyed.

Shri Radha Raman: May I know how many shops are being constructed in the Red Fort area?

Shri J. K. Bhonsle: 410 in a place called Pleasure Garden Market and 864 in Lajpat Rai Market.

Shri Radha Raman: To whom are these shops to be allotted? Are there particular areas from which shopkeepers will be evicted and brought here?

Shri J. K. Bhonsle: They will be allotted to eligible shop-keepers, and actually the allotment is not done by us. It is done by the State Government.

Mr. Chairman: What the hon. Member wants to know is whether it is intended that shop-keepers from particular areas or colonies would be brought here, or would these be open to all displaced persons or will they be given priority?

Shri J. K. Bhonsle: Primarily for those in Lajpat Rai Market.

Shri Radha Raman: May I know what the Government have decided with regard to the shifting of the Lajpat Rai Market shop-keepers, making that area permanently suitable for shop-keepers as well as tenants?

Shri J. K. Bhonsle: As I have said, we are constructing 864 shops there. I understand about 250 shops have been vacated and the area has been given over to us, and the engineers are busy preparing the plans.

Shri Radha Raman: May I know if these shop-keepers who will be asked to shift from Lajpat Rai Market to this Market will have to pay the same rent as they are paying now, or will there be some difference?

Shri J. K. Bhonsle: No, Sir. They will have to pay according to the rent that would be assessed on the cost of constructions.

Locks

*593. **Shri M. S. Gurupadaswamy:** Will the Minister of Commerce and Industry be pleased to state:

(a) the reasons for importing door locks, suit-case locks and other locks from abroad; and

(b) whether it is a fact that due to these imports, many persons have been rendered unemployed in the country?

The Minister of Commerce (Shri Karmarkar): (a) Restricted imports of 'door locks' and 'suit-case locks' are allowed partly to supplement the indigenous production and partly to give an impetus to the indigenous manufacturers to turn out locks in competitive quality and price.

(b) No, Sir.

Shri M. S. Gurupadaswamy: May I know the total value of these goods imported in 1954-55.

Shri Karmarkar: I could give my hon. friend the amount for which they were licensed.

January-June, 1954:

Door locks	Rs. 39,299
Suit-case locks	Rs. 58,317

July-December, 1954:

Door locks	Rs. 80,551
Suit-case locks	Rs. 91,994

About imports against these licences, I have no figures.

Shri M. S. Gurupadaswamy: May I know the import duty imposed on these imports?

Shri Karmarkar: It is as high as 66 2/3 per cent.

Shri M. S. Gurupadaswamy: Is the hon. Minister aware that these foreign imports have led to serious competition as a result of which local locks and local materials have gone out of the market and there are no purchasers?

Shri Karmarkar: It is not a fact that the local locks have gone out of the market, and one of the intentions is to have a healthy competition between imported locks which are imported at a higher cost bearing this high duty of 66 2/3 per cent and internal production.

स्थेत गौरीचन्द्र वास: क्या यह बात सही नहीं है कि बाहर से जो ताले मंगाए जा रहे हैं उनकी बनिस्वत्त हमारे देश में अच्छे ताले बनते हैं, और क्या गवर्नमेंट इस बात पर विचार कर रही है कि अब इस प्रकार के ताले बाहर से मंगवाने की कोई आवश्यकता नहीं है?

श्री कर्मरकर: हमारे देश में जो लाक्स बनते हैं वे अच्छे भी बनते हैं और सराब भी। पर यह जो हम ने इम्पोर्ट के बारे में एक मर्यादा रखी है वह ऐसी मर्यादा है जिससे यहां पर बनने वाले लाक्स भी अच्छी क्वालिटी के बन सकें। अगर माननीय सदस्य के पास कोई इन्कार्मेंशन हो कि इससे यहां पर बनने वाले लाक्स को धक्का पहुंचता है तो उस पर विचार कर सकते हैं।

स्थेत गौरीचन्द्र वास: क्या मैं जान सकता हूं कि बाहर से जो ताले मंगाए जाते हैं उनमें से सरकारी विभागों के लिए कितने लिए जाते हैं और यहां के बने हुए कितने?

श्री कर्मरकर: जैसा कि माननीय सदस्य जानते हैं कि यहां वक सम्बव हो सकता है यहां का ही बना हुआ माल इस्तेमाल किया जाता है।

CONTROL ON PROFITS

*594. **Shri Heda:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government propose to control the profits of the importers on sales of domestic

refrigerators (complete), air-conditioners and cooking ranges etc.;

(b) if so, the percentage of profit that is proposed to be allowed; and

(c) the measures that would be adopted to effect such a control and when these will be brought into effect?

The Minister of Commerce (Shri Karmarkar): (a) to (c). The profits obtained on these items are under review by Government.

Shri Heda: Have the Government any idea about the import price of air-conditioners and the price at which they are made available here?

Shri Karmarkar: We have an idea, and we understand that in some cases as high a profit as 70 per cent is charged on the imported air-conditioners.

Shri Heda: May I know whether this profit is not more than the Government would like to permit, and if so, what action is Government taking?

Shri Karmarkar: Certainly we consider this to be a high profit. Recently we had a meeting with the representatives of the importers and manufacturers and at that meeting they came to certain tentative conclusions. We have not finalised our conclusions in the matter.

नेपाल को सहायता

*५६५. **श्री विभूति रिथ:** क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या केन्द्रीय सरकार ने नेपाल के बाइंग्रस्ट में स्कूलों के नवन निर्माण के लिए कुछ आर्थिक सहायता दी है, और

(ख) यदि हाँ, तो इस कार्य के लिए किस आधार पर और कुल कितनी सहायता दी गई है?

वैदीशिक-कार्य मंत्री के सभासचिव (श्री लालत जली सां): (क) और (ख). जी हाँ, १६,१५० रु० की राशि भिन्न बाइंग्रस्ट बालालाओं के

भग्न भवनों को सहायता देने के उद्दीश्य से बांटी गई। पूँजी के बंटवार्ट का निश्चय नेपाल सरकार के शिक्षा मंत्रालय तथा स्थानीय सज्जनों के परामर्श से भारतीय दूतावास ने किया।

श्री विभूति रिथ: क्या बाइंग्रस्ट द्वारा में स्कूलों का निर्माण कार्य समाप्त हो गया है?

प्रधान मंत्री तथा वैदीशिक-कार्य मंत्री (श्री जबाहरलाल नेहरू): सहायता का काम कभी समाप्त नहीं होता है।

श्री विभूति रिथ: क्या सरकार जो स्कूल बनवा रही है उनके ऊपर यह लिखवा देना चाहती है कि बाद आने के कारण उनका पुनः निर्माण भारत सरकार द्वारा कराया गया है?

श्री जबाहरलाल नेहरू: जी नहीं, हम इस तरह अपने इश्तहार नहीं दिया करते हैं।

SILK INDUSTRY

*५९६. **Shri S. C. Samanta:** Will the Minister of Commerce and Industry be pleased to state:

(a) the steps taken by Government since 1947 to revive the Silk Industry in West Bengal;

(b) whether it is a fact that a large number of orders for the supply of silk and silk goods are being received by the West Bengal Government especially from Western countries; and

(c) if so, whether any re-organisation of the Industry is contemplated?

The Deputy Minister of Commerce and Industry (Shri Kanungo): (a) A statement on the assistance given by the Central Government is laid on the Table of the House. [See Appendix IV, Annexure No. 2].

(b) and (c). It is understood that various countries have made enquiries about West Bengal silk goods. The State Government is taking steps to organise the manufacture of goods suited to their requirements and tastes.

Shri S. C. Samanta: About the propagation of Japanese varieties of

mulberry in West Bengal, may I know whether it has been accepted there, and whether the mulberry distributed is disease-free?

Shri Kanungo: It is too early to assess it.

Shri S. C. Samanta: May I know whether the research station contemplated at a cost of Rs. 48,000 has been established? If so, where?

Shri Kanungo: Berhampore.

Shri S. C. Samanta: I find for the trials of improved models of Charka, only Rs. 500 has been sanctioned. Is it not a fact that one Nidhi Ram Das of Assam has manufactured a spinning wheel which is very useful, and may I know whether Government is going to popularise it?

Shri Kanungo: That invention of Mr. Das as well as any other inventions will be tried.

Shri T. S. A. Chettiar: To ensure foreign markets for us, have Government taken steps to see that the quality of the goods exported is maintained?

Shri Kanungo: The State Government is taking proper steps in that connection.

Shri T. S. A. Chettiar: For exporting goods?

Shri Kanungo: For inspection of exported goods.

Shri S. C. Samanta: May I know whether we are using improved type of Japanese reeling machinery, and whether any attempt has been made to manufacture reeling machinery in India?

Shri Kanungo: Not yet, because we are not sure of the patterns.

THE TATA IRON AND STEEL COMPANY

*598. **Shrimati Tarkeshwari Sinha:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Tata Iron and Steel Works have put forward proposals for

further expansion of their steel capacity of Jamshedpur;

(b) if so, the specific nature of their expansion programme; and

(c) what help, if any, Government propose to render them?

The Minister of Commerce (Shri Karmarkar): (a) The Tata Iron & Steel Company have informed Government of their intention to seek Government's approval to a scheme of further expansion.

(b) The details of the scheme have not yet been worked out.

(c) Does not arise at this stage.

Shrimati Tarkeshwari Sinha: What is the present output of steel manufactured by the Tatas and what will be the capacity of their expansion programme for the future?

Shri Karmarkar: The total capacity in 1951 before expansion for saleable steel was 750,000 tons. The capacity in 1958-59, after expansion, will be 931,000 tons.

Shrimati Tarkeshwari Sinha: What will be the proportion of expansion?

Shri Karmarkar: Detailed proposals are being worked out. My hon. friend will wait till they are worked out.

Shrimati Tarkeshwari Sinha: May I know if the Government is aware that any foreign capital has been invited by the Tatas to participate in this programme?

Shri Karmarkar: I should like to have notice about that. So far as I could see, my notes contain no information on that.

Shri Basappa: In view of the socialistic pattern that we are aiming at, is it advisable to give any more financial aid to a private company like that?

Shri Karmarkar: I think my hon. friend might find out another opportunity suitable for an answer to this question.

Shri T. B. Vittal Rao: When was the proposal submitted to Government by the Tata Iron and Steel Company?

Shri Karmarkar: I have not got the exact date with me, but it has been very recent.

Shrimati Tarkeshwari Sinha: Before Tatas put forward this proposal for Government's approval, and Government assured them of any further financial help in this matter?

Shri Karmarkar: There is no assurance except that there is the general assurance standing to everybody that we are interested in the expansion of steel.

RELIEF CAMPS

***599. Shri K. C. Sodhia:** Will the Minister of Rehabilitation be pleased to state:

- (a) the total number of inmates at present in the permanent relief camps of displaced persons from East Pakistan;
- (b) whether any steps are being taken to reduce their number;
- (c) if so, the nature of the steps taken; and
- (d) the total expenditure incurred on these camps during the year 1954?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) to (d). The information is being collected and will be laid on the Table of the Lok Sabha in due course.

Shri K. C. Sodhia: What is the Special nature of these permanent relief centres as distinguished from other camps?

Shri J. K. Bhonsle: They are a permanent liability on Government. As regards the others, they are temporary camps.

Shri K. C. Sodhia: Why are they a permanent liability?

Mr. Chairman: Government have taken it upon itself. So, there is no

question of entering into any arguments now.

Shri K. C. Sodhia: I wanted to know whether it depends upon the inmates of these camps, or upon any other consideration.

Shri J. K. Bhonsle: These are aged, old and infirm, who unfortunately cannot find a living for themselves.

SECOND D.D.T. FACTORY

***600. Shri Sarangadhar Das:** Will the Minister of Production be pleased to refer to the reply given to starred question No. 169 on the 18th November, 1954 and state:

- (a) whether any expert committee was appointed to suggest sites for the second D.D.T. factory;
- (b) if so, whether they have submitted any report;
- (c) whether any decision about the site has been taken; and
- (d) whether any offer of help for the establishment of the factory has been received from the U.S. Technical Co-operation Mission in India?

The Minister of Production (Shri K. C. Reddy): (a) No.

- (b) Does not arise;
- (c) Not yet;
- (d) No.

Shri Sarangadhar Das: May I know the names of the sites that are being considered?

Shri K. C. Reddy: I could give the hon. Member this information. Originally, there were claims from these States, Delhi, Ullasnagar and Parnara in Bombay, a site in Calcutta, Alwaye in Travancore-Cochin, Dalmianagar in Bihar, Mandya in Mysore, and Rajpura in PEPSU.

Shri Sarangadhar Das: May I know the capital required for this second factory, and how it compares with that for the present factory?

Shri K. C. Reddy: We have to take into account several factors, before we

make any such comparison. But roughly, I may indicate that the capital that will be required for a plant to produce 1,400 tons of D.D.T. will be about Rs. 75 lakhs.

CLOTH

***661. Shri Bishwa Nath Roy:** Will the Minister of Commerce and Industry be pleased to state whether it is a fact that the export of Indian cloth was more than the import of foreign cloth during 1954?

The Deputy Minister of Commerce and Industry (Shri Kanungo): Yes, Sir. Much more than the imports.

Shri Bishwa Nath Roy: May I know the value of the cloth exported last year, and that of imported cloth last year?

Shri Kanungo: The value of mill cloth exported in 1954 was Rs. 5814.59 lakhs. The export of handloom cloth amounted to 57.98 million yards. The import of piece-goods to India during recent years, i.e. in 1953-54 was valued at Rs. 102 lakhs.

Shri Bishwa Nath Roy: May I know whether any step has been taken for improving the export of Indian cloth to South-East Asian countries?

Shri Kanungo: Export promotion is a continuous process.

Shri Altekar: May I know the type of cloth that is imported, and the type that is exported?

Shri Kanungo: The types exported are mostly greys of all sorts. Imports are usually organdees, umbrella cloth, and Italian satins.

Shri Bishwa Nath Roy: May I know whether our export to Tibet decreased last year in comparison with that during the year before that year?

Shri Kanungo: I have not got the information.

Shri Gadilingana Gowd: On a previous occasion, it was stated by Government that there was shortage of cotton yarn in this country. May I

know what were the special reasons that weighed with Government in allowing these exports?

Shri Kanungo: The internal needs are satisfied, and therefore, goods are exported.

Shrimati Ammu Swaminadhan: The hon. Minister just now stated that organdee is imported. In view of the fact that India makes very fine muslins, is it necessary for us to import such cloth as organdee?

Shri Kanungo: Organdee is a very small item.

Shrimati Sushama Sen: Satins are made in India. So why should we import satins?

Shri Kanungo: Italian satins are not made in India.

AFGHAN DELEGATION

***603. Shri B. D. Shastri:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any industrial Delegation from Afghanistan visited this country in the middle of January, 1955;

(b) if so, the main purpose of their visit; and

(c) whether the Delegation came at the invitation of Government?

The Deputy Minister of Commerce and Industry (Shri Kanungo): (a) and (c). Yes, Sir.

(b) The main purpose of the delegation's visit was to make a first-hand study of the technique and set up of Indian handloom textile organisation and also of cottage and small-scale industries.

श्री बी० डॉ शास्त्री: क्या मैं जान सकता हूँ कि इस दूसरीगये ने देश के किस किस हिस्से में दौरा किया है?

श्री कानूनगो: बम्बई, हैदराबाद, मद्रास, निवली, लखनऊ और आन्ध्र इन जगहों में दौरा किया है।

श्री जी० डॉ० शास्त्री: क्या मैं जान सकता हूँ कि जिस सिलसिले में ये लोग आए थे उस सिलसिले में सरकार ने उनसे कोई परामर्श किया हैं जिससे कि हमारे इंडस्ट्रियल डेवलपमेंट में तरकी हो सके?

श्री कानूनगां: वह देखने आए थे और सब बगद देखने का उनको मौका दिया गया।

EXPORT OF RICE

***607. Shri Veeraswamy:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any rice has been exported from India during 1954-55;

(b) if so, the quantity exported so far; and

(c) the names of the harbours through which the exports were made?

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

(b) 6930 tons from April up to December, 1954.

(c) Calcutta and Bombay.

Shri Veeraswamy: May I know the names of the countries to which rice has been exported?

Shri Karmarkar: I have not got the names of the countries at the present moment. I should like to ask for notice.

Shri Ramachandra Reddi: May I know whether any rice from the Andhra area was exported through Bombay harbour?

Shri Karmarkar: It has now been permitted from Madras port also, but about Andhra rice through Bombay or anywhere else, I have no information at the present moment.

Shri Veeraswamy: May I know the reasons for exporting rice to foreign countries?

Shri Karmarkar: We had a limited market for some of our better types of rice in foreign countries prior to the war, and we wanted to recultivate

that market in view of the adequate supply of rice for internal consumption in the country.

Dr. Rama Rao: May I know whether any representations have been received from Andhra merchants to the effect that exports be permitted from Andhra ports like Kakinada, Visakhapatnam and Masulipatnam? If so, may I know why permission has not been granted for the same?

Shri Karmarkar: Recently we have made arrangement for exports through Madras port also, which I think is near Andhra.

Shri Sarangadhar Das: May I know the names of the States from which the export rice is drawn?

Shri Karmarkar: I do not exactly know the names of the States which are actually exporters, but the exports are available to all the States.

Pashmina Wool

***610. Shrimati Kamlendu Mati Shah:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that all good Pashmina Wool coming to Tehri-Garhwal from Tibet in the past has been imported by China this year;

(b) whether the people of Tehri-Garhwal approached Government for the loss that their wool and Pashmina Industry will suffer in future on this account; and

(c) if so, the action Government propose to take in the matter? /

The Minister of Commerce (Shri Karmarkar): (a) Government have no precise information. No sizeable decline in our imports of wool is, however, noticeable from trade figures.

(b) and (c). No representation has been received by the Government of India. Enquiries are, however, being made from the State Governments in the matter.

श्रीमती कमलेंद्र, मरीत शाह: क्या इन्कायरी करने के बाद सरकार कोई ऐसा उपाय करेगी कि जिससे दूसरे साल ऐसी कठिनाई उत्पन्न न हो?

श्री करमरक्षर: हां हां, जरूर।

श्री भूषण दर्शन: क्या मंत्री महोदय ने इस सुझाव पर भी विचार दिया है कि इस बात की कठिनाई को दूर करने का एक ही उपाय है कि चीन की सरकार के साथ तिब्बत के व्यापार के सम्बन्ध में समझौता कर लिया जाए और इस प्रकार जब तक वहां से उन आती रहे तब तक अपने यहां उन का उत्पादन बढ़ाने का प्रयत्न किया जाए?

श्री करमरक्षर: कठिनाई तो दूसरी है। जो उन यहां आया है वह पंजाब और दूसरे ठिकानों में छहर गया है। उन के आने की कोई तकलीफ नहीं है।

श्रीमती कमलेंद्र, मरीत शाह: क्या सरकार को पता है कि उन न आने के कारण हमारा पैसा भी गया और हमारी आमदनी भी नहीं हुई?

श्री करमरक्षर: पैसे गए हाँगे तो व्यापारियों की गलती से गए हाँगे। इसका पता हमको नहीं है। उन तो यहां काफी हैं और आगे भी हो जाएंगी ऐसी हमारी अपेक्षा है।

श्रीमती कमलेंद्र, मरीत शाह: जो उन आती थी वह नहीं आई, इसीलिए हमारे यहां लोगों को बहा घाटा हुआ है?

श्री करमरक्षर: अब पहले से ही ठीक इन्तजाम हो जाएगा।

SUPPLY OF WATER TO PAKISTAN

*611. Sardar Akarpuri: Will the Minister of Irrigation and Power be pleased to state:

(a) when the contract with Pakistan pertaining to supply of canal-water will terminate;

(b) whether the water of Upper Bari Doab Canal will be totally reserved for Punjab or it will be distributed to other States also; and

(c) if so, to which States?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) Presumably the reference is to the Inter-Dominion Agreement of the 4th May 1948. This agreement remains in force until a fresh agreement is reached as a result of the negotiations now going on between India and Pakistan under the good offices of the International Bank for Reconstruction and Development.

(b) and (c). The water now being given to Pakistan from the Upper Bari Doab Canal, when withdrawn progressively, will be utilised for the underdeveloped areas in the Punjab, Rajasthan, P.E.P.S.U. and Jammu & Kashmir States.

सरदार अकर्पुरी: क्या मैं जान सकता हूँ कि नहर के साथ साथ ट्रैक बैल लंगा कर भी उसमें पानी बढ़ाने की तज्जीज कोई है, और अगर है तो कब तक?

श्री एस० एन० मिश्र: यह सवाल तो इससे उठता नहीं है।

MEETING OF REGIONAL SETTLEMENT COMMISSIONERS

*612. Shri T. B. Vittal Rao: Will the Minister of Rehabilitation be pleased to state:

(a) whether a meeting of the Regional Settlement Commissioners was held recently; and

(b) if so, the decisions arrived at in the meeting?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Yes.

(b) The meeting was not expected to take decisions. The recommendations of the meeting are under consideration of the Ministry.

Shri T. B. Vittal Rao: May I know whether one of the subjects considered at this meeting was the finalisation of the draft rules framed under the Displaced Persons (Compensation and Rehabilitation) Act, 1954, and if so, whether the same has been finalised?

Shri J. K. Bhonsle: As far as the Ministry is concerned, we have finalised the rules and they are now before the Advisory Committee appointed by the Government.

हिन्दी में प्रसारण (ब्राह्मकार्य)

प्र० ६१३. संठ गोविन्द वास : क्या सूचना और प्रसारण मंत्री उन रीडियो स्टेशनों के नाम बताने की कृत्य करेंगे जहां से हिन्दी में कोई प्रोग्राम प्रसारित नहीं किए जाते हैं?

सूचना और प्रसारण मंत्री (डा० क्लेकर): हिन्दी के प्रोग्राम सभी स्टेशनों से प्रसारित होते हैं। इन प्रोग्रामों को ठीक ढंग से केवल श्रीनगर स्टेशन से चालू करने का प्रश्न सोचा जा रहा है।

संठ गोविन्द वास : जहां तक श्रीनगर का संबंध है यह प्रयत्न वहां पर कितने दिन से चल रहा है और इसका निर्णय कितने दिनों में हो जाने वाली आशा है?

डा० क्लेकर : जल्दी ही हो जाएगा। थंक श्रीनगर स्टेशन हमारे हाथ में अभी हाल में ही आया है, इसीलए इसमें कुछ दूर लग गई।

संठ गोविन्द वास : अभी माननीय मंत्री जी ने कहा कि सभी स्टेशनों से हिन्दी के कार्यक्रम प्रसारित होते हैं, तो कितना कितना समय हिन्दी के कार्यक्रमों के लिए कहां कहां पर है?

डा० क्लेकर : इसका व्योर देने के लिए तो नीटिस चाहीए, लैंकिन मैं माननीय सदस्य को डूतना बता सकता हूं कि हर स्टेशन पर, वहां हिन्दी का कितना प्रचार है और लोगों का वहां हिन्दी से कितना ताल्लुक है, यह सब दूर कर हिन्दी के लिए समय दिया जाता है।

सरकार अक्षरधुरी : क्या मैं जान सकता हूं कि रीडियो पर जो इतनी कठिन हिन्दी बोली जाती है उसको आसान करने का कोई तरीका अख्लाफ किया जा रहा है जिससे आम लोग उसको समझ सकें?

डा० क्लेकर : जो एक के लाए कठिन है वही दूसरे के लिए आसान है।

श्री बी० ही० शास्त्री : क्या मैं जान सकता हूं कि विदेशों से किन किन रीडियो स्टेशन्स पर से हिन्दी में कार्यक्रम आते हैं?

डा० क्लेकर : यह कहना तो मुश्किल है, लैंकिन कई विदेशी रीडियो स्टेशन्स से हिन्दी में कार्यक्रम प्रसारित होते हैं।

संठ गोविन्द वास : जिन जिन विदेशी स्टेशनों से हिन्दी में कार्यक्रम आते हैं उनके सम्बन्ध में क्या कोई लिखा पढ़ी कन्व्रीय सरकार से हुई है, और जहां से नहीं आते हैं क्या उन से इस सम्बन्ध में कोई लिखा पढ़ी चल रही हैं?

डा० क्लेकर : विदेशी रीडियो स्टेशनों की कोई मजबूरी नहीं है कि वे हिन्दी में कार्यक्रम प्रसारित करें। लैंकिन बहुत से स्टेशन ऐसे हैं जो कि समझते हैं उनको ऐसे कार्यक्रम बताने चाहिए। और वह उन को चलाते हैं। उन में से कुछ ऐसे हैं जैसे यनाइटेड नेशन्स, प्रॉटिश ब्राह्मकार्यस्थग कारपोरेशन या कुछ अमरीका के रीडियो आर्गनाइजेशन्स। वह इस मामले में हम से सलाह लेते हैं कि योग्य आदमी उनको दिए जाएं, लैंकिन बहुत से हमारे ऐसे पहोसी रीडियो संगठन हैं जो हम से कोई सलाह नहीं लेते हैं और अपनी तरफ से रीडियो पर हिन्दी चलाते हैं।

श्री आस्टेलर : मैं जानना चाहता हूं कि कितने स्टेशनों से हिन्दी में शिक्षा दी जाती है?

डा० क्लेकर : मेरे पास सब स्टेशनों के व्योर नहीं हैं, लैंकिन जिन जिन प्रान्तों की मातृभाषा हिन्दी नहीं हैं, वहां सभी जगह हिन्दी की शिक्षा दी जाती है।

COMPENSATION TO DISPLACED PERSONS

प्र० 614. Shri M. L. Agrawal: Will the Minister of Rehabilitation be pleased to state:

(a) the total amount of compensation in cash and kind paid to displaced persons so far; and

(b) the names of the States where the compensation has been paid and the extent to which it has been paid?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) and (b). Two statements showing (i) the amount of compensation paid to displaced persons in cash and kind (ii) and in the form of agricultural land in the various regions have been placed on the Table of the Lok Sabha [See Appendix IV, annexure No. 3].

Shri M. L. Agrawal: May I know if the payments shown in Statement No. 1 are full and complete payments by way of compensation payable to these persons or are they to get a second instalment also?

Shri J. K. Bhonsle: There is a second instalment. This is what is called interim compensation. The word implies that.

Shri M. L. Agrawal: May I know if the land and groves mentioned in Statement No. 2 are in final adjustment of the compensation payable to displaced persons or these have only been temporarily allotted to them?

Shri J. K. Bhonsle: These are final.

DIPLOMATIC IMMUNITY

*615. **Shri H. N. Mukerjee:** Will the Prime Minister be pleased to state:

(a) the number of foreigners at present in India who enjoy diplomatic immunity or special privileges similar to those accorded to U. N. experts;

(b) how many of them are actually diplomats accredited to our country or duly authorised U. N. experts; and

(c) how many of them are citizens of the U.S.A. and the United Kingdom?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) 1499.

(b) Diplomats	333
Other staff of Diplomatic Missions	795
Consular Officers	179
UN Officials & Experts	192

(c) Citizens of the U.S.A.	247
U.K. Citizens	156

Shri H. N. Mukerjee: May I know if Government are satisfied that there is not a disproportionately large diplomatic personnel from certain countries like the USA?

Shri N. M. Ali Khan: Yes.

Shri N. M. Lingam: May I know if there are any citizens of the USSR who have been given this diplomatic immunity?

Shri Sadath Ali Khan: Of course.

Shri N. M. Lingam: How many are there?

Shri Sadath Ali Khan: 60.

Shri Heda: What was the number last year and two years before and, if the number is increasing, what are the reasons for it?

Shri Sadath Ali Khan: I should like to have notice.

Mr. Chairman: Question No. 618 is in my name. It has been ruled that no notice is to be taken of a Member who is not in his seat. We shall go to the next question.

उन कातने के चर्चे

*616. श्री भक्त दर्शन : क्या वारिगत तथा उच्चारण मंत्री १२ मर्च, १९५४ को घोषित गए तारं-कित प्रश्न संख्या २४२६ के सम्बन्ध में यह बताने की क्या कर्तव्य किए गए हैं?

(क) क्या तब से अखिल भारतीय खादी तथा ग्रामोद्योग बोर्ड का ध्यान इस सुभाव की ओर आकर्षित किया गया है कि सूत कातने के चर्चे की भाँति उन कातने के चर्चे में सुधार करने के लिए अच्छा पुरस्कार रखा जाना चाहिए; और

(ख) यदि हाँ, तो इस सम्बन्ध में बोर्ड ने क्या निर्णय किया हैं?

वारिगत तथा उच्चारण उपर्युक्ती (श्री कानूमणी):

(क) जी हाँ।

(त) यह मामला अखिल भारतीय खादी तथा न्यामोद्योग बोर्ड के विचाराधीन है।

श्री भक्त वर्णन: क्या मैं जान सकता हूँ कि इस सम्बन्ध में निर्णय करने में दूरी क्यों हो रही है और कब तक निर्णय कर लिया जाएगा?

श्री कानूनगां: यह बोर्ड के पास विचाराधीन है और जब वह चाहेंगे, करेंगे।

श्री भक्त वर्णन: क्या मैं जान सकता हूँ कि मंत्रालय की ओर से इस बोर्ड को कोई स्मरण पत्र भेजा गया है या भेजा जा रहा है?

श्री कानूनगां: स्मरन दी गई है।

TYPE-WRITERS

*620. **Shri Jhulan Sinha:** Will the Minister of Commerce and Industry be pleased to state how the new type-writers manufactured in India compare with the imported type-writers in quality?

The Deputy Minister of Commerce and Industry (Shri Kanungo): Complete type-writers have not yet been produced in the country. One firm in the country has, however, reported that it has manufactured about 9/10ths of the parts of a type-writer and that it is conducting tests on machines assembled from these parts.

Shri Jhulan Sinha: May I have an idea of the comparative costs of the type-writers manufactured here and the imported type-writers?

Shri Kanungo: It has not been put on the market and there is no price except an approximate value.

श्रीमती कमलेन्द्र मीत शाह: क्या यह सम्बन्ध नहीं है कि हिन्दी और अंग्रेजी के टाइप-ग्राइटर इमार्ट देश में ही बनने लगें?

श्री कानूनगां: अभी तक तो अंग्रेजी टाइप-ग्राइटर के बारे में कोरिक्षा हो रही है और जब यह ठीक तरह से बनने शुरू हो जाएंगे, तो हिन्दी टाइप-ग्राइटर की बाती आएगी।

DIRECT SAILING BETWEEN INDIA AND INDONESIA

*621. **Shri M. S. Gurupadaswamy:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any representation has been received by Government from the Southern India Chamber of Commerce for direct sailings being arranged between India and Indonesia for larger import of hardware and handloom goods;

(b) if so, the views of Government thereon; and

(c) whether any decision has been taken in the matter?

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

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

Shri M. S. Gurupadaswamy: May I know whether the Government of Indonesia has approached the Government of India in this matter and whether they have expressed any opinion about this?

Shri Karmarkar: No, Sir, not so far as I am aware.

Shri M. S. Gurupadaswamy: May I know the total quantities of hardware and handloom products that have been imported into India from Indonesia?

Shri Karmarkar: We are exporting handloom products and not importing. We are not importing any handloom products from Indonesia.

प्राप्त

*622. श्री रघुनाथ रिसाह: क्या बाणिज्य वर्षा उच्चाग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि भारतीय चाच के अधिक मूल्य के कारण अमरीका में उसकी मांग घटती जा रही है, और

(ल) क्या इस सम्बन्ध में सरकार का ध्यान अमरीका के टी एसॉसियेशन के सभापति ज्ञान चन्द्ररी, १९५५ में क्लॉक्स में दिए गए छह वार्षिक

की और आकर्षित हुआ है जो चाय के अधिक मूल्य तथा अमरीका के साथ व्यापार पर उसकी प्रतीक्रिया के सम्बन्ध में था?

बाबूजीव मंत्री (श्री कर्मरकर): (क) सरकार को विविध हुआ है कि यह ऊंची कीमत चाय की मांग बढ़ जाने के कारण हुई है।

(ख) जी हाँ।

श्री रघुनाथ सिंह: क्या मैं जान सकता हूँ कि १९५२ और १९५४ में कितनी टी एक्सपोर्ट की गई?

श्री कर्मरकर: १९५२ में टी इम्पोर्ट जो पास्ट फार एंट्री थी वह थी १०५ मिलियन पाउंड और १९५४ में ११५.७ मिलियन पाउंड यानी १० मिलियन पाउंड ज्यादा।

Shrimati Tarkeshwari Sinha: May I know what is the approximate difference in the price of tea that is sold here and the price Indian tea fetches in the export market?

Shri Karmarkar: I should like to have notice for that.

Shrimati Tarkeshwari Sinha: Sir, a week ago I put the same question and the hon. Minister said that he would like to have notice.

Shri Karmarkar: We do not take notice like that. If she wishes to have a reply she will have to table a question.

VISIT OF A FOREIGN TEAM

***623. Shri Radha Raman:** Will the Minister of Planning be pleased to state:

(a) whether Government are aware that a team of young men representing various countries is visiting India during the first week of January, 1956 for doing some constructive work in the various Community Projects of India, in co-operation with the Young Socialist League of India; and

(b) if so, whether Government propose to give them facilities in this work?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) No.

(b) Does not arise.

COFFEE

***625. Shri Heda:** Will the Minister of Commerce and Industry be pleased to state:

(a) what is the export programme of coffee for 1954-55; and

(b) how much has been exported so far?

The Minister of Commerce (Shri Karmarkar): (a) and (b). For the present Government have accepted the recommendation of the Coffee Board that 4,000 tons of coffee should be exported during the first four months of the year 1955. Out of this, 2,000 tons of coffee have been permitted for export during the months of January and February 1955. Further allocation of export will be determined when a better estimate of the crop is available.

Shri Heda: As it stands at present, what is the government estimate of the present crops and what they think would be the consumption in the country?

Shri Karmarkar: We are not sure of the estimate of the next year's crop. As for consumption, coffee drinking has been going up. Between 1948 and 1953, we find that consumption ranged between 15,184 tons to 18,383 tons. In 1954 it is put at 20,000 tons.

Shri Heda: May I know the qualities and the grades of coffee that were exported in the last two months?

Shri Karmarkar: A large quantity, I think, was Arabica and a little of Robusta. That is subject to correction.

Shri N. M. Lingam: May I know if the reduction in the export duty was intended to stimulate exports?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): The reduction is not intended to stimulate export. But, the reduction has been made on the basis of an assess-

ment of the prices ruling for coffee in the foreign markets.

AID TO DISPLACED STUDENTS AND INSTITUTIONS

*626. **Shri D. C. Sharma:** Will the Minister of Rehabilitation be pleased to state:

(a) the financial aid given during 1954-55 so far to displaced students from West Pakistan studying in schools and colleges; and

(b) the amount of aid given so far to displaced schools and colleges from West Pakistan during the above period?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Rs. 55.97 lacs.

(b) Rs. 10.10 lacs.

Shri Sarangadhar Das: May I know what proportion the aid given to displaced schools and colleges from West Pakistan bears to the valuation of the properties left by them in Pakistan?

Shri J. K. Bhonsle: The Select Committee recommended and the Parliament decided, when the Compensation Act was passed last session, that the trust properties of the various institutions that left their property behind are not to be taken into consideration and, as such, all schools and colleges whether they were disrupted or non-disrupted are on the same footing.

Shri D. C. Sharma: Has it come to the notice of the hon. Minister that a memorandum has been sent by displaced schools and colleges to the effect that they are facing financial crisis for lack of adequate assistance from the Central Government?

Shri J. K. Bhonsle: I am not absolutely sure about this particular memorandum my hon. friend is talking about. The Government is, however, aware that the displaced schools and colleges are facing difficulties with regard to funds and we have done our best to help them.

Shri D. C. Sharma: May I know if the schools and colleges in the border areas of the Punjab have been given any preferential treatment in this matter and, if so, of what kind?

Shri J. K. Bhonsle: We actually go by the recommendations made by the State Governments and also the number of displaced students and the teachers and the requirements of the various schools and colleges. If the State Government recommends any special treatment as is mentioned by him, I promise that we will certainly take that into consideration.

Shri D. C. Sharma: May I know if the assistance given to displaced students from West Pakistan studying in colleges in India has been in the nature of aid or loan or grant? In what form has it been given?

Shri J. K. Bhonsle: They are all grants. Formerly, we had given loans and that has been washed away now.

Shri Gidwani: Will Government consider the question of constructing more schools and colleges in Ulhasnagar colony, which is an area occupied by the largest number of displaced persons and in which there are now only a few primary schools and no secondary schools and colleges?

Shri J. K. Bhonsle: We are in correspondence with the Government of Bombay in this matter.

ZAMINDARS' AND PRINCES' BUILDINGS

*629. **Shri Sarangadhar Das:** Will the Minister of Works Housing and Supply be pleased to state:

(a) whether there is a proposal for the formation of a National Trust for the Zamindars' and Princes' buildings acquired by the State;

(b) if so, by what time this trust is expected to be formed;

(c) the number of Zamindars' and Princes' buildings so far acquired; and

(d) the purpose for which these have been or are proposed to be utilised?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) to (d). It is common knowledge that a large number of buildings belonging to various Princes and Zamindars are either used not at all or put to very inadequate use and in many cases these buildings are not even being maintained properly. It has been suggested that many of the owners of such buildings may be willing to part with them either completely or for a period of years without particular consideration for the return they might accept if a suitable appeal is made to the owners. The Governments of the various States have accordingly been addressed to collect necessary information about such buildings and to classify them according to the uses to which they should be put, before actually appealing to the owners to make them available for being utilised for the public good. The buildings could be used according to their size, accommodation and location for various purposes such as hospitals, schools, children's homes, libraries, recreation centres, community halls, co-operative stores, village panchayats, show-rooms for cottage industry products, museums, etc. by the Central or State Governments. It has also been suggested by some people that some sort of a 'National Trust' should be created to ensure proper management.

TEXTILES

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

(a) whether Government have considered the possible impact of the import of certain varieties of textile manufacturers of our industries and on our foreign exchange position; and

(b) if so, what is the position?

The Deputy Minister of Commerce and Industry (Shri Kanungo): (a) and (b). Yes, Sir. The position has not been affected.

AGRICULTURAL PROPERTY

***631. Shri Gidwani:** Will the Minister of Rehabilitation be pleased to state:

(a) the total number of claimants for agricultural property belonging to Sind, N.W.F.P., and Baluchistan respectively;

(b) the total acreage of land left behind by them in Pakistan; and

(c) the number of claimants to whom agricultural land has been allotted so far, and the acreage thereof?

The Deputy Minister of Rehabilitation (Shri J. K. Bhowmik): (a) the total number of claimants for agricultural property belonging to Sind, N.W.F.P., and Baluchistan are 24,400, 9,070, and 130 respectively.

(b) Claims for 7.92 lakh standard acres of land have been verified under the Displaced Persons Claims Act, 1950 as having been owned by the land owners of Sind, N.W.F.P., and Baluchistan states.

(c) 9,727 claimants have been allotted 1,98,633 acres of land and groves worth Rs. 33,80,030 on a quasi-permanent basis.

Shri Gidwani: What is the total acreage of land in standard acres available for allotment to claimants from non-Punjab area, including Bahawalpur?

Shri J. K. Bhowmik: About 5½ lakhs acres.

Shri Gidwani: What would be the total area in standard acres to which they are entitled under the Compensation Scheme on the lines of the Punjab?

Shri J. K. Bhowmik: I shall want notice of that.

Shri Gidwani: Are Government aware that in Hyderabad (Deccan), though land is allotted to some of the displaced persons, they have not been given possession of the same, and will Government consider this question and give them possession?

Shri J. K. Bhonsle: There has been some difficulty in the allotment of the Lands in Hyderabad, but I understand now that a greater portion of this problem has been solved and only a few cases are left over. We will try to speed them up.

RUSSIAN COTTON

***632. Shrimati Tarkeshwari Sinha:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any Russian cotton has been imported into the country recently;

(b) if so, the quantity imported and the price paid per bale;

(c) how the price compares with the prevailing market price; and

(d) whether in future more Russian cotton will be imported into the country?

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

(b) 60 bales during the year 1954. The c.i.f. price of this cotton is Rs. 1560 per candy (2 bales).

(c) The price is approximately the same as for similar cotton imported from other countries.

(d) Imports are freely licensed at present from all countries.

Shrimati Tarkeshwari Sinha: May I know how the suitability of cotton imported from Russia compares with the suitability of cotton imported from other countries?

Shri Kanungo: That has got to be tested. The import was only for a small quantity and the mills have not been able to assess their quality.

Shrimati Tarkeshwari Sinha: May I know the specific reason that led to the import of Russian cotton without testing its suitability?

Shri Kanungo: It is not a question of testing. The fibre length was attractive and now the mixtures and

spinning procedure have got to be worked out.

Shrimati Tarkeshwari Sinha: May I know whether any cloth has been manufactured from this Russian cotton?

Shri Kanungo: Must have been. It was a small quantity of 60 bales, but we have no information.

Shri Heda: I understand that cotton was long staple cotton. If so, how does it compare with the long staple cotton we import from Egypt and we produce in India?

Shri Kanungo: That cotton compares favourably with cotton imported from other countries, in fibre length.

VISAS

***633. Shri M. L. Agrawal:** Will the Prime Minister be pleased to state:

(a) the number of Muslim emigrants belonging to Uttar Pradesh who after having come from Pakistan on short terms visa have overstayed the permitted period in India; and

(b) whether their overstaying is due to their unwillingness to return to Pakistan?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) The number of Pakistanis who overstayed the periods of their permits and short term visas in the period from 1951 to 1954 was 609. It cannot be said with certainty, however, that all these came from Uttar Pradesh.

(b) Presumably their overstaying was due to their desire to stay on in India and not to return to Pakistan.

Shri M. L. Agrawal: May I know if any action has been taken against the persons who have thus overstayed?

Shri Anil K. Chanda: Generally they apply for extension of their visa terms and the correspondence goes on.

Shri M. L. Agrawal: Are there no cases where the maximum period allowed by the visa had expired and there was no further extension?

Shri Anil K. Chanda: I want notice of the question.

Shri M. L. Agrawal: May I know if, out of the 600 and odd persons who overstayed, any belonged to the category which was covered by the Prime Minister Agreement of 1950?

Shri Anil K. Chanda: I have not got the information.

ENTRY OF MUSLIMS INTO JAMMU AND KASHMIR STATE

***635. Shri M. S. Gurupadaswamy:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that about 49 Muslims were arrested on the 19th December, 1954, while trying to enter Jammu without permits;

(b) if so, the action taken against them; and

(c) the measures adopted to check the entry of such persons?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) to (c). 46 Muslims were arrested on the 19th December, 1954, while trying to enter Jammu without permits. All of them were sent back across the border. Police and military pickets have been stationed on the border and patrolling is undertaken with a view to checking the unauthorised entry of such persons.

Shri M. S. Gurupadaswamy: May I know whether these persons were interrogated by the Kashmir or Indian authorities? Was any attempt made to find out the purpose for which they entered?

Shri Sadath Ali Khan: These are just infiltration in the usual course.

Shri M. S. Gurupadaswamy: What is the usual course? Did they come for peaceful purpose or did they come for a hostile purpose?

Shri Sadath Ali Khan: The purpose may be different; it was just a march.

Shri M. S. Gurupadaswamy: How many persons in this group came from the Pakistani-held Kashmir territory and how many came from Pakistan area?

Shri Sadath Ali Khan: I want notice.

Shri M. S. Gurupadaswamy: May I know whether any attempt has been made by other persons to enter Jammu and Kashmir?

Shri Sadath Ali Khan: We have no information.

परिवहनी पंचायत से प्रब्रह्म

***636. श्री रमेश प्रसाद:** क्या बुलार्स हैं यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि सियालकोट, परिवहनी पंचायत से लगभग 400 आर्य मेष परिवहन भारत में लाए गए हैं, और

(ल) यदि हाँ, तो इस के कारण क्या है?

बुलार्स हृषीकेश (श्री ज० क० भौत्स्वामी): (क) नहीं, सियालकोट से केवल 50 आर्य मेष भारत में लाए गए हैं।

(ल) भारत में उनके आने के निश्चय व्यक्तिगत अलग अलग कारण हैं। बैसे कि:—

(१) पाकिस्तान में उमकी आर्थिक दिक्षित का विगड़ना,

(२) भारत से गए हुए मुसलमानों का उनके साथ दूर्विहार,

(३) भारत में आए हुए अपने समन्वितों के साथ रहने की भावना।

श्री रमेश प्रसाद: क्या यह सत्य है कि पाकिस्तान सरकार की यह नीति हो गई है कि ईर्ष्य बंगाल से और दूसरे स्थानों से हिन्दू लोगों के बाहर किया जाए और इसीलिए हिन्दू लोग ईर्ष्य बंगाल से भागे आ रहे हैं?

श्री ज० क० भौत्स्वामी: मैंने तो मालूम नहीं कि पाकिस्तान सरकार या ऐसा स्थाल है या नहीं।

CONSTRUCTION OF TENEMENTS FOR DISPLACED PERSONS IN BOMBAY

*638. **Shri Gidwani:** Will the Minister of Rehabilitation be pleased to state:

(a) the total amount allotted to the Bombay Government for the construction of tenements for displaced persons settled in that State for the year 1954-55;

(b) whether the amount has been spent by the State Government; and

(c) if not, the reasons therefor?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Rs. 92.34 lakhs.

(b) No.

(c) (i) The State Government was busy with the completion of the works sanctioned in previous years.

(ii) Non-availability of land.

(iii) Inability to take up construction work during the long monsoon period.

(iv) Opposition from displaced persons to the vacation of barracks which had to be converted into tenements.

(v) Delay in determining the 'Percentage Charges' to be paid by the Central Government to the Bombay State for works executed through the State P.W.D.

Shri Gidwani: Will the amount be spent in this year for the construction of tenements or will it lapse?

Shri J. K. Bhonsle: I rather think that it will lapse.

Shri Gidwani: Will provision be made in the next year's budget for the amount that will lapse this year?

Shri J. K. Bhonsle: That is for the State Government to ask for.

TRADERS AND PILGRIMS TO TIBET

*639. **Shrimati Tarkeshwari Sinha:** Will the Prime Minister be pleased

to state:

(a) whether Government have requested China to accord more facilities to Indians who annually visit Tibet for trade and pilgrimage; and

(b) the reply received by Government to this request?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b). The Governments of India and China are taking steps to implement in full the Sino-Indian Agreement on Tibet which contains provisions for facilities to traders and pilgrims, protection of their life and property and construction of Rest Houses for pilgrims.

Shrimati Tarkeshwari Sinha: May I know the approximate number of Indian traders and pilgrims who visit Tibet annually?

Shri Sadath Ali Khan: It is three times what it was last year. Last year the average number was 400.

Shrimati Tarkeshwari Sinha: May I know whether Indian traders will be allowed to carry fire-arms as they were allowed before the Sino-Indian Agreement came into existence?

Shri Sadath Ali Khan: No, Sir.

श्री गिद्वानी जी का मंत्री गोदाय को इस बात की सच्चाई मिली है कि इस समझौते के बाबजूद भी भारतीय व्यापारियों जो वहाँ तरह तरह के हैं वे हानि पहली हैं और तरह तरह की कीठावादियाँ उठानी पहली हैं?

श्री साड़ान अली जी: इसमें गास कोड दसी इसला नहीं है। भीं धीरे सब कुछ आसानी से जीता जाएगा।

SINGARENI COLLIERIES

*641. **Shri T. R. Vittal Rao:** Will the Minister of Planning be pleased to refer to the reply given to the starred question No. 51 on the 22nd February, 1955 and state the rate of interest to be charged as and when the loan is sanctioned from the special Development Fund to the Hyderabad Government as assistance for the Singareni Collieries?

The Deputy Minister of Planning (Shri S. N. Misra): The rate of interest will be determined when a decision is taken on the request for the loan and will depend upon the market conditions prevailing at the time the loan is sanctioned.

WRITTEN ANSWERS TO QUESTIONS

CONNAUGHT CIRCUS MUNICIPAL MARKET

***583. Sardar Hukam Singh:** Will the Minister of Rehabilitation be pleased to state:

(a) whether Government have received any representation from the Connaught Circus Municipal Market Association asking for permanent rehabilitation of displaced persons who were allotted temporary structures in the market; and

(b) if so, the decision taken thereon?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Yes.

(b) The matter is under consideration in consultation with the State Government who suggest suitable sites for construction of houses/shops for displaced persons.

SMALL-SCALE INDUSTRIES CORPORATION

***584. 1 Shri S. N. Das:
1 Shri Morarka:**

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

(a) whether it is a fact that a small-scale Industries Corporation has been set up recently; and

(b) if so, the main features of this Corporation and the programme of work chalked out so far?

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

(b) A statement is laid on the Table of the House [See Appendix IV, Annexure No. 4].

EXPORT OF CLOTH TO U.K.

***597. Dr. Ram Subhag Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether a Minister of State of the Government of U.K. had recently come to New Delhi to discuss with the Government of India the question of import of Indian cloth in U.K.;

(b) if so, whether that question was discussed at the ministries level; and

(c) the outcome of the talks?

The Deputy Minister of Commerce and Industry (Shri Kanungo): (a) and (b). Yes, Sir. The discussions were on various subjects including the textile trade between India and the U.K.

(c) The discussions were of an exploratory character.

INDIAN TECHNICAL PERSONNEL

***602. Shrimati Renu Chakravarty:** Will the Minister of Production be pleased to lay on the Table of the House a statement showing the number of Indian technical personnel belonging to various state enterprises under the control of the Ministry of Production, trained by foreign technical consultants during 1950-54, indicating the level of the training that was imparted?

The Minister of Production (Shri K. C. Reddy): A statement containing the required information is laid on the Table of the Lok Sabha [See Appendix IV, Annexure No. 5].

COTTAGE INDUSTRIES

***604. Th. Lakshman Singh Chatur:** Will the Minister of Commerce and Industry be pleased to state:

(a) the names of the States which have established centres for the manufacture of bicycle parts and knitting of wool garments, to give fillip to these cottage industries; and

(b) how much work has been done so far and the programme for the future?

The Deputy Minister of Commerce and Industry (Shri Kanungo): (a) and (b). A statement is laid on the Table of the House. [See Appendix IV, annexure No. 6].

कोषले की सानों

*605. श्री भागवत भा आजाद: क्या उत्त्यावन मंत्री यह बताने की कृपा करेंगे कि क्या सरकार भीविष्य में सभी नद्द कोयले की सानों का प्रबंध करने के सम्बन्ध में कोई योजना तैयार कर रही है?

उत्त्यावन मंत्री (श्री कौ० सी० रंडूडी): अप्रैल १९४८ के उद्योग नीति प्रस्ताव को ध्यान में रखते हुए सरकार कोयले की सौज और नई सानों की स्थापना का दायित्व उत्तरोत्तर अपने हाथों में ले लेने के विषय में विचार कर रही है।

PAKISTAN RAID ON KAMALPUR (TRIPURA)

*606. Shri Dasaratha Deb: Will the Prime Minister be pleased to state:

- whether there was a Pakistani raid on the town area of Kamalpur (Tripura) in the middle of 1950;
- whether a number of houses and shops were completely gutted by fire during that raid;
- whether any representation was made by the sufferers for full compensation for the damage caused by that raid; and
- the steps taken to compensate them fully?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) and (b). Yes. On the 1st April, 1950, a number of evacuees from Kamalpur to East Pakistan, who had crossed back into Tripura, supported by some Pakistani irregular forces, raided the town and looted and burnt houses and the entire bazar.

(c) and (d). No such representation for compensation was received. An immediate protest against the incident was made to the Government of Pakistan who, however, denies participation in the raid by Pakistani forces.

The Government of Tripura have provided immediate relief to the victims of the riots, to the extent of over Rupees 2 lakhs, by way of cash doles, rehabilitation loans *ad hoc* grants etc., in addition to free distribution of woollen and cotton garments and blankets.

FOREIGN COMPETITION

*608. Shri K. P. Tripathi: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the indigenous manufacture of textile machinery is suffering from competition with foreign products; and

(b) if so, the steps Government propose to take in the matter?

The Deputy Minister of Commerce and Industry (Shri Kanungo): (a) No, Sir.

(b) Does not arise.

PEKING TALKS ON AMERICAN PRISONERS

*609. Shri Amjad Ali: Will the Prime Minister be pleased to state:

(a) whether Government have received any reports on the talks in Peking between Dr. Hammarskjöld and Mr. Chou En-lai from India's Ambassador in Peking or from India's Permanent Representative at the United Nations; and

(b) if so, the contents of the reports?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) Yes.

(b) These talks were confidential and it is not in the public interest to disclose their contents, especially when they were held between a foreign Government and the Secretary-General of the United Nations.

गांधी सागर बांध

*610. श्री डामर: क्या गंगावाह और बिल्लूर मंत्री यह बताने की कृपा करेंगे कि:

(क) गांधी सागर बांध के निर्माण पर अब तक कितनी राशि व्यय की जा चुकी है, और

(ल) इस बांध के पूर्त होने की कब तक आशा है?

चौबला उपमंत्री (श्री एस० एव० मिश्र):
(क) जनवरी १९५५ के अन्त तक १७३.३१ लाख लघु।

(ल) जून १९५६ तक।

HYDEL SCHEMES

*617. Shri N. Somana: Will the Minister of Planning be pleased to state:

(a) whether any expert committee was constituted to examine the relative merits of the Hydel Schemes in the South;

(b) if so, whether the committee has submitted its report;

(c) the recommendations made by the Committee; and

(d) which of them have been accepted?

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

(b) Yes, Sir.

(c) and (d). The report is under examination.

EVACUEE PROPERTY DISPUTE

*618. Sardar Hukam Singh: Will the Minister of Rehabilitation be pleased to state:

(a) whether the Pakistan's Minister for Rehabilitation has addressed any communication during December 1954 expressing the willingness of the Pakistan Government to settle the evacuee property dispute by negotiations; and

(b) whether it is proposed to discuss this question in the near future?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Yes.

(b) Yes, discussions at Secretariat level started at Karachi from 1st March, 1955.

उत्तर

*618. डा० राम सुभग रिस॒: क्या उत्तराधून मंत्री यह बताने की कृया करेंगे कि:

(क) क्या सांभर भील (राजस्थान) के जास नस गैर सरकारी व्यक्तियों को भी नमक बनाने की अव अनुमति प्राप्त हैं;

(ल) यदि हां, तो क्या गैर-सरकारी व्यक्तियों द्वारा नमक बनाए जाने के लिए कोई स्थान निश्चित किया गया है, और

(ग) यदि हां, तो उन स्थानों के नाम क्या हैं?

उत्तराधून मंत्री (श्री ड० सौ० हंडडी): (क) राजस्थान में गैर-सरकारी व्यक्तियों को सरकारी नमक के कारखाने से २५ मील के बाहर नमक बनाने की आज्ञा है।

(ल) और (ग). कोई स्थान खासताहौर यर डूसके लिए निश्चित नहीं किया गया है। परंतु लगा है फ्लॉट्सी में गैर-सरकारी व्यक्तियों ने नमक बनाने का काम शुरू कर दिया है।

DISPLACED PERSONS' COLONIES IN TRIPURA

*627. Shri Dasaratha Deb: Will the Minister of Rehabilitation be pleased to lay a statement on the Table of the House showing:

(a) the total number of displaced persons' colonies in Tripura;

(b) the total number of displaced persons rehabilitated in these colonies;

(c) the total number of displaced persons who deserted these colonies at different times;

(d) the total number of displaced persons getting agricultural loan in these colonies; and

(e) the number of displaced persons getting less than 5 Konis of land in these colonies?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) to (e). A statement is laid on the Table of

of the House [See Appendix IV, Annexure No. 7].

EXPORT CREDIT GUARANTEE CORPORATION

*628. **Shri K. P. Tripathi:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government propose to set up an Export Credit Guarantee Corporation;

(b) if so, what commodities are being considered for being so covered;

(c) the names of the countries for which these guarantees will be given; and

(d) the extent of the guarantee?

The Minister of Commerce (Shri Karmarkar): (a) to (d). A tentative scheme for setting up an Export Credit Guarantee Corporation has been prepared. Details have yet to be finalised. Trade interests are being consulted.

COMMUNAL RIOTINGS

*637. **Sardar Hukam Singh:** Will the Minister of Rehabilitation be pleased to state:

(a) whether a Fact Finding Committee was appointed in 1948 to record the statements of witnesses in connection with the communal riotings during 1947;

(b) the use to which these statements have been put so far; and

(c) whether these statements are open to Research Scholars for their studies into the occurrences of these times?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Yes.

(b) The statements form part of the records relating to the happenings of 1947 and are consulted officially whenever occasion arises.

(c) No.

COFFEE MARKET EXPANSION (AMENDMENT) ACT

*640. **Shri N. Somana:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the term of the Coffee Board has been extended;

(b) if so, upto what date;

(c) when the Board will be reconstituted under the provisions of the Coffee Market Expansion (Amendment) Act; and

(d) whether the rules under the said Act are ready?

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

(b) 31st March, 1955.

(c) It is expected that the Board will be reconstituted under the amended Coffee Act with effect from 1st April, 1955.

(d) Rules are under preparation.

BUY AMERICAN ACT

140. **Shri N. B. Chowdhury:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to unstarred question No. 892 on the 22nd December, 1954 regarding the Buy American Act of U.S.A. and state what further steps have been taken in the matter?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): The Buy American Act has not affected India's trade with the U.S.A. to any visible extent. The question of taking steps to remove difficulties arising from the enforcement of the Act in the U.S.A. does not, therefore, arise.

SECOND FIVE YEAR PLAN

141. **Shri N. B. Chowdhury:** Will the Minister of Planning be pleased to refer to the reply given to unstarred question No. 651 on the 9th December, 1954 and state:

(a) whether the Government of West Bengal have submitted, any

schemes, other than irrigation Projects for inclusion in the Second Five Year Plan; and

(b) if so, the nature of the schemes and the approximate amount involved in each case?

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

(b) Schemes relating to the following subjects have been received in the Planning Commission :—

(Rs. lakhs)

1. Power	7,27,00
2. Minor Schemes costing less than Rs. 10 lakhs —	
Drainage	1,18,57
Flood Relief	13.10
Survey and Investigations	6.26
Training	1.05

COMPENSATION

142. Shri Karni Singhji: Will the Minister of Rehabilitation be pleased to state the total number of displaced persons who have been paid compensation upto the 31st December, 1954 in Rajasthan with particular reference to the Bikaner Division?

The Deputy Minister of Rehabilitation (Shri J. K. Bholse): 7628 displaced persons had been paid compensation in Rajasthan upto 31st December 1954, in cash and by adjustment of public dues and in the form of properties including agricultural lands. All the separate figures for Bikaner Division asked for are not available, but in that division 5270 displaced persons have been allotted 1,03,664 acres of agricultural lands as compensation in respect of their verified claims.

TRAINING OF COMMUNITY ORGANISERS

143. Shri Deogam: Will the Minister of Planning be pleased to state:

(a) whether Community Organisers and other type of Social workers from amongst the educated youths of the tribal communities are being trained as stipulated in the Five Year Plan;

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(b) if so, the number trained in the Plan period, year-wise;

(c) the qualifications required of the trainees;

(d) the method of recruiting the trainees; and

(e) the pay and prospects of the Community Organisers?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) to (e). As there is no such functionary as "Community Organiser" in the Community Project and N.E.S. Blocks, the exact import of the question is not clear. After the details of the categories in regard to which the hon. Member wants information are clarified, the information will have to be collected from the State Governments.

LOCKS

144. Shri M. S. Gurupadaswamy: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of door locks, suitcase locks and other locks, imported during the years 1952-53, 1953-54 and 1954-55 till the 31st January, 1955; and

(b) the names of the countries from which these are imported?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) Precise and accurate figures are not available.

(b) Imports of door locks and suitcase locks are allowed from the Soft Currency Area only. The names of individual countries are not available.

CLOTH

145. Shri M. S. Gurupadaswamy: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government have extended the sale of time-barred cloth for another six months;

(b) the total quantity of time-barred cloth in the country on the 31st December 1954;

(c) the reasons for a large quantity of such cloth lying unsold; and

(d) the steps taken by Government to help the dealers in disposing of this cloth?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) Yes, Sir.

(b) to (d). The information regarding the total quantity of time-barred cloth is not available as Government do not maintain any statistics relating to such cloth.

CHILDREN'S FILM FESTIVAL

146. Sardar Hukam Singh: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether Government gave any assistance to the Cultural Film Society for the third Children's Film Festival held recently in New Delhi; and

(b) if so, the details of the assistance given?

The Minister of Information and Broadcasting (Dr. Keskar): (a) Yes Sir.

(b) A 35 mm. projector along with the services of an operator and two Children's Film Magazines produced by the Films Division were lent to the Cultural Film Society.

CANE JAGGERY (Gur)

147. Shri M. S. Gurupadaswamy: Will the Minister of Commerce and Industry be pleased to state:

(a) whether any representation for allowing private traders to export cane jaggery and cane jaggery powder was made to him during his recent visit to Madras;

(b) whether it is a fact that co-operative societies have not been able to export the whole of the quota allotted to them; and

(c) if so, whether any proposal to allow private traders to export more quantities is under the consideration of Government?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) Yes, Sir.

(b) and (c). Export quotas granted to cooperative societies are valid for shipment till the end of March, 1955. It is, therefore, too early to say how far they will be able to utilize their quotas. In any case, with effect from 3rd February, 1955, export of cane jaggery and cane jaggery powder is being licensed freely for shipment by the end of March 1955. Traders interested in participating in the export trade can apply to the Export Trade Controllers. Even after this liberalisation, actual exports have been nominal.

COTTON

148. Sardar Lal Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of cotton to be imported from the U.S.A. during the year 1955;

(b) its staple length;

(c) the approximate landed cost per bale of the said cotton at the Indian Ports; and

(d) the total cost involved?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) It is expected that about 125,000 bales will be imported.

(b) 1-1/16" and above.

(c) About Rs. 1568 per candy of 784 lbs.

(d) About Rs. 11,76,41,600.

STAFF IN A.I.R. STATIONS

149. Shrimati Ila Palchoudhury: Will the Minister of Information and Broadcasting be pleased to state the number of permanent and temporary staff employed in each station of the A.I.R.?

The Minister of Information and Broadcasting (Dr. Keskar): The information is being collected and will be laid on the Table of the House shortly.

INDIAN HIGH COMMISSIONER, LONDON

150. Shri N. R. Naidu: Will the Prime Minister be pleased to state:

(a) whether it is a fact that India's New High Commissioner in London has been provided with a new car;

(b) if so, the make of the car and the amount spent on it;

(c) what happened to the two cars which the former High Commissioner was provided with; and

(d) whether they have been disposed of and if so, for what price and to whom they were sold?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) No.

(b) Does not arise.

(c) The High Commissioner for India in the United Kingdom had always been provided with only one car at Government expense for his exclusive use.

(d) The new High Commissioner is using the same car as was provided for the use of the former High Commissioner.

अस्पृश्यता पर वार्ताएँ

१५१. डा० सत्यवाही: क्या सचना और प्रसारण मंत्री यह बताने की क्या कर्तव्य कि आल इंडिया रेडियो के प्रत्येक स्टेशन से १९५४ में छालें तक के विरुद्ध कितनी वार्ताएँ प्रसारित की गईं?

सचना और प्रसारण मंत्री (डा० केसकर): सचना संकेतित की जा रही है और यथा समय पर वह सभा में पेश की जाएगी।

मध्य भारत में विस्थापित व्यक्तियों की वस्ती

१५२. श्री बामर: क्या पुनर्वास मंत्री यह बताने की क्या कर्तव्य कि:

(क) मध्य भारत में विस्थापित व्यक्तियों की वस्ती में लगाई गई मशीनरी की लागत क्या है,

(ख) उसकी लागत में से अब तक अवृद्धि के लिए कितनी कमी की गई है, और

(ग) इस मशीनरी की अधिस्थापित इमता का वितना प्रतिशत उपयोग में लाया गया है?

पुनर्वास उपर्युक्ती (श्री ज० क० भौत्सव): (क) से (ग), लेद है कि बिना स्थान के नाम बताए हुए, जहां मशीनरी लगी हुई है, अपील बानाजारी नहीं दी जा सकती।

PROVIDENT FUND

153. Sardar Hukam Singh: Will the Minister of Rehabilitation be pleased to state:

(a) whether any representations have been received recently from displaced teachers of private institutions in West Pakistan for the payment of their Provident Funds;

(b) whether any interim payments have been made to them out of their Provident Funds; and

(c) whether any negotiations have been held with Pakistan on this issue?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) to (c). Yes.

FILMS

154. Sardar Iqbal Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) the total number of foreign films imported into India in the year 1954 giving separate figures for each country from where they were imported; and

(b) the total number of Indian films exported during 1954, country-wise?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) and (b). The information as far as it is available is being collected and will be laid on the Table of the House.

7th March, 1955

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

VOLUME I, 1955

(21st February to 12th March, 1955)



NINTH SESSION, 1955

(Vol. I contains Nos. 1—15)

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NEW DELHI

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LOK SABHA DEBATES

Date: 09/12/2014

(Part II—Proceedings other than Questions and Answers)

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LOK SABHA

Monday, 7th March, 1955

The Lok Sabha met at Eleven
of the Clock

[SARDAR HUKAM SINGH in the
Chair]

QUESTIONS AND ANSWERS

(See Part I)

12 NOON.

Shri Nambiar (Mayuram): For the information of the House I may say that I gave notice of a motion on 3rd March, 1955, calling attention under rule 216 to an important matter regarding Pondicherry. The workers there were beaten by the police. Pondicherry is now under us.

Mr. Chairman: That is a different thing. When was notice given?

Shri Nambiar: Notice was given on 3rd March. Nothing has happened about that. No information has been given. Previously, when we wanted to give adjournment motion notices, we were advised by the Chair to utilise rule 216 for such purposes, but no useful purpose is served.

Mr. Chairman: I shall enquire.

PRESIDENT'S ASSENT TO BILL

Secretary: I am to inform the House that the Constitution (Third Amendment) Bill, which was passed by the Houses of Parliament during the Seventh Session, 1954, was assented to by the President on the 22nd February, 1955.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

TWENTY-SECOND REPORT

Shri Altekar (North Satara): I beg to present the Twenty-second Report of the Committee on Private Members' Bills and Resolutions.

SUPPLEMENTARY DEMANDS FOR GRANTS FOR 1954-55—RAILWAYS

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to present a statement showing Supplementary Demands for Grants for expenditure of the Central Government on Railways for the year 1954-55.

SUPPLEMENTARY DEMANDS FOR GRANTS FOR 1954-55—ANDHRA

The Minister of Finance (Shri C. D. Deshmukh): I beg to present a statement showing Supplementary Demands for Grants for expenditure of the Andhra State in 1954-55.

ANDHRA BUDGET FOR 1955-56

The Minister of Finance (Shri C. D. Deshmukh): I beg to present a statement of the estimated receipts and expenditure of the Andhra State for the year 1955-56.

Although the results of the Andhra elections are being declared by the Returning Officers, they are likely to be formally notified under Section 74 of the Representation of the People Act, 1951, on or after the 15th March, 1955, with the result that it would not be possible to summon the new Legislature in time for passing the Vote on Account before the close of

[Shri C. D. Deshmukh]

the current financial year. It has, therefore, become necessary to present the Andhra budget to the Parliament. The basis on which these estimates have been framed is explained in detail in the White Paper circulated with the budget documents. The budget is based substantially on the existing level of receipts and expenditure and measures for additional taxation have been left to be considered by the new Ministry and the Legislature. On the expenditure side, the budget provides for standing sanctions and for certain new schemes which are essential and practically inescapable. The Andhra budget will be examined in detail in due course by the new State Legislature. Meanwhile, I propose to invite the House to approve a Vote on Account to cover the expenditure for the first six months of the year and pass the corresponding Appropriation Bill. As the proposals for new schemes of development, etc., will be dealt with by the new Government, I do not think the House would expect me to make any detailed speech dealing with these estimates.

Mr. Chairman: Copies of the Andhra Budget, 1955-56, which has been presented by the Minister of Finance, are available for distribution to Members from the Publications Counter. Members may obtain copies of the Budget papers from the Publication Counter on request.

DEMANDS FOR GRANTS FOR 1955-56—RAILWAYS

DEMAND No. 1—RAILWAY BOARD

Mr. Chairman: The House will now take up further discussion on the Demands for Grants in respect of Railways. Demand No. 1 was under consideration of the House on Friday, the 4th March, 1955.

In addition to certain selected cut motions moved on 4-3-1955, certain further selected cut motions were also indicated by Members on the 5th March before 12 noon. Both the lists

have already been circulated to Members. All the cut motions to Demand No. 1 contained in these two lists will be treated as moved. The numbers given on the 5th March, are: 10, 11, 12, 15, 17, 20, 58, 60, 64, 67, 73, 74, 75, 79, 85, 86, 87, 88, 99, 100, 104, 105, 107, 108, 111, 113, 116, 183, 189, 190, 192, 193, 197, 216, 222, 226, 336, 341, 342, 343, and 344.

Recognition to Southern Railway Labour Union

Shri Nambiar (Mayuram): I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Discriminatory treatment to members and office bearers of Southern Railway Labour Union with respect to collecting Union subscription from members during off-duty hours.

Shri Nambiar: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Refusal of special passes and casual leave to delegates of General Council of National Federation of Indian Railwaymen held in Delhi.

Shri Nambiar: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Delay in Railway Board office in disposal of representations on staff matters.

Shri Nambiar: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Reinstatement of all staff discharged, suspended or compulsorily kept on leave under Safeguarding of National Security Rules.

Shri Nambiar: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Need to change the present Discipline and Appeal Rules.

Shri Nambiar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Increase in fares and freight charges

Shri T. B. Vittal Rao (Khammam):
I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Grievances of staff of former N. S. Railway who have retained pre-absorption conditions of service.

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Failure of Government to take over private owned Light Railways like B. P. Railway Barasat-Basirhat Railway etc.

Shri Tushar Chatterjee (Serampore): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Inadequate passenger amenities.

Shri Tushar Chatterjee: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Re-instatement of all Pakistan-opted employees

Shri Nambiar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Extension of scope of subjects referred to the One-man Tribunal by inclusion of (1) re-distribution of scales according to the nature of work; (2) thorough revision of Discipline and Appeal Rules; (3) grant of equal pay for equal work; (4) grant of full Trade Union rights; and (5) re-instatement of all employees victimised since 1949.

Shri Nambiar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Need to stop direct recruitments to all promotion posts in class III and IV categories and giving departmental promotions.

Shri Nambiar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Guarantee of full emoluments to staff when found medically unfit for some class but fit for other classes.

Shri Nambiar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Need to give up the 12-hour-a-day system of intermittent duty for Railwaysmen on lines.

Shri Nambiar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Reduction of gang-length to three miles to ensure better maintenance of track.

Shri Nambiar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Supply of duty-dress to all workers.

Shri Nambiar: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Inadequate medical assistance to staff.

Shri Nambiar: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Discrimination against accounts staff, ex-B. N. Railway, regarding exemption from appearing in Appendix II-A examination.

Shri H. N. Mukerjee (Calcutta—North—East): I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Representation of lowest grade clerks in Ex. B. N. Railway Clearing Accounts Office and Accounts Offices for right of promotion to next higher scale on seniority grounds.

Shri H. N. Mukerjee: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Overcrowding in Janta Express and other long-distance trains.

Shri H. N. Mukerjee: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Need for electrification of Sealdah Division, Eastern Railway.

Shri H. N. Mukerjee: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Non-recognition of the only representative union of workers at Chittaranjan.

Shri H. N. Mukerjee: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Continued declaration of entire Chittaranjan township as prohibited area.

Shri H. N. Mukerjee: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Question of examining effects of re-grouping on working of railways and economy of India.

Shri H. N. Mukerjee: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Slow pace of construction of quarters and serious defects in quarters built for class III and class IV employees.

Shri H. N. Mukerjee: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Failure of Railway Security Organisation and prevailing discontent of Watch and Ward staff on account of placing over their head officers from Government’s Police and Intelligence Departments.

Shri H. N. Mukerjee: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Desirability of taking over of Martin Light Railways systems of 240 miles viz. Howrah-Amra Railway, Howrah-Sheakhal Railway; Arrah-Sasaram Railway; Futwah-Islampur Railway and Shahadra-Shaharanpur Railway.

Shri Nambiar: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Need to grant House Rent Allowance to staff in all cities of one lakh population such as Tanjore and Tuticorin (S. Railway) and Raipur (E. Railway).

Shri Nambiar: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Increase of T. B. among Railwaymen and inadequate provision for treatment.

Shri Nambiar: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Routine promotions to accounts clerks to next higher scale without insisting on passing Appendix II-A Examination.

Shri Nambiar: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Ban on sale of Soviet and Chinese publications at Railway Station book-stalls.

Shri Nambiar: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Merger of half dearness allowance with pay on the House Rent allowance of employees in class ‘C’ areas.

Shri Nambiar: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Strike situation in Kharagpur work-shops

Shri H. N. Mukerjee: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Failure to open a new line between Lakshmi Kantapur and Kakdwip

Shri K. K. Basu (Diamond Harbour): I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Classification of Lister Truck Drivers and Riveters as semi-skilled at Kharagpur Wagon-shop.

Shri N. B. Chowdhury (Ghatal): I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Delay in settling gratuity cases of employees

Shri T. B. Vittal Rao: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Reinstatement of employees who opted originally for Pakistan

Shri T. B. Vittal Rao: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Implementation of recommendations of Gadgil Committee in case of employees who have opted for pre-N. S. Railway conditions of service.

Shri T. B. Vittal Rao: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Revision of scales of pay of station Masters and Assistant Station Masters

Shri T. B. Vittal Rao: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Revision of scales of pay of Train Examiners

Shri T. B. Vittal Rao: I beg to move:

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Mr. Chairman: All these cut motions are before the House.

Shri Frank Anthony (Nominated—Anglo-Indians): May I ask whether there is any time-limit in respect of these Demands? I have a cut motion under Demand No. 4. Generally, in

[Shri Frank Anthony]

respect of staff, there are many cut motions. The majority of cut motions have to deal with the staff. I could have easily put my motion under Demand No. 1; but I think it should come under "Administration" rather than "Railway Board."

Mr. Chairman: "Administration" is also for discussion. Therefore, the hon. Member could speak on that Demand as well so far as the establishment, staff, etc. are concerned, without giving a cut motion particularly on that Demand.

Shri Nambiar: I have been speaking on the administration of the Railway Board and the railways in general. I was also indicating as to what all items are to be included in the one-man tribunal, for the Railway Minister indicated in his speech the other day that he is prepared to include some more items. I was saying that the question of equal pay for equal work should be considered and that item included. I dealt with the drivers and others who were doing the same job but were differently paid. I would like to include the question of firemen also in that list. The difference between literate firemen and illiterate firemen as is shown by the Central Pay Commission's scales of pay should be removed. I would also like to include the question of a thorough change in the discipline and appeal rules. At present, the discipline and appeal rules are very harsh, and the workers are being punished in various ways, so to say. The question of revision to lower scales is not accepted by the Payment of Wages Act. There are cases of such a nature in the Bombay High Court, and the Bombay High Court rejected such reversions. So also is the case of deduction in the provident fund contributions at the time of retirement. It is also violating the provisions of the Payment of Wages Act. The increment cuts are also against the Payment of Wages Act. So, these items should come in the items to be referred to the tribunal for reconsideration.

I would add further that the several concessions which the railwaymen enjoyed previously have been withdrawn recently. These items are also to be included in the items referred to, to the one-man tribunal. I would indicate a few of them which are very important. The other day, I mentioned about the increase in the house-rent of Class III and IV staff. I had also said that rent-free quarters given to the essential staff such as Station Masters, pointsmen, etc., has been withdrawn. This has to be reconsidered. So also is the question of ban on confirmation. About a lakh and odd workers have to be confirmed and there is a ban against confirmation. This should go. Invidious trade-tests and efficiency bar must go. The direct recruitment to promotion posts—Class III and IV is a new innovation. Promotion is barred to those who have put in several years of service. This should not be so. In the matter of recruitment, preference should be given to employees' sons.

Dependents of railway servants to be included in the category of men to be treated and given free medical aid. This was done previously. Though the Central Pay Commission scales were given to the temporary gangmen on the lines, numbering about 20,000,—they were treated as temporary previously—the pay being Rs. 30 and dearness allowance being Rs. 40, totalling Rs. 70, the pay has been reduced now, from Rs. 70 to Rs. 30, because all those men have been converted into casual labour. There has been a very serious cut in their total emoluments. This also is a subject to be considered.

I have next to say about the two to three lakhs of workers who were previously given paid holidays for festivities. If they were Hindus, they were given paid holidays for Diwali, Pongal, etc., and for Muslims, Ramzan was a paid holiday and for Christians, Christmas, etc. were paid holidays. These concessions were withdrawn. They are asked to take leave now for such festivities. It is very hard for

staff to take leave on days where they previously used to get paid holidays. These things are to be reconsidered. I submit these may be included in the terms of reference which are going to be sent for decision of the tribunal.

With regard to the administration by the Railway Board I have got a serious criticism to make. I have brought to the notice of the Railway Board certain cases of employees who formerly opted for Pakistan, but did not go there. Their reinstatement was sought, but the Government now says that those persons who formerly opted for Pakistan but did not go, or those who went and came back, must be considered by the police before they are taken back to duty. Even in reply to one of the questions the hon. Minister emphasised that point. But, I would submit that it is wrong. Those persons who opted and even might have gone there, once they come back they cannot be completely rejected. That will not be correct; they must be taken back to duty.

Another point over which I have got a strong criticism is with regard to the recent decision of the Railway Board to convert the Watch and Ward staff into what is known as security department. This Watch and Ward staff is supposed to be there to prevent theft and pilferage. If that is so, I have no objection. If it is with that purpose that they want to convert them into a security force by merely changing the label, nothing goes wrong. But, the purpose is not that. There is an 'X' Branch in the Watch and Ward staff hereafter known as security department. The job of this branch is to see what all trade union activities are going on in the railways and also to report about the individuals. Their job is to spy against trade union activities and persons connected with them. To that I strongly object. These 'X' Branch people are directly recruited from the C.I.D. Department of the police. They are given special promotions over others and they are asked to spy against the railwaymen hereafter. I am told this security police is going to be given

training in arms. If that is so, I do not know what will happen. If there is any trade union activity, then the Watch and Ward staff, who are hereafter to be armed, will be called to suppress it. If that is the intention, if the Central Government sitting in Delhi and the Ministry of Railways issuing orders through the General Manager want to keep police under their own direct control to suppress any trade union movement by utilising these armed security police, then it is something very serious. If there is any difficulty and law and order are to be maintained, there is the State Police. Uptill now the State Police has been used. Why should there be an Armed Police controlled by the Railway Board or Railway Ministry to deal with such situations? I do not know. If the intention is to prevent them, then these few armed railway Watch and Ward people cannot prevent them unless and until they get full co-operation of the State Police. Therefore, I do not understand why exactly they want to make this change. This matter is a very serious one and I have got a serious doubt that this is an attempt to thwart the trade union movement and to spy against labour activities.

Mr. Chairman: The hon. Member should now conclude.

Shri Nambiar: I have given about 13 to 14 cut motions.

Mr. Chairman: I know that, but normally in cut motions only about ten minutes are given to the Member to speak.

Shri Nambiar: I will finish early. Now, with regard to the Watch and Ward staff, I think the Government will consider this question.

Then I want to say a few words about the departmental catering about which Shri Shahnawaz Khan spoke so much the other day. Of course, the departmental catering is good. We will get wholesome food and the passengers will enjoy it. But, the departmental catering should not be at the cost of the employees. Recently

[Shri Nambiar]

there was a circular issued in the Southern Railway—a very interesting circular—and that comes into force from the 1st of March this year. According to this circular, the staff who were working in the catering department and who were given two meals a day, are hereafter to be given only two packets of food. That is to say, they want to economise on that. The workers were given one cup of coffee in the morning and another cup in the evening. That has now been cut into half a cup in the morning and half a cup in the evening. I have got a letter here from the workers. It says:

"Now to our ill luck, a new circular with a remarkable idea was issued, which takes away the privilege of taking free meals in Indian Refreshment Room, and in lieu of it, we are asked to take one packet of *Sambar bath* (you must have heard about *Sambar*, it is a famous thing in the south) and one packet of *curd bath* in mid-day and the same during night also, and we are given half a cup of coffee in the morning and half a cup of coffee in the evening instead of full cup."

This is the economy that the catering department is trying to bring in. This requires no explanation from me. But recently the hon. Minister visited Madurai. There he visited the refreshment room and talked to the staff. He asked them: "How do you do?" The staff said: "We are all right." After his return the recent cut in coffee and meal has happened. If his visit has anything to do with it let him say so. If not, I am prepared to correct myself. I have received a number of telegrams and representations in this connection. All of them are here and he also has got a copy of them. These are all telegrams about the conversion of full meals into *Sambar bath* and *curd bath*. This is how our Railway Administration works. They want co-operation from

the staff under socialist pattern of society. Very good. Of course, they must have co-operation, but not by reducing coffee into half a cup and a full meal into one *Sambar bath*. Please correct these things. These things must be considered by the hon. Minister.

Then again, the conservancy charges have been increased recently. For the quarters 10 per cent. of the pay is fixed as rent. Apart from that an additional 1 per cent. of the pay is now to be paid as conservancy charges. I have brought this matter to the notice of the Administration and I hope they will consider and change it.

Lastly, the works committees are not worked in the railway workshops and loco sheds. If you want co-operation between the staff and the Administration, then there must be works committees. In all other industries under the Industrial Disputes Act works committees are working but not in the railways. Railways have been excluded from it. Tools and other things are lacking in the workshops. There are several complaints and these lead to slow working. Accidents are on the increase and safety measures are on the decrease. Therefore, in the interest of production, these works committees must be brought in and also the safety measures are to be introduced.

There is one more point and it is about the confidential file. I have been representing to the Railway Board to do away with this confidential file for staff. Instead of doing away with it, they have added what is known as an 'integrity' column. The officer above is to fill up this column called "integrity column". If the officer puts in "doubtful", then the man concerned is ruined for ever. Therefore, the officer above is the person to decide about the future of the man and the man concerned does not know as to what is happening in his confidential file. This column has been included recently. Therefore instead of improving the situation, these hardships are brought on the workers and

there is, as I pointed out earlier, a lot of discontentment amongst the staff. This has to be done away with and better relations should be established for which the hon. Minister must take the workers in confidence. Their representative trade unions must be recognised. He must not dogmatically say: "I will not recognise it. I will not do that." Dogmatic approach is not good. He must change his attitude and do good. That is my appeal.

Shri Frank Anthony: Sir, I shall confine my remarks to staff problems and the disabilities of the staff.

My first submission is that the time has come that the Railway Administration should give serious consideration to the question as to whether the railwaymen in common with other government servants should not be entitled to receive pension and State Provident Fund-cum-gratuity. I say this advisedly—I expect the Railway Minister has come to know that it is axiomatic that in 9 cases out of 10, within a period of 5 to 10 years after retirement, the railwaymen are either destitutes or semi-destitutes. It is not that their scales of pay, by and large, are inadequate. It is just because they have no experience or knowledge as to how to invest their money. By and large the railwaymen receive much more in emoluments than the employees in the P. and T. Department; yet, at the age of 60 or 65, you see an average railwayman either walking in the streets begging or reduced to poverty and degradation, while a retired telegraphist still continues to live with a modicum of respectability, on a pension of Rs. 150 to Rs. 200.

My reason for making this request is that I feel that the basis for calculating Provident Fund remains the same but the basis has not remained the same in respect of calculation of pension. For instance, in the case of a senior driver, his emoluments may be anything between Rs. 600 and Rs. 800. He may get a Provident Fund of, let us say, Rs. 40,000 to Rs. 50,000. If he

were entitled to receive pension, he might easily draw a pension of Rs. 300 to Rs. 350. Now, capital to bring a return of Rs. 300 to Rs. 350 could be anything between Rs. 1 lakh and Rs. 1½ lakhs. If Rs. 40,000 to Rs. 50,000 are invested even in gilt-edged security, the investment cannot give a man more than Rs. 150.

I do not think it will cost the Railway Administration anything. I know that the railwaymen are excessively enamoured of getting a lump sum and I do not think that in this matter they are the best judges. If there is anyone to object, it may be left to the option of the railwaymen. It must be left to their option in the first instance as to whether they would like to continue in the old scheme of Provident Fund-cum-gratuity or whether they would agree to opt for pension scheme.

My next point is with regard to the channels of promotion of loco staff. As I observed the other day in a vast administration like the railways anomalies are inevitable. But so far as the loco staff are concerned there are certain glaring anomalies which have caused frustration and bitterness and given rise to unrest. For instance, there is the position of the former A Grade Drivers of the Allahabad Division. Those drivers were recruited on the basis of a definite contract. According to their qualifications they were recruited as Grade A Firemen; they were guaranteed certain channels of promotion. Now what has happened? These Grade A Drivers have been lumped with literate and semi-literate drivers. All their guaranteed channels of promotion have been retrospectively taken away. Men who were normally expected to run passengers and mails, men who were operating these trains, have been retrospectively demoted. Seniority is now calculated purely on the basis of service, with the result that inexperienced, unqualified men are in charge of your mail and passenger trains.

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This is also happening on the Ferozepore Division. In that Division, so far as the drivers are concerned, your C Grade Drivers are now being promoted to B Grade, irrespective of their being literate or semi-literate. The basis is seniority. So far as the firemen are concerned, the railways require that before they can be upgraded from C Grade to B Grade Drivers they must have the Matriculation Certificate. So far as drivers are concerned that qualification has been completely waived.

On the Southern Railway we have the reverse process. I represented this to the Railway Board and I regret to say that the matter was misunderstood. I represented in respect of the staff of the former M. and S. M. Railway. There the A Grade Firemen, like the Allahabad Division, these loco people were recruited according to academic qualifications. They had to have either the S. S. L. C. or its equivalent. They were categorically recruited as literate people. They were categorised as literate people. All their channels of promotion were canalised on the basis of literate staff. Many years after, retrospectively they were classified as semi-literate staff. On this I respectfully submit that it is not only a breach of contract, but what is worse, it is a breach of faith.

And I say this, with all respect, that there has been an increase in the incidence of accidents on the railways. I do not know whether the Railway Minister will agree that the staffs are not entirely without blame. And if there is an impartial investigation I venture the submission that it will be found that because of this new process of lumping the uneducated, unqualified drivers with those who are qualified and more experienced, because these men have been pitchforked into positions where they do not hold the necessary educational qualifications or even the experience, it will be found to be a contributory factor to this increased incidence of accidents.

I have a word to say about station-masters. These men admittedly occupy a key position. I am not trying to draw any invidious distinction between them and the loco staff. But their duties are not only onerous but multifarious, perhaps more multifarious than those of any other category of staff. Yet these people have received a very step-motherly kind of treatment. The Pay Commission recommended for station-masters seven scales of pay. And I do not blame, the railwaymen do not balance, the Pay Commission. I do not hold a brief on behalf of the Pay Commission because I was a member of it, but I do say that many of the anomalies which exist today are because of the mal-classification, the mal-implementation of the recommendations of the Pay Commission. The Pay Commission recommended seven scales of pay for station-masters. How is it implemented? More than 87 per cent. of the whole category was squeezed into the lowest scale. That was not the intention of the Pay Commission. What did the Joint Advisory Committee recommend? They recommended that the number of station-masters and assistant station-masters in the grade of 100—185 should be at least 20 to 25 per cent. of those in the grade of 64—170. Even that small concession was whittled down by the Railway Board. It has been reduced from 25 to 12½ per cent. What is the result today? While some of the recommendations made by the Central Advisory Board are being implemented, those with regard to the station-masters, by and large, are not being carried out, with the result that we get this invidious and completely anomalous position that the staff supervised by the station-masters are in a higher grade and drawing higher emoluments. Then there is this position that certain posts like Traffic Inspectors, Section Controllers, Station Superintendents, which were open to the station-masters have been gratuitously closed to them.

May I say a word about guards? I

have represented the cases of the station-masters and the guards to the *ad hoc* Tribunal. But there are certain features with regard to the guards which I wish to underline for the attention of the Railway Minister. For instance, we have the guards of the former B. and A. Railway. There were only two classes in them. Now the railways have established three categories. Those who were formerly in Class B. have now been relegated to the C. Class position. They are losing in their emoluments and their prospects today have been considerably curtailed.

There is one particular fact that I wish to draw the attention of the Railway Minister to. There is one piece of gross unwarranted discrimination against guards which cannot be justified on any kind of plea or rational basis. I do not know whether the Minister is aware of it. A guard and a driver working in the same train, for the same period, doing the same trip, being out of station for the same period, a guard is paid an allowance of one rupee eight annas for a hundred miles while the last category of driver gets three rupees six annas. This allowance is apparently for their food while they are out on the line. Are we to understand that drivers automatically have larger menus or their menus are more expensive? There is no rational basis in this. Both do the same kind of job and perhaps have equal edges of appetite. This is a completely arbitrary yard-stick. There is no yard-stick, it is a rule of thumb, that a guard should be given one rupee eight annas while going out while a driver should be given three rupees six annas—both, I suppose, to get their food out of this amount.

I wish to say a word about the motor men of the Western Railway. I represented this case not long ago to the Railway Board and that representation was rejected. I am asking the Railway Minister to review the matter. I went into the case care-

fully, and there is a very valid case for sympathetic consideration of their representation. They are the electric train drivers, they are not sort of mechanics. Unlike their counterparts on the steam locomotives they run their trains by themselves without any firemen or any one to help them. They are much better qualified than their counterparts on the steam locomotives. They are all matriculates at least. I have met them. I say this, without trying to make any invidious distinction, that they are by and large an extremely highly educated category of railwaymen. They have had five years of specialised training. What is happening? One of the railway administrations recommended that they should be equated with the B. Grade men on the steam locomotives. That request was turned down. So far as guards are concerned, the guards on these electric trains have been equated with B. Grade guards on the steam engine. But, in the case of the men who are actually driving the trains, this request has been turned down. One of the railways did make a recommendation that they have a very good case. I would ask the Minister to look into their case.

Last year, I made a plea that overtime should be calculated on a weekly basis. I was under the impression that the Deputy Minister, who is fortunately here, accepted my submission or that he made a statement that overtime is in fact being calculated on a weekly basis. My information is that that is not being done. I would ask the Railway Minister to look at the Adjudicator's award. My own very clear interpretation of the Adjudicator's award is this: so far as overtime is concerned, the yard-stick on which they based their recommendation was a period of one week. A week was the basis for calculating human endurance. If that was the unit for calculating human endurance, I do not see why this overtime should be calculated on a monthly basis. The Railway Minister knows that they have to put in about 231 hours over

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a month before they can earn overtime. What is happening? For two weeks, perhaps, the man is being overworked. He is being made to work for 150 hours or 180 hours. For the rest of the two weeks, he is given excessive rest. He gets no benefit for the excessive overtime that he has worked in the first fortnight. I respectfully submit that that is not the intention of the Adjudicator's award. A week is the unit for assessing human endurance. If during that period of one week a man is made to work overtime, he should get the benefit of that overtime, calculating it on a weekly basis.

Then, there is the question of officiating allowances. Here, again, as far as I am aware, there is no uniform principle subscribed to by the railways. The matter is left more or less to the *ad hoc* discretion of the local officials. As far as I can see, if any railway official works for 21 days in an officiating capacity, he gets an officiating allowance. In another railway, if he works, for 42 days, he gets it; in another railway it is 10 weeks. I would ask the Railway Minister to have a uniform principle for the grant of officiating allowance. Our Industrial courts have held that officiating allowance is not a matter of grace. May I say this? I have just represented a case to the Railway Board. A man has been officiating for two years; the Railway Board has denied him any kind of officiating allowance. This is quite wrong. At any rate, in this matter, our Industrial courts are unanimous that when a man officiates in a higher post, he shall be given an officiating allowance. The basis may be wrong; but he should be given at least the minimum of the scale in which he is officiating. If the pay that he is receiving is higher than that, he should receive one stage more added to his pay of the officiating scale. That at least should be the principle. This is the principle enunciated by the Industrial courts. So far as the period of officiating is concerned, I am asking the

Minister to be generous. If he is going to make it uniform, let us err on the side of generosity. I am aware that the judgments of the various Industrial courts are differing from one another. We have the Tata Oil Mills case and Greaves Cotton case. In some cases they have said that where the officers work for one week, they shall be entitled to an officiating allowance. In another case, they fixed the period as one month. I would earnestly request the Minister to fix a uniform period after which every person officiating in a higher post shall be entitled to an officiating allowance. I say that if he fixes it at one week or 10 days, that would not be an *ultra* generous gesture.

I have a word to say about exactions. In the time of the Minister's predecessor, I was able to get the railway administration to relent on this question of exactions. The Railway Minister is aware that with the introduction of the prescribed scales, many of the senior men have lost tremendously. I brought the case of the Jhansi drivers to the attention of the Railway Minister. I showed that because of the prescribed scales plus the old rate exactions, these men were losing from Rs. 100 to 150 per month *vis-a-vis* their former average emoluments. An assurance was given by Shri Gopalaswami Ayyangar that he would see that the exactions were reduced in such a manner that, at any rate, they got not less than what they were getting before the implementation of the prescribed scales. I make this earnest plea to the Minister. What is happening? I was touring in the former B. and A. Railway the other day. Several people complained that because the exactions remained the same, their basic emoluments are less under the prescribed scales and there was a drop of Rs. 100 to Rs. 150 a month as compared with their previous emoluments, which in these days of inflationary spiral they cannot afford. The mail drivers are in the same position. In some places,

the exaction is 60 miles; on the Kanpur link, for some inexplicable reason, the exaction was 100 miles, with the result that the Kanpur drivers are losing Rs. 100 to Rs. 120 as compared with what they were getting before. I would ask the Minister to comply with the assurance that was given to me by Shri Gopalaswami Ayyanger that though we will not add to their emoluments, we will ensure that the exactions are reduced so that at least they will not get less than that what they were getting before.

I have got a word to say about running rooms. I brought this matter up at the last Budget session. I am glad to say that the Deputy Minister gave me an assurance that he would look into this matter. I believe that some steps were taken with regard to running rooms, particularly in the Southern Railway. For some inexplicable reason—it is not inexplicable it is explicable—in the running rooms in the M. and S. M. Railway, which is the most neglected and run down railway system in the world, not only in India, that condition is continuing. That has a disastrously demoralising effect on the staff. The complaints that I get, I reproduce in my journal. You get a small room, 2 cots and 22 men: no amenities, no linen, not even some dirty drinking water. These are things which can be attended to. The climatic conditions in the M. and S. M. Railway do not help any. I would ask the Minister to issue stern orders that some steps should be taken. I am not asking for any sort of lavish expenditure in this respect. If the local officials take some steps, take some real interest in this matter, I feel that substantial improvement can be effected.

Mr. Chairman: May I ask the hon. Member to shorten the rest of his speech?

Shri Frank Anthony: I shall finish in two minutes. There are two other items. First, I shall deal with the question of accidents. I do not know whether the Railway Minister will accept that

incidence of accidents has increased. I did see a statement by him that instructions had been issued to adopt a stern attitude towards the staff. I am not making a plea on behalf of the staff. If the staff are at fault, certainly, they should be dealt with adequately. I do say that the staff should not be made the scape-goat for every accident. At a meeting over which I presided—it was attended mostly by running staff people—they analysed this position. They said, yes, the staff are to blame and the Railway Minister is responsible for that. It is this lumping process by which inexperienced and unqualified men merely on the basis of seniority are being pitchforked over the heads of senior qualified men that is a contributory factor so far as staff is concerned. They were clear in their minds that the Inspectorate staff are not doing their duty. When I toured, I have seen myself that all kinds of outgrowths are either blurring or obscuring the home signals. I have seen it myself. Trees have grown up, buildings have come up. I am always dealing with these cases. Sometimes I defend them in the court; sometimes I defend them before the Railway Board. Due to some mechanical defect, the outer signal is drooping. I do not know why; but it definitely droops. The home signal cannot be seen. Even if it is on the straight, it cannot be seen because it is obscured by some kind of outgrowth, some kind of trees. Now, I would make a request to the Railway Minister to consider this. Why can't we have repeater home signals alongside of the outer signal, so that even if there is a curve, the man will be able to see beyond the repeater signal whether the home signal is safe or not? There is a case going on today. I do not want to make any remarks about it because it is *sub judice* but there is overwhelming and conclusive evidence that the outer signal was definitely at safe. For some reason the home signal was not at safe. I do not know how. Engineers say it cannot happen, but it does happen.

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and happens over and over again that the outer is sea but the home is no, at safe. I would say that particularly where there are curves, we should have repeater home signals, and at any rate, these things which are obscuring home signals should be removed.

There is another contributory factor. The staff complain to me that even when they have had no rest, they are compelled to take out mail and passenger trains. They say they go to the officer and say that they want relief, but they are compelled, in spite of the fact that they have had very little rest, under threat of suspension to go out with another mail or a passenger train. When they are at the end of their physical endurance, the officials compel them to take out mail and passenger trains. I would ask the Minister to issue orders to his local officials that where men complain that they have not had adequate rest,—the fault is not theirs—they should not be compelled to take out mail or passenger trains.

There is also this feeling, particularly on the Southern Railway, it is a matter for which the Minister is not to blame for,—but there is definitely a feeling that the track on the Southern Railway particularly is not safe. I know that we have speed restrictions, but drivers are constantly writing to me that in spite of these speed restrictions, there is a considerable amount of hunting and lurching that takes place. I do not know how that can be remedied, but still it is a matter which perhaps might be gone into.

My last point is with regard to vacation of quarters. The staff who retire are made to vacate their quarters immediately on retirement. With this acute housing shortage particularly in the big cities, I would ask the Railway Minister—I know that he wants quarters for the staff who

are actually in service, but at any rate, when a man has put in 25 or 30 or 35 years in service, allow him to remain for a reasonable time. When I say "reasonable time", it has got to be assessed on this basis, that the staff should be allowed to retain their quarters after retirement until they are paid at least 90 per cent. of their provident fund dues.

Mr. Chairman: Before the hon. Member proceeds. I must bring to the notice of the House that we must have some allocation of time so far as this and other Demands are concerned. I can very well see that there will be a large number of hon. Members who might be anxious to speak on this Demand. So, if hon. Members agree, we might carry on the discussion on this Demand for the whole of today and have the 10th for the rest of the Demands. If that appears to be reasonable, then we can have that allocation, or any other suggestion that the hon. Members might make.

Shri M. S. Gurupadaswamy (Mysore): That can be done.

Shri T. B. Vittal Rao: What you say is quite convenient.

Mr. Chairman: We carry on the discussion on this Demand for the whole of today, because there would be a large number of Members wishing to speak. I would request hon. Members to exercise some restraint and confine their remarks to as brief a time as possible.

The Deputy Minister of Railways and Transport (Shri Alagesan): Up to 5 p. m.?

Mr. Chairman: Yes.

Shri T. B. Vittal Rao: Then, when will the Minister reply?

Shri Nambiar: On the 11th.

Mr. Chairman: How long would he like to take?

The Minister of Railways and Transport (Shri L. B. Shastri): The

Deputy Minister would be replying. He may not take more than half an hour.

Mr. Chairman: Then, I will be calling him at half past four. We will be finishing at 5 p. m.

So far as the individual Members are concerned, I would request them to confine their remarks to ten minutes.

Shri M. S. Gurupadaswamy: Make it 15 minutes.

Mr. Chairman: I have no objection, provided we can adjust, because there is always a large number of Members who want to speak on these cut motions. They have local grievances and other complaints to make. Therefore, normally ten minutes, and in special cases it might be extended to 15 minutes.

Shri Gidwani (Thana): I suggested yesterday that those who have not spoken in the General Discussion might be given preference.

Mr. Chairman: I will keep that in view also.

Shri Raghavachari (Penukonda): Last year we had the practice of a memorandum being submitted in respect of certain cut motions relating to local grievances etc.

Mr. Chairman: I have got a slip here by Mr. Gowd. I am considering it. Perhaps, the same procedure may be considered this year also.

Shri L. B. Shastri: I do not think it is necessary to adopt the procedure which was accepted last year, that is, points being referred to the Railway Ministry and a memorandum being placed on the Table in reply to each point. That is a very cumbersome procedure, and it is not adopted in the case of any other Ministry. We try to reply here as many points as possible.

Shri V. G. Deshpande (Guna): We are not given replies. That is our complaint.

Shri L. B. Shastri: There may be certain points to which I am prepared to send replies to the hon. Members, referred to by them in this House.

Shri V. G. Deshpande: I have a complaint to make.

Mr. Chairman: That, we can decide. I have got a requisition that the same procedure may be adopted. I have also heard the objections that the hon. Minister has got. I will consider them. I feel that there should be something because all grievances cannot be put here. All cut motions cannot be discussed here. We have adopted the course that certain cut motions are to be selected. So, we will find some *via media* by which those grievances also can be met, and there may be a chance that the Minister can look into them. They should be brought to his notice at least, and he should look into them. But I am not giving my final decision. I will look into it and then decide.

Shri A. M. Thomas (Ernakulam): I would, at the outset, like to pay a tribute to the Railway Board for its satisfactory working.

You rightly emphasized that very many Members would have local problems to ventilate at the time of the discussion of the Railway Board. I would, at the outset, like to discuss a local matter, *viz.*, the Ernakulam-Quilon railway line *vis-a-vis* the Railway Board. This link for the last three years, as well as this year, has been given prominence in the Budget speech. In the present Budget speech, the hon. Railway Minister has stated:

"The construction of the Quilon-Ernakulam line is being taken up in three phases. The entire line is likely to be completed by April, 1957, but the Ernakulam-Kottayam section, a length of 37 miles, is expected to be opened to traffic by the end of the current year."

Although the statement of the hon. Minister is not quite in keeping with the previous assurance given in this House in answer to a question of mine

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that the line till Kottayam would be opened in October, 1955, that does not make much difference. It is only a difference of two or three months, and I have no complaint to make on this account.

I would also like to emphasize here that the speed with which this line is constructed and the energy displayed in the construction of this line are matters for congratulation as far as the Railway Board is concerned. But I have some complaint with regard to this line. The general policy that is being adopted by the Railway Ministry is gradual electrification of railway lines as far as possible. In para 30 of his Budget speech, the hon. Minister has stated:

“Speaking about electrification generally, there is no doubt that, with the increasing availability of electric power from various hydro-electric and other projects, Railways have to take due notice of this fact and plan their own electrification programmes accordingly. This is engaging the attention of the Railway Board.”

In his previous Budget speech also, the hon. Minister has made a specific reference to the line about which I am speaking, and he had occasion to remark:

“The question of providing electrification for the operation of the Quilon-Ernakulam link is also under consideration.”

But in the Report by the Railway Board submitted for the year 1953-54, on page 67, we find these remarks:

“There is, however, no proposal at present for electrification of the Madras-Bangalore and Madras Bezwada sections of this Railway. As regards Quilon-Ernakulam line, it has been decided after examination of the estimate not to electrify this section for the present.”

I fail to see, having regard to the facts and figures in my possession,

why the Railway Board has adopted this decision, and the Railway Minister has acceded to that.

Shri L. B. Shastri: That is an old story.

Shri A. M. Thomas: It is not an old story. I shall just explain the position. It has been stated on the floor of this House that the additional cost that would be necessary for electrification of this line would be Rs. 1.55 crores. That is according to the answer given on the floor of this House in reply to a question on 27th August 1954. But I believe that the Railway Board as well as the Ministry would have found from the estimates that have been supplied that this additional investment of Rs. 1.5 crores or somewhere about that would be amply justified, having regard to the traffic intensity which we can reasonably anticipate in that place.

[**SHRI BARMAN** in the Chair.]

While intervening in the general discussion of the Railway Budget, the hon. Parliamentary Secretary to the Minister of Railways and Transport had occasion to remark that the primary considerations that the Railway Board will have for electrifying a line will be firstly the intensity of the traffic, and secondly the availability of electric power. If these two primary considerations are applied to this railway link, my submission is that nowhere in India would there be a line which calls for immediate electrification when that line is thrown open to traffic, such as this line. According to the present traffic estimation, it has been said that the line has not been shown as yielding a return of 4.25 per cent. to make it financially justifiable. But I venture to submit that having regard to the traffic intensity and the passenger traffic over this line, it would be so heavy as to give double the return that is anticipated, for the density of population in the area

through which the proposed line will pass is the biggest in India, and perhaps one of the biggest in the world. And the extra cost involved as has just been stated by me, is only Rs. 1.5 crores. But you would be able to find that in case electric traction is used, there will be a saving of Rs. 12 lakhs per year. Even in spite of this very tempting return, I cannot understand why the Railway Board has abandoned the proposal to electrify this line, in spite of their general policy that is now being adopted by Government.

Perhaps, Government may say that even if we are going to have the line electrified, when it is thrown open to traffic by the end of this year, the necessary electric power may not be available. If Government had come to a decision early enough, I think the State Government would have seen to it that the projects from which electricity could have been supplied could have been speeded up, and the necessary power made available to the Railways. I suggest that what could be done at present is this. Having regard to the very high cost of coal, especially when it is taken to the southernmost corner of the country, I would suggest that the Ernakulam-Kottayam line could be put to use immediately by arranging for electric traction with the use of diesel engines over these thirty miles in the shape of multiple unit trains till electric locomotives are imported. After the electric locomotives are introduced between Ernakulam and Quilon, the diesel stock could be used on the Quilon-Trivandrum section, where conditions are the same, and this too for the same reasons as given out by me earlier, namely that the present steam traction is proving very costly. I would, therefore, earnestly urge for the consideration of the Railway Ministry, this point which I have mentioned namely the electrification of this line.

There are one or two other points to which I would like to make a reference during this discussion. The

first is relating to what we have generally termed as the PTO concessions. This is a matter which was raised in the previous years also. But I do not know the reason why there has been no whisper about it during the discussion on the Budget this year.

Shri Alagesan: This may be reserved for the discussion on the General Budget.

Shri A. M. Thomas: In the post-Independence days, a modified system of subsidiary railway travel on leave for home or elsewhere was introduced. This had been introduced in 1946, and continued for a few subsequent years, but it was abruptly stopped in 1949 or so. In spite of repeated requests on the floor of this House in subsequent years, no attempt has been made to revive it or substitute it. I concede that there have been some abuses of these railway concessions that had been granted to the Central Government railway employees, but the attempt should be made to see....

Mr. Chairman: The hon. Minister's suggestion is that this may be raised at the time of the General Budget.

Shri A. M. Thomas: I wish to know from the Railway Ministry what the position is now. On previous occasions, an assurance was made on behalf of the Railway Ministry that this question would be examined, and we are not yet in the know as to what exactly has been the decision of Government on this score.

Shri Alagesan: PTO is a thing which embraces all Government employees, and as such it will be more appropriate if this point is raised when the General Budget is being discussed.

Shri A. M. Thomas: I would say that in the Railway Budget itself, it is the policy of Government to extend the railway concessions to as many classes as possible. From the concluding portion of the hon. Minister's Budget speech also, it will be noticed that concessions have been extended to several classes, the 'students' class,

[Shri A. M. Thomas.]

the teachers' class, and so many other classes, as also for so many other purposes.

1 P.M.

I do not understand why this deserting case has been omitted to be considered by the Minister when he introduced the Budget and spoke on it. Since it has been stated that it is a matter which would more properly be raised at the time of the General Budget or discussion with regard to the Home Ministry, I do not want to mention about it further and bring forward facts and figures which would justify the grant of this concession. But, all the same, I would urge on the Railway Ministry to consider this aspect and prevail upon the Finance Ministry to see that these concessions are restored to the poor Central Government employees.

Another thing that I would suggest is that when the Railway Ministry is considering the grant of new concessions, one class may be added, because they have been favourably considered by other foreign countries, I mean, the journalistic class. I understand that in other advanced countries concessions have been accorded to journalists for travelling throughout the country. It is all the more necessary in our case, when we are having the Five Year Plan at work, that Presidents should be given as much facility as possible to travel throughout the country and report on what is exactly taking place.

Shri T. B. Vittal Rao: They must be given card passes.

Shri A. M. Thomas: It will be found that if this concession is given, it will be of considerable advantage even from the publicity point of view, which will be seen from the fact that recently some journalists were

Shri Nambar: It may be profitable.

Shri A. M. Thomas: I do not say 'profitable', but I think you are able

to get a more or less true picture of the Railway Administration.

Shri Alagesan: Hear, hear.

Shri A. M. Thomas: I was able to see in several leading dailies tribute paid to the efficient working of the railways. Even facts, figures and circumstances which we do not get from even the publications of the Railway Ministry or the Railway Board have been marshalled by these journalists who had occasion to travel throughout the country. I would therefore, suggest that even from the Government's standpoint and the publicity standpoint and ultimately from the standpoint of the interest of the public, this is something which is worthwhile considering, namely, extending these concessions to the journalistic class.

At the time of the general discussion on the Budget, two or three Members hailing from the south had occasion to bring to the notice of the Railway Ministry the necessity of having Cape Comrin linked with the Southern Railway. That is, of course, very necessary, and I am glad to find that an assurance is forthcoming from the Ministry that a survey concerning that line would be taken up. I would, at the same time, urge that another line, as a subsidiary line to the Quilon-Ernakulam link, is a line which would take us into the plantation area of that State, namely the Devikolam area. That means, linking Devikolam with the proposed Ernakulam-Quilon line. If you want to have the full benefit out of the Quilon-Ernakulam link, then that can be achieved only by having a railway link with the plantation areas, because, as we know, the plantation areas in T. C. State produce commodities which earn much of our exchange especially in the Dollar areas, and it is worthwhile to give rail facilities to the people in the plantation areas so that the goods may be speedily taken to the Cochin port and from there taken to foreign countries.

With these observations, I conclude. I hope that the very few modest suggestions that I have placed would be very favourably considered by the Railway Ministry, and I also hope that I won't be accused of any parochialism because, as you know, charity begins at home.

Shri Alagesan: No parochialism.

श्री जांगड़े (बिलासपुर-रक्षित-अनु-सूचित जातियां) : जिस दार्त्ति के साथ और लोगों की तकलीफों को ध्यान में रखते हुये रेलवे मंत्री महोदय ने बजट पेश किया है और सास कर कम दूरी की यात्रा करने वाले यात्रियों के लिये जो किराये की दरों में कमी की है उसकी में प्रशंसा किये बिना नहीं रह सकता। इसके साथ साथ देश में जितनी प्रगति हुई है और रेलों ने जितनी तरफ़की की है उसको भी देख कर प्रसन्नता होती है। इन सब बातों के साथ साथ में रेलवे मंत्री का ध्यान दो तीन बातों की तरफ दिलाना चाहता हूँ। सबसे पहले तो में बिलासपुर रेलवे कालोनी के सम्बन्ध में कुछ शब्द कहूँगा। बिलासपुर रेलवे स्टेशन की जनसंख्या करीबन १०,००० से ऊपर है। वहां पर केवल एक मिडल स्कूल है और सारी कोलोनी में कहीं भी हाई स्कूल नहीं है। हमने कई बार मांग की है कि वहां पर एक हाई स्कूल जरूर होना चाहिये लेकिन अभी तक इसकी तरफ़ कोई ध्यान नहीं दिया गया है। वहां से हाई स्कूल दो तीन मील के फासले पर है लेकिन वहां पर भी इन्हें विद्यार्थी होते हैं कि बिलासपुर रेलवे कालोनी के लड़के लड़कियों को भरती करना उनके लिये बहुत ही मुश्किल हो जाता है। वे कहते हैं कि जब हम वहां के लोगों को ही दाखिल नहीं कर सकते तो दूसरी जगहों के लड़कों को कैसे भर्ती कर लें। बिलासपुर नगर के हाई स्कूल तो जिले की १६ लाख जनता की जरूरतों को पूरी नहीं कर सकते तो रेलवे

कालोनी के लड़कों को कैसे भर्ती करें इस वास्ते बिलासपुर रेलवे कालोनी के लिये एक हाई स्कूल नितांत आवश्यक है। हाई स्कूल खोलना एक पेयिंग कनसन है, यह आर्थिक दृष्टि से लाभप्रद होता है। एक बार आप बिलिंग बना लीजिए और फिर हर साल रैकर्सिंग एक्सप्रेसिस जो होंगे वे बहुत ही कम पड़ेंगे। इस लिहाज से भी यदि वहां पर एक हाई स्कूल खोल दिया जाय तो गवर्नरमेंट को कोई नुकसान नहीं होगा। इस वास्ते में रेलवे मंत्री से प्रार्थना करता हूँ कि बिलासपुर रेलवे कालोनी में एक हाई स्कूल तुरन्त ही खोल दिया जाए जिसमें वहां की जनता की बहुत देर से चली आ रही शिकायत दूर हो।

दूसरी बात में बिलासपुर भंगी कालोनी के बारे में कहना चाहता हूँ। वहां पर भंगियों की जनसंख्या १५०० है इस कालोनी में केवल दो तीन नालियां हैं, तीन वाटर पाइप हैं और दो या तीन लैट्रिन्ज हैं। भंगियों को जो मकान दिये गये हैं उन मकानों में दराड़ पड़ गई हैं और कई बार तो वहां पर सांप और बिछू भी देखने में आते हैं। इस भंगी बस्ती की हालत सुधारना बहुत आवश्यक है और इस और भी जल्दी ध्यान दिया जाना चाहिये।

अब में भंगी बच्चों की पढ़ाई के बारे में कुछ शब्द कहना चाहता हूँ। वहां पर हम देखते हैं कि रेलवे प्राथमिक स्कूलों में और मिडल स्कूलों में भंगियों के बच्चों की फीसें माफ नहीं की जाती हैं उनको निःशुल्क शिक्षा नहीं दी जाती है। हम देखते हैं कि मध्यप्रदेश में और अन्य जगहों पर जब एक स्कूल में दो तीन भाई बहाए पढ़ते हैं तो छोटी कक्षा में पढ़ने वाले भाई या बहन की फीस माफ हो जाती है। पर रेलवे स्कूलों में यह फीस माफ नहीं की जाती है। दो तीन साल तक तो यह माफ की गई पर जैनरल

[श्री जांगड़े]

मनेजर के अभी हाल के आंदर के अनुसार उनकी कीस माफ़ नहीं की जाती। उस पर भी सरकार को व्यान देना चाहिये। बिलासपुर रेलवे कालोनी में शिक्षकों की हालत भी बड़ी सोचनीय है। मध्यप्रदेश के अन्य स्कूलों के शिक्षकों के बेतन बढ़ चुके हैं परन्तु हमें समझ नहीं आती कि हमारे रेलवे मिनिस्टर या रेलवे शासन द्वारा वहां के शिक्षकों के प्रति क्यों उदासीनता दिखाई जा रही है। आज जब हम प्राथमिक शिक्षा को अनिवार्य करने जा रहे हैं और शिक्षा के मामले में कदम पर कदम बढ़ाते चले जा रहे हैं तो वहां के रेलवे शिक्षकों की अवहेलना की जाये यह बात समझ में नहीं आती है। वहां पर जो २५, ३० साल पुराने शिक्षक हैं और उन के इलावा जो ट्रेड शिक्षक भी हैं उनको जो चेन्नै दिया जाता है वह मध्यप्रदेश के बाकी स्कूलों के अध्यापकों के मुकाबले में बहुत कम दिया जाता है। और इस बात्ते उनके बेतन के एरियां पड़े हुये हैं। रेलवे मंत्री को उनकी ओर जल्दी से जल्दी व्यान देना चाहिये।

अब मेरे रेलवे सर्विस कमीशन के सम्बन्ध में कुछ शब्द कहना चाहता हूँ। रेलवे सर्विस कमीशन कलकत्ता के द्वारा पूर्वी मध्यप्रदेश और उड़ीसा के बहुत ही कम आदमी लिये गये और लिये जाते हैं। पहले भी मेरी यही शिकायत थी और अब भी मेरी यही शिकायत है। इस की तरफ भी मंत्री महोदय को व्यान करना चाहिये।

यदि मंत्री महोदय नक्शा उठाकर देखे तो उनको पता चलेगा कि अभी तक भी कितने ही हजार वर्ग मील के इलाके में कोई भी रेल की लाइन नहीं है। आप रोहतक से गोहाना पानीपत रेलवे लाइन बनाने पर तो विचार कर सकते हैं और बना भी रहे हैं जिसकी दूरी निकट रेल से केवल २० या २५ मील है परन्तु

ऐसे इलाकों में जहां पर कि कई हजार वर्ग मील में कोई रेलवे मार्ग है ही नहीं आप कोई भी विचार नहीं कर रहे हैं। यह बात मेरी समझ में नहीं आती। यदि आप नक्शा देखें तो आप पाएंगे कि बिजयानाम्राम से बल्लर-शाह तक ३०० मील दूर और रायपुर से काजी-पेठ तक ४०० मील दूर को एक लाख वर्ग मील का इलाका ऐसा है जहां पर कि कोई भी रेलवे लाइन नहीं है। अनुप्पुर कट्टनी से डालटनगंज बरवाडी है और रायगढ़ से इलाहाबाद सत्तना तक ५०,००० वर्ग मील से अधिक का इलाका है इस में भी कोई रेलवे मार्ग नहीं है। बिलासपुर से मंडला, दुगडोगरगढ़ से मंडलकट्टनी तक २५,३० हजार वर्ग मील का क्षेत्र है वहां पर भी कोई रेलवे ट्रैक नहीं है।

मैं देखता हूँ कि कई घने स्थानों पर जो डिसमेंटल्ड लाइन्स हैं वह पुनःस्थापित की जा रही है। उड़ीसा, मध्य प्रदेश, विन्ध्य प्रदेश, मध्य भारत और आनन्द के कुछ इस प्रकार के इलाके हैं कि जहां हजारों तथा लाख वर्ग मील पर रेलवे लाइन नहीं हैं। मेरी समझ में नहीं आता कि इतने बड़े गैप को कब पूरा किया जायेगा। मैं मंत्री महोदय से कहना चाहता हूँ कि इस क्षेत्र की बहुत पिछड़ी हुई स्थिति है, यहां पर जितनी जल्दी लाइनें लोली जायें उतना ही अच्छा होगा। आप डिसमेंटल्ड लाइनों को पुनःस्थापित कर रहे हैं पर क्या कारण है कि आप इन इलाकों की ओर व्यान नहीं देते जहां पर कि न सड़कें हैं, न हाईवे जैसे और न कोई यातायात के साधन हैं। सरकार इस तरफ क्यों नहीं व्यान देती यह हमारी समझ में नहीं आता। आसाम को भी यही बुरी हालत है।

रेलवे लाइनों के डब्लिंग के सम्बन्ध में भी मुझे कुछ कहना है। अभी नागपूर से

रोरकेला या नागपुर से चांपाकोरवा (स्टील प्लांट के लिये) तक डबर्लिंग करने का विचार किया जा रहा है। मैं समझता हूँ कि डबर्लिंग में उतना ही खर्च पड़ेगा जितना कि नई लाइन डालने में। अगर हम यह डबर्लिंग करने के लिये नये क्षेत्र में से रेलवे लाइन ले जायें तो लाइन की कैपेसिटी भी बड़ी जायेगी और यहाँ वालों को सुविधा भी हो जायेगी। मैं इस बारे में दूसरा सुझाव यह देना चाहता हूँ कि अगर आप नागपुर से चांपाकोरवा तक डबर्लिंग करना ही चाहते हैं तो उसे नये मार्ग से करिये जिससे कि कुछ नये क्षेत्र खुल सकें और उस क्षेत्र के लोगों को यह सुविधा मिल सके।

अब मैं कटनी जंकशन के बारे में कुछ कहना चाहता हूँ। लास्ट इयर भी मैंने इसके बारे में कहा था और मिनिस्टर साहब को लिखा भी था। मिनिस्टर साहब ने मेरे पत्र के उत्तर में मुझे लिखा था और यहाँ भी बतलाया था कि इसकी व्यवस्था हो जायेगी। लेकिन अभी तक कुछ भी नहीं हुआ है। कटनी जंकशन की हालत तो एक सड़ियल स्टेशन से भी खराब है। वहाँ पर सैकड़ों यात्री बिना टिकट उतरते हैं और चले जाते हैं, उनका चैकिंग नहीं होता। लोगों को यहाँ पर पांच पांच छः छः चंदे बैठना पड़ता है। उनको गाड़ियाँ नहीं मिलती। स्टेशन की हालत इतनी खराब है और उस पर इतनी धूल उड़ती है कि ऐसा मालूम होता है कि यहाँ पर ढोरों का बाजार लगा है। लेटफार्म्स पर धूल उड़ती रहती है। न वहाँ पानी पीने का इन्तजाम है न बैठने का, न नहाने का और न वहाँ थंड और सैकिंड क्लास के यात्रियों के ठहरने की जगह है। कटनी एक बड़ा जंकशन है। उसकी तरफ ध्यान देना बहुत ज़रूरी है।

इसके उपरान्त मैं टिकट क्लक्टरों के सम्बन्ध में कुछ कहना चाहता हूँ। हम रेलवे

के कर्मचारियों की संख्या दिन बढ़ते जा रहे हैं और उनकी तनखाह और फैसीलिटी भी बढ़ा रहे हैं। फिर भी आप देखेंगे कि वे कर्तव्यहीन होते जा रहे हैं। वे गाड़ियों पर टिकट चैक करते पर मैंने सूद देखा है कि सैकिंड इंटर क्लास के डिब्बों और डाइर्निंग कारों में अधिकतर पड़े रहते हैं। इसका परिणाम यह होता है कि रेलवे को रेवेन्यू में करोड़ों रुपये का नुकसान होता है। इस पर कोई व्यापार नहीं दिया जाता। टिकट क्लक्टरों और टिकट एज्यामिनरों के ऊपर मैंने कोई देखभाल करने वाला नहीं देखा। इस सम्बन्ध में अगर हमारी सरकार ध्यान दे तो बहुत कुछ हो सकता है। हमारे कम्प्युनिस्ट लीडर बैठे हुये हैं, लेकिन यह इन लोगों से कभी नहीं कहेंगे कि तुमको वफादारी के साथ अपना कर्तव्य करना चाहिये। ऐसा उपदेश यह कभी उनको नहीं देते।

इसके अल्पस्तरा में आपसे हरिजनों के बारे में कुछ कहना चाहूँगा। यह मैं जानता हूँ कि हमारे मिनिस्टर साहब हरिजनों के लिये बड़े दयालू हैं और बड़ी उदारता से वे हरिजनों को लेना चाहते हैं। फिर भी जितना है ना चाहिये उतना नहीं हो रहा है। इसके कारण का मैं ने यहाँ पर अनुसूचित जातियों के कमिशनर के विषय में बोलते वक्त जिक्र किया था। कहा जाता है कि इलाहाबाद के पटिलक सर्विस कमीशन द्वारा ८८ जगहों का एडवर-टाइजमेंट किया गया लेकिन हरिजनों को एक भी जगह नहीं दी गई। मैं कहना चाहता हूँ कि टिकट क्लेक्ट करने के लिये, शौड कुली के लिये, फायरमैन के लिये कोई खास योग्यता की आवश्यकता नहीं है। इन जगहों के लिये मैट्रिक या ब्रेजपट की कोई आवश्यकता नहीं होती। अगर कोई मैट्रिक या ग्रजुएट हो तो मुझे उसका कोई विरोध नहीं है। लेकिन मैं यह कहना चाहता हूँ कि इन जगहों के लिये इतनी पड़ाई की ज़रूरत नहीं है जितनी

[श्री जांगड़]

कि ईमानदारी की । इन जगहों में आप हरिजनों को ले सकते हैं । अगर इन स्थानों में हरिजनों को लिया जाये तो उनकी मस्त्या बढ़ सकती है ।

कहा जाता है कि क्लास ४ में हरिजनों की संख्या २५ और ४२ प्रतिशत है । ये लोग भंगी और झाड़ देने वाले लोग हैं । इन में हरिजनों की संख्या इसलिये ज्यादा है कि और कोई वर्ग इस काम को नहीं करना पसन्द करते । पहले अंग्रेजों के जमाने में शैड कुली और फायरमैनों में हरिजनों की संख्या ज्यादा होती थी । इसका कारण यह था कि उस समय ये पोस्टों हीन समझी जाती थीं । इसलिये ऊंची जाति के लोग उसमें नहीं जाते थे । अब इन जगहों की तनखाह और मुविवाये बढ़ गई है । इसलिये अब इन जगहों पर और लोग भी जाने लगे हैं और हरिजनों की संख्या कम पड़ गई है । क्लास ४ में तो जब तक कोई और भाई भंगी और झाड़ देने का काम नहीं लेते तब तक हरिजनों की संख्या ज्यादा बनी रहेगी । पर जहां तक क्लास ३ की पोस्टों का सम्बन्ध है, असिस्टेंट स्टेशन मास्टर और टिकट कलक्टर और टिकट एग्जामिनरों की पोस्टों का सम्बन्ध है उन में हरिजनों की संख्या नहीं के बराबर है । मैं कहना चाहता हूँ कि इस सम्बन्ध में आप उसी प्रकार से करें जैसा कि गृह मंत्रालय ने किया है । तीन चार महीने पहले यहां १६० असिस्टेंटों के लिये इम्तिहान हुआ । उस में केवल २४ लिये गये । पर उन में एक भी हरिजन नहीं आ सका । मैं चाहता हूँ कि हरिजनों के लिये अलग परीक्षा ली जाय जिसमें केवल हरिजन ही कम्पीट कर सके । अगर ऐसा किया जायगा तो हरिजनों की संख्या बहुत ज्यादा बढ़ जायगी । जनरल हिस्ट्रॉमों के माथ अगर उनको कम्पीट करना हूँगा तो वे उनकी बराबरी में नहीं पहुँच सकेंगे ।

हमारे गृह मंत्रालय ने यह किया है कि इतनी पोस्टों के लिये हरिजनों के सिवाय और किसी को नहीं लिया जायगा । अगर रेलवे विभाग में भी ऐसा किया जाये तो उनकी मस्त्या बढ़ सकती है । मुझे आशा है कि माननीय मंत्री महोदय इस पर ध्यान देंगे ।

इसके उपरान्त में रायपुर और धातरी लाइन के बारे में कहना चाहता हूँ । यह एक छोटी लाइन है । मरकार ने कहा है कि हम छोटी लाइनों को बढ़ावा नहीं देना चाहते । यह ४८ मील का सफर है और इसमें मुसाफिरों को सात आठ घंटे लगते हैं । हर स्टेशन पर गाड़ी घंटे आध घंटे खड़ी रहती है । इसकी हालत अभी तक नहीं सुधरी है । मैं चाहता हूँ कि रायपुर से रायगढ़ तक या डुगराड़ से रायगढ़ तक एक शटल गाड़ी चलाई जाये युद्ध के पूर्व यह चलती थी । और कलकत्ता से नागपुर तक एक जनता गाड़ी चलाई जाये । लेकिन जब हम इसके लिये कहते हैं तो कहा जाता है कि हमारे पास कोचेज नहीं हैं । अन्य स्थानों के लिये कोचेज उपलब्ध हो जाती है लेकिन इस क्षेत्र के लिये कोचेज उपलब्ध नहीं होती । मैं कहना चाहता हूँ कि इलाहाबाद के लिये दक्षिण से और मध्य प्रदेश से हजारों यात्री रोज जाते हैं । बिलासपुर से इलाहाबाद जाने वाली कोई गाड़ी नहीं है । क्यों न बिलासपुर से इलाहाबाद के लिये एक गाड़ी चलाई जाये । बिलासपुर से बीना जाने के लिये भी एक गाड़ी होनी चाहिये । इस यात्रा में लोगों को ६ या ७ घंटे तक पढ़े रहना पड़ता है । बीना से कटनी तक और कटनी से बिलासपुर तक दो गाड़ियां अलग अलग हैं । अगर इन दोनों को मिला कर एक कर दिया जाये और एक गाड़ी सीधी बिलासपुर से बीना जाय तो लोगों को इससे बहुत सुविधा हो सकती है और १२ से १४ घंटे में यह सफर पूरा हो सकता है जिसके प्रये

पूरे २४ घंटे बिताने पड़ते हैं। मैं आशा करूँगा कि मंत्री साहब इस तरफ ध्यान देंगे। इसमें लोगों को दिल्ली, राजस्थान तथा उत्तर भारत आने जाने में बहुत सुविधा होगी। नहीं तो लोगों को तीन तीन चार चार दिन रास्ते में नग जाते हैं और बहुत तकनीक होती है। इस सम्बन्ध में मंत्री महोदय ध्यान देंगे, ऐसा मेरा विश्वास है।

Shri Altekar (North Satara): I would like the Railway Board to undertake a plan for the extension of railway lines and re-orientate radically the scheme in that respect. The present railway system is unable to cope with the passenger and goods traffic that is already obtaining. If in the course of the next 23 years our plan is to double the production, then it can be done only if the lines are doubled during that period, that means a construction of 35,000 miles of railway lines during the next 23 years. We have hardly 34,400 miles of railway lines for an area of 12,69,000 square miles, working at the rate of one mile per 37 square miles of area. In England, for an area of 88,000 square miles, they have got about 20,000 miles of railway lines, which works at the rate of 1 mile for every $4\frac{1}{2}$ square miles of area. Only if the railway lines are doubled during the course of a generation, the scheme of our doubling the national income will be a successful one. Unless we double the means of carrying traffic, it is not possible even to go on with the rest of the Plan. As an example, take Kolhapur on the Southern Mahratta Railway. It is a centre where jaggery is produced on a large scale. Lakhs of jaggery lumps remain unloaded and the people suffer great hardship. The railway line must be doubled because the saturation point is reached in respect of goods and passenger traffic at present. Therefore, I would like to suggest that every year there should be a plan for adding another 1,500 miles of railways every year. Otherwise, it will not be a satisfactory situation. If that is done, it will double

our railway lines during the course of the next 23 years and all the various schemes that have been suggested by hon. Members from the different Provinces can be accommodated during that period. For instance, on my side, it has already been suggested that the Konkan Railway, which is of national importance, has to be undertaken and Karad-Chiplun Railway will also have to be undertaken. The Koregaon-Satara Railway, which has already been surveyed, should also be undertaken. The Koyana Valley Project, at the end of five years, will produce 2,40,000 K. W. of electric power. It will give additional importance to Karad Chiplun Railway, which will be a link between the Desh and the Konkan. On that side, that railway as also the Southern Railway can be electrified by the Koyana project.

There is also another important traffic area on my side and that is the Lonand-Phaltan-Akluj-Kurdwadi section. If a railway line is constructed in that area, where there are more than 3 or 4 factories and as more sugar factories are coming in existence in that area, that will add to our revenue and also to the facilities of the people. So, it will be a great service for the industrialisation of our country if that railway is undertaken. I have already suggested the construction of the Koregaon-Satara Railway which will join Satara, the headquarters of the District, with the existing railway line. The survey of the line has long ago been made but the construction has not yet been undertaken. All these important railways that I have suggested can be undertaken if we place them in the All-India plan of doubling the network of Railway lines during the course of the next 23 years. That will also help to solve problem of unemployment, because so many lines that will be vigorously undertaken will engage so many unemployed persons. If the present railway system can engage a million people by way of workers, officers and so on, the doubling of the route that is, adding another 35,000 miles, will also

[Shri Altekar]

engage another million people. A vast number of workers will thus be engaged while the lines are being constructed. Therefore, I would like that the whole scheme of extending the railway lines should be undertaken immediately. We have already accomplished the great task of rehabilitation and now the next stage is that of extension of the railway lines, which should be undertaken forthwith.

Another point that I would like to suggest is in connection with uniform rates for parcels and goods on all the Railways. I have already placed with the hon. Railway Minister the grievances of the persons on the Southern Railway in connection with parcel charges for milk and ice. So far as the western Railway and Central Railway are concerned, for 150 miles the charge is only eight annas for a maund of milk, but for the same quantity on the Southern Railway, ~~Rs.~~ 1-8-0. For Navsari-Bombay, a distance of 145 miles, the charge is only eight annas, for Dixal-Bombay, a distance of 184 miles, the charge is only nine annas, for Chalisgaon-Bombay, a distance of 204 miles, the charge is nine annas. But on the Southern Railway, for Bhillavadi-Poona, a distance of 145 miles, the charge is as much as Rs. 1-8-0. All these Railways belong to one Union Government and if it is only one Railway Administration that is carrying on this vast business, then there should be uniformity with regard to the charges as well. The same concessions should be obtainable on all the Railways. Therefore, I submit that this question should be taken in hand immediately and a prompt relief given in that respect. I have already placed a representation in the hands of the hon. Railway Minister.

Another point that I would like to urge is that the surcharge on the Barsi Light Railway of 12.5 per cent. should be abolished. The railway line was constructed long before and there is no reason why there should now be

an additional surcharge. This surcharge should be immediately abolished.

There is another grievance which I have brought to the notice of the hon. Railway Minister and it is in connection with the delay that takes place in delivering consignments. The Cooper Engineering Works at Satara despatch engines and other agricultural implements to various customers and I have stated cases wherein for months and months together the consignments were not delivered to the consumers. In some cases, the delay has been over a year or so. I would like that an order should be issued that such delays should never take place and that these articles should go into the hands of the agriculturists or the persons concerned within a reasonable time. Otherwise, if these various implements reach the agriculturists when the season is over, they suffer great handicaps as also the manufacturer whose various articles have to be sent to these persons. This is a point which has got to be immediately considered and proper orders issued accordingly.

Another point is in connection with the care to be taken and vigilance to be shown by the workers on the Railways. Machinery and other delicate articles like crockery and glasswares are despatched and they are not being handled properly and carefully by these workers and at times they break and great loss is sustained not only by the manufacturer and consumers, but also by the Railways because they have to pay compensation by way of damages. In this respect, it is highly desirable that an order should be issued to the various Railway workers that delicate goods should be very carefully and cautiously handled. From that point of view, it is a great necessity and the question should be looked into as one of prime importance.

Another point that I would like to bring to the notice of the hon. Railway Minister is in regard to accidents.

The inspection of the railway line, the track, the various culverts and bridges should be more thorough and more searching than what it is at present. I said last time that the track should be very carefully inspected, because if that is done, many of these accidents will be averted.

Another point that I would like to suggest is in connection with the organization of the department of transport as a whole. If the Defence Ministry can tackle air force, naval forces and the land forces, why should there not be only one Transport Ministry which would include the railways, ship-building, airlines and also the national highways? If all that is concentrated in one Ministry, the problem can be very effectively dealt with and co-ordinated. I would bring to the notice of the Railway Minister that though this is a very ambitious programme, means will not be found lacking if the people are convinced that the Railway Ministry is going ahead and in an effective manner. People will not grudge to pay high rates then. I would suggest that the telescopic rates that have been suggested now will not be resented so much. As a matter of fact, the increase is not so much as to create any hardship to the people.

Pandit D. N. Tiwary (Saran South): After the fourth leg?

Shri Altekar: No. So far as that is concerned, I would like to bring to the notice of the hon. Members that the telescopic rates, which have been so much criticised, have not been, if I may say so, properly studied in relation to what is obtaining in other parts of the world. If you go to England, you will find that for the first one mile, two pennies are charged. For the first 50 miles, the charge is 6sh. 4d. on the telescopic rate instead of 8sh. 4d. which would be charged on the flat rate.

Pandit D. N. Tiwary: What is the national income there?

Shri Altekar: Whatever it may, we are only paying low rates here. England pays practically two annas per

mile whereas we pay only five pies. That is also a low charge. Then, in England, for 80 miles, it is 10sh. 1d while on a flat rate it would work out at 13sh. 4d. Of course, it may be said that it is a capitalist country. Let us go to Russia. There, for the first five miles, it is one and a quarter roubles. For fifty miles, it is nine roubles instead of 12.5 roubles; and for 100 miles, it is 17.1 roubles instead of 25 roubles. I would like to point out that it works out at more than double the rate that obtains in this country. If, therefore, proper and efficient service is given and if the railways make great progress, as they do, we will not be in any way grudging to pay. The critics look at it rather from a sentimental point of view than from a practical and realistic one. But our people are more practical; they believe in progress; they realise also that they have to pay more for it. If, as a matter of fact, progress is made towards better comforts and greater efficiency, I do not think that this system will be in any way against the socialist pattern of society. If, in Communist Russia, there are telescopic rates,—where the rates go lower and lower as the distance increases,—why the socialist pattern of society should, in any way, object to it? Russia is regarded to be the last word so far as Communism is concerned. More relief is needed by the person who goes for longer distance; he feels the pinch more than the short distance passengers. Take the case of trucks and other vehicles. There is a high rate for the first few miles, and the rates are somewhat less as the distance increases. Buses ply at higher rates than those charged by the railways. So far as my own State—Bombay—is concerned, the rate for the bus is nine pies per mile, while the railway rate is five pies only for a mile. So, the increase of a quarter of a pie in the new railway rates will ultimately mean an increase of 1/20th part only; while in other countries the difference is as great as 1/3. I think that the people will not take

[Shri Altekar]

any objection for such proposals, if you make good progress, give larger amenities and march ahead with great speed by extending the lines in the way I have already stated—doubling the length of the tracks during the course of the next 20 or 25 years.

श्री वी० रामस्वामी (महाराष्ट्रराज्यकार्यालय—राजित—अनुसूचित जातियां) : मैं हैदराबाद स्टेट से आता हूँ। पहले हिन्दुस्तान के अन्दर हैदराबाद स्टेट की एक सास हैसियत थी और वह चौथा सिटी कहलाता था। इतना ही नहीं, वहां पर मिकन्ड्राबाद एन० एस० रेलवे का हेड क्वार्टर था, जो कि उस जमाने की फल्ट्स क्लास रेलवे थी। जिलिट्रिश राज्य के जमाने में वह मिलिट्री की सदर्न कमान्ड का हेड क्वार्टर भी था। उस की जो भी इम्पार्टेंस उस जमाने में थी वह इन्डेपेंडेन्स होने के बाद नहीं रही। एक एन० एस० रेलवे को सेन्ट्रल रेलवे में मिला देने में तो उसकी पोजीशन और भी खराब हो गई है। आज वहां पर अनेम्लायमेंट इतना बड़ गया है कि हजारों की तादाद में लोग बेकार हो गये हैं। आजकल वहां पर गरीब आदमी तो रह ही नहीं सकता है। जो लोग वहां पर पहले किराये के मकानों में रहते थे उन से अभी लोग डेढ़ डेढ़ हजार और दो दो हजार रुपया पयड़ी देकर किरायानामा अपने नाम करवा लेते हैं। अब तो वह गरीब लोगों के रहने की जगह ही नहीं रह गई है।

जो रेलवे का रिपूर्पिंग हुआ है उसके अन्दर बहुत बड़ी गलती हुई है। आज बम्बई में सेन्ट्रल और वेस्टर्न दोनों रेलवेज का हेड क्वार्टर रखा गया है। बहतर तो यह होता कि उन में से सेन्ट्रल को सिकन्ड्राबाद में रखा जाता। वहां पर हर तरह की सहूलियत भी जूदा है। वहां पर जितनी एलेक्ट्रिसिटी, जितना पद्धति और जितना वाटर चाहिए

मिल सकता है। वहां पर काफी बिल्डिंग्स भी हैं। लेकिन नहीं मालूम क्यों बम्बई ऐसी कन्जस्टेड एरिया में दो रेलवेज के हेड क्वार्टर्स रख कर, हैदराबाद स्टेट की एक्स एन० एस० रेलवे के आकिसर्स को वहां से बम्बई ले जा कर दिक्कतों का सामना करने के लिये रख दिया है। इतना ही नहीं इन्वैंग्रेशन की वजह से स्टाफ को भी बड़ी दिक्कत हो गई है। सेन्ट्रल रेलवे और एक्स एन० एस० रेलवे के सिस्टम में पहले बहुत फर्क था। जो तरीका पहले एन० एस० रेलवे में था वह में आपको बतलाना चाहता है। पहले एन० एस० रेलवे के क्लर्कों को सीनियर-स्ट्रिटी को देखते हुये उन में से आडिट इन्स्पेक्टर्स को चुना जाता था। दस पन्द्रह साल तक काम करने के बाद प्रोबेशनर आडिट इन्स्पेक्टर उनको बना दिया जाता था। उनका लियन (lien) क्लेरिकल स्टाफ से खत्म हो जाया करता था। और चार पांच साल काम करने के बाद उन को एम्जामिनेशन ले कर आफिसियेंटिंग आडिट इन्स्पेक्टर बना दिया जाता था और इस तरह से बेकेल्नीज भर ली जाती थीं और २३, २४ साल काम करने के बाद वह २०० से ३५० रु० के ब्रेड में पहुंच जाते थे। जब पहली दिसम्बर, १९५१ को इन्वैंग्रेशन हुआ तो उन लोगों को २०० से ३५० रु० के ब्रेड को और उनकी २३, २४ साल की सर्विस को न देखते हुये उनको एक दम से ५५ से १३० रु० की ब्रेड में ला कर डाल दिया गया है। यह कितना बड़ा अन्यथा उन लोगों के साथ हुआ है। ऐसी हालत उन की हो गई कि मानो २३, २४ साल तक उन्होंने कोई काम ही नहीं किया। इतने दिनों नौकरी के बाद उन की जिम्मेदारियां बड़ गईं, उनकी ज़रूरत बड़ गई, लेकिन इतने एक्स्प्रीरेंस के बाद भी उनको ५५ से १३० के ब्रेड में डाल देना उन के सभी बड़ी ज्यादती है। साड़े तीन साल पे ने खोग

ग्रानील कर रहे हैं, लेकिन उनकी कोई मुनबाई नहीं होती है। हमारे रेलवे मिनिस्टर साहब ने कई जगह लोगों को एश्योरेन्स दिया है कि रेलवे इन्टरेशन की बजह से किसी को कोई तकलीफ नहीं होगी और किसी के हक को नजरअन्दाज नहीं किया जायेगा, लेकिन २५, २६ साल तक नौकरी करने के बाद जो आदमी २०० से ३५० की येंड में पहुंचता है उसको एकदम से १०० रुपर पर लाकर पटक देना कहां का इन्साफ है। एक दम से उनको ५०, ६० परसेट का नुस्खान हो जाता है और उसकी सारी सीमिश्वारिटी और सैलरी मारी जाती है। ऐसी हालत में कैसे वह गरीब अपनी जिन्दगी बसर कर सकते हैं और अपने काम को अंजाम दे सकते हैं। इस पर हमारे रेलवे मिनिस्टर माहब को ध्यान देना चाहिये।

इन्टरेशन के पहले मैंने एन० एस० रेलवे में बहुत सफर किया है और मैंने उसकी पहले की हालत को देखा है। योड़े ही दिन पहले उसमें बड़े अच्छे डिब्बे भंगाये गये थे, उन में फैस वर्गरह सारी सहलियतें थीं, लेकिन इन्टरेशन के बाद वह डिब्बे न जाने कहां गये। मैं जब भी दिल्ली आता हूँ तो देखता हूँ कि जो सेकेन्ड और थर्ड क्लास के डिब्बे हमको मिलते हैं वह पहले बाले नहीं हैं। उनकी जगह पर आज जी० आई० एस० के और एम० एस० एस० एस० एम० के पुराने डिब्बों को लगा दिया है। यही नहीं थड़े क्लास के जो डिब्बे पहले बहुत अच्छी हालत में थे, अब उनकी हालत बहुत खराब हो गई है। स्टेशन और बेटिंग रूम भी बहुत गन्दी हालत में पड़ द्ये हैं। एमेनेटीज की भी यही हालत है। सिकन्दराबाद एक डिवीजनल हेड क्वार्टर है।

पहले उस स्टेशन को रेलवे याची ही इस्तेमाल करते थे। लेकिन आज वही से बस ट्रांसपोर्ट भी चलती है। वहां पर जो छहरने

की जगह है वहां पर बहुत ही भीड़ लगी रहती है। वहां पर इतनी गन्दगी पड़ी रहती है कि आप वहां पर जा कर बैठ भी नहीं सकते। इतना ही नहीं वहां पर नवाब शाही के जमाने के प्लेटफार्म पर थोड़ी बहुत छत थी और उतनी ही वह आज भी है। जो भी ट्रेन आती है उसका ४/५ हिस्सा छत के बाहर ही रहता है और इस छत का केवल फ्ल्स्टं और सीकिड क्लास के मुसाफिर ही फायदा उठा सकते हैं, सारे का सारा बाकी प्लेटफार्म खुला है। इस बास्ते जरूरत इस बात की है कि इस सारे के सारे प्लेटफार्म पर छत डाली जाय ताकि तमाम यात्रा करने वाले मुसाफिरों को फायदा पहुंच सके। बैठने का कोई इन्तजाम न होने के कारण जो भी मुसाफिर वहां आते हैं उनको बैंचों पर बैठ कर ही रात गुजारनी पड़ती है। वहां पर लैट्रीन्स का भी कोई अच्छा इन्तजाम नहीं है। करसूल महबूब-नगर स्टेशन की भी यही हालत है। वहां पर प्लेटफार्म के ऊपर छत डालने की जरूरत है। मुझे मालूम है कि कई बार तो मैं गाड़ी में जगह ढूँढते ढूँढते ही भीग गया था। इस बास्ते में रेलवे मंत्री से प्रार्थना करता हूँ कि वे इस तरफ ध्यान दें और कुछ इस बात का इन्तजाम जरूर करें। मैं अपने परसनल एक्सप्रीरियेंस से बताता हूँ कि कई बार जब मैं जड़चरता से गाड़ी में चढ़ने के लिये स्टेशन आया तो बेटिंग रूम न होने की बजह से मुझे काफ़ी रात तक जब तक कि मुझे गाड़ी नहीं मिली बैंच पर बैठ कर बिना छत के ही गुजारनी पड़ी। मैं आशा करता हूँ कि रेलवे मंत्री इस और जरूर ध्यान देंगे।

अध्यक्ष महोदय, अभी दो तीन साल हुये लालागुडा में, जहां पर कि १० प्रति शत बर्क-मैन रहते हैं बहुत दरख्वातें देने के बाद १६५२ में मिडिल स्कूल को हाई स्कूल बना दिया गया। मगर उस हाई स्कूल की हालत इतनी खराब है कि जिसको कि मैं बयान नहीं कर

[श्री पी० रामस्वामी]

सकता । एक रेलवे की इन्स्टीट्यूट के अन्दर कुछ हृत्स के अन्दर यह स्कूल लाया जा रहा है । तीन चार साल से हम दरब्बास्तें कर रहे हैं कि इस स्कूल के लिये किसी पक्की बिल्डिंग का इत्तजाम किया जाये लेकिन उसकी तरफ अभी तक कोई ध्यान नहीं दिया गया है । हम देखते हैं कि इस साल के बजट के अन्दर भी इस काम के लिये कोई भी रुपया नहीं रखा गया है । मैं यहां पर एक बात बताना चाहता हूँ । जहां पर यह स्कूल है उसमें कोई ५० या ६० गज की दूरी से रेल-गाड़ी गुजरती है । खुदा न करे अगर उस गाड़ी की कोई चिगारी इन हृत्स पर पड़ जाये तो ये जल कर राख हो जायेंगी । इस वास्ते मेरी मंत्री महोदय से यह प्रार्थना है कि वे किसी न किसी तरह गुंजाइश निकल कर इस स्कूल के लिये एक पक्की बिल्डिंग जरूर बनवा दें ।

अध्यक्ष महोदय, जो मैमोरेंडम हैदराबाद के मैम्बरों की तरफ से पेश किया गया है और जिसमें रेलवे लाइने बिल्डिंगों और दूसरी कई बातों का जिक्र किया गया है मैं उसकी हिमायत करता हूँ और आशा करता हूँ कि गवर्नरमेंट उस पर जल्दी से जल्दी गौर करेंगी । इसके साथ ही साथ मैं प्रार्थना करता हूँ कि निजामाबाद, रामगुडम से रायमुर वाया बलायदुल्ला (बस्टर - स्टेट) तक एक रेलवे लाइन बिल्डिंग दी जाये तो लोगों को और रेलवे को बहुत ही फायदा होगा । इसके बारे में श्री जांगड़े ने भी कहा है और मैं फिर कहता हूँ कि ऐसा करने से न मिर्फ लोगों को ही फायदा होगा बल्कि रेलवे को भी इससे फायदा पहुँचेगा ।

श्रीमती उमा नेहरू (जिला सीतापुर व जिला खेरी—पश्चिम) : मैं रेलवे मंत्री को बहुत मुबारकबाद देती हूँ कि उन्होंने

अपने बजट में लोगों को एमिनिटीज और कनसैन्सन्ज देने का फैसला किया है । लेकिन यह सब देखने के बाद मैं इस बजट को इस नजर से देखती हूँ कि जब हम एक बेलफेयर स्टेट बनाने जा रहे हैं और हमारा इरादा एक सोशलिस्टिक पैटर्न आफ सोसाइटी कायम करना है और इसके साथ ही साथ जब मैं अपने पांच सालाप्लान पर नजर दौड़ाती हूँ तो मुझे ऐसा दिक्षार्द देता है कि हमें रेलवे में अभी बहुत उप्रति और तरब्की करनी है । जब मैं पांच साला प्लान को देखती हूँ तो मुझे ऐसा लगता है कि जितनी तेजी से हमें उस प्लान के मुताबिक चलना चाहिये या हम उतनी तेजी से नहीं चल पा रहे हैं । सारा रेलवे का नक्शा मेरे सामने है और जितनी रेलवे लाइनें बनाई जा रही हैं और जितनी प्रोडक्शन हो रही है और जितनी और बातें हो रही हैं इन सब बातों के होते हुये भी हम आज भी यह शिकायत होती हुई देखते हैं कि चारों तरफ छोटे स्टेशनों से हमारा माल नहीं निकल सकता है । कभी कभी तो गुड़ नहीं निकल सकता है । और कभी दाल नहीं निकल सकती है । इन बैगंज की कभी के बारे में कई बार बड़े बड़े अफसरों को लिखा गया है और जो जवाब हमारे पास आता है वह यह है कि अंडर कंसिडरेशन है । लेकिन पता नहीं कि कब तक यह चीज अंडर कंसिडरेशन रहती है । और कब फैसला किया जाता है । यही होता है कि कई वर्ष बीत जाते हैं लेकिन कोई भी फैसला नहीं हो पाता है । एक कहावत है कि उम्मीद पे दुनिया कायम है और कभी न कभी चीज मिल ही जायेगी । आप सोशलिस्टिक स्टेट बनाने जा रहे हैं लेकिन मैं आपको बता देना चाहती हूँ कि सोशलिस्टिक स्टेट कायम रने वाले इतने हल्के कदम नहीं बढ़ाया करते जितने कि आप बढ़ा रहे हैं ।

इस बास्ते आपको तेज़ कदम बढ़ाने चाहिये । इसके साथ ही साथ में आपको यह भी बता देना चाहती हूँ कि अगर आप रोशलिस्टिक पैटन आफ स्टेट बनाना चाहते हैं तो आपको नीचे से ऊपर की तरफ चलना होगा न कि ऊपर से नीचे की तरफ । जितने भी यद्द कलास में गरीब लोग सफर करते हैं या जो मिडिल कलास लोग हैं सब से पहले आपको उनकी भलाई के काम करने चाहिये और जितने भी पैसे बाले या बनी लोग हैं आपको जहर बेरहमी से उन के ऊपर टैक्स लगाने चाहिये । उनसे आप यह टैक्स बसूल भी कर सकते हैं । और जो कनसेशन्ज आपको देने हैं वे आप नीचे दर्जे के लोगों को दे सकते हैं । इस बात को व्याप में रखते हुये जब मैं बजट को देखती हूँ या जब मैं इन बोगीज और इस क्लासिफिकेशन को देखती हूँ तो यह पाती हूँ कि कभी तो सैकिंड कलास को फस्ट कलास कर दिया जाता है और कभी फस्ट कलास को सैकिंड कलास कर दिया जाता है । आपने इस हाउस में ही कहते मुना है कि इस काम पर करोड़ों रुपया इधर से उधर हम कर रहे हैं, सिफ़ इसलिये कि यह फस्ट कलास हो तो यह सैकिंड कलास हो और यह सैकिंड कलास हो तो यह फस्ट कलास हो ।

श्री अलगेशन : यह बिल्कुल गलत बात है ।

श्रीमती उमा नेहरू : आप जो कह रहे हैं सही कह रहे हैं लेकिन मैं देख रही हूँ कि आपने तीसरे दर्जे में जहां पंखे लगा दिये हैं वहां आज भी हालत यह है कि यद्द कलास के डिब्बे में जहां २५ आदिमियों के बैठने की जगह होती है पचास आदमी बैठते हैं ।

अगर २५ की जगह है तो ५० टिकट इश्यू कर दिये जाते हैं । कभी ऐसा नहीं होता कि अगर २५ की जगह है तो सिफ़ २५ ही टिकट दिये जाये । इसलिये जो पंखे हैं वे हमारे लिये बेकार होते हैं ।

इसरे जब हम सैकिंड कलास में सफर करते हैं जो कि फस्ट कलास से कनवर्ट किये गये हैं, तो दिखाई देता है कि कहीं पानी नहीं है तो कहीं शीशा ही नदारद है । मैं आपसे अलग नहीं हूँ और न मैं आपका किटिसिज्म करती हूँ । मैं तो समझती हूँ कि हम और आप सब एक हैं और हमको अपनी कम-जोरियों को दूर करना चाहिये । मैं तो आपको कांस्ट्रक्टिव सजेशन देना चाहती हूँ । मैं यह तो ज़रूर कहूँगी कि जो चीजें हो रही हैं वे गलत नहीं हैं । मैंने पहले भी कहा था और आज भी कह रही हूँ कि जो खराबियां हैं हम उनको हटायेंगे । कुछ उलट फेर तो हम कर रहे हैं । मिनिस्टर साहब से मुझे यह कहना है ।

श्री एक आनरेबिल बेस्बर ने रशिया की ओर दूसरी दूसरी बातें कहीं । मैं आपसे कहना चाहती हूँ कि आप टैक्स लें लेकिन साथ ही साथ हमको सारी फैसिलिटीज़ दें तो टैक्स देना बुरा नहीं लगता । लेकिन जब हमको नेसेसिटीज़ आफ लाइक नहीं मिल रही हैं और फिर भी टैक्स लगता है तो हमको तकलीफ़देह भालूम होता है । इसलिये मैं आपसे कहूँ कि इन चीजों पर हमें स्पाल रखना चाहिये ।

श्रीमती हाल में मैं चीन गई थी और मैंने वहां पर रेलों को गोर से देखा । वहां पर रेलों में इतनी सफाई है कि जितनी मैंने कहीं देखी नहीं । वहां पर मैंने कमाल की कोचेज देखी । वहां पर बच्चों वाली औरतों के लिये एक क्लास कोचेज होती है जिन में सिफ़ बच्चों वाली औरतें बैठ सकती हैं उनको मदर्स कोचेज कहते हैं । उन कोचेज में मदर्स को हर तरह की फैसिलिटीज़ दी जाती है । लेकिन जिन औरतों के बच्चे नहीं होते वे उन में नहीं बैठ सकतीं । इस तरह से वहां के लोग हम से ज्यादा तरक्की कर रहे

[श्रीमती उमा नेहरू]

हैं। अगर हम भी उन लाइनों पर चलें तो हम भी आगे बढ़ेंगे। हमको इन बातों का स्थाल रखना चाहिये। दूसरे में देखती हैं हमारे आदमी भी कुछ ऐसे हैं जो गाड़ी को गन्दा कर देते हैं। इसके लिये तो मैं आपको कुछ नहीं कह सकती। यह जरूर है कि हमारे मिनिस्टर साहब ने बहुत कोशिश की है। और रेलवे अफिसर भी बहुत कोशिश करते रहते हैं। लेकिन अच्छा यह हो कि ट्रैवर्लिंग पर्सनल यह कहे कि जो आप कर रहे हैं वह सही कर रहे हैं। मैं चाहती हूँ कि मिनिस्टर साहब इस तरफ गौर से देखेंगे। मूमाकिन है कि जिस गाड़ी से मिनिस्टर साहब जाते हों वह साफ रहती हो या अगर वह मामूली दर्जे से भी सफर करते हों तो वह साफ रहता हो। अफसर लोग उनकी गाड़ी को देखने आयेंगे। मैं मेम्बर पालियामेंट हूँ। जब मैं जाती हूँ तो लोग आते हैं। कोई चटखनी देखता है कोई कुछ देखता है। लेकिन मैं उन लोगों को देखती हूँ जो कि मेम्बर पालियामेंट नहीं। उन के लिये यह सहायतें नहीं हैं। अगर आप सोशलिस्टिक पैटन की सोसाइटी बना रहे हैं तो उसमें तो यह होना चाहिये कि आपको गरीब से गरीब आदमी का उतना ही विचार करना चाहिये जितना कि आप मेम्बर पालियामेंट का करते हैं। यह दो तीन चीजें मुझे आप से कहनी चाहीं। मैं सही चीजें कह रही हूँ।

मेरी कांस्टीट्यूशनेसी बहुत प्रोडक्टिव है। उसके बास्ते भी मुझे कुछ कहना है। मेरे पास मिनिस्ट्री के बहुत आते रहते हैं और मैं भी इस उम्मीद में हूँ कि चीजें होंगी। मैं यह कहना चाहती हूँ कि ट्रांसपोर्ट इतना होना चाहिये कि जो प्रोडक्शन होता है उसको हटाया जा सके। मैं देखती हूँ कि कई जगह बहुत प्रोडक्शन होता है वहां पर रेलवे स्टेशन भी नहीं है। उनका भी बन्दीबस्त करना

चाहिये। अगर प्रोडक्शन फैलता है तो ट्रांस-पोर्ट को भी फैलना चाहिये। ये दोनों चीजें बराबर चलती रहेंगी तो मुझे यकीन है कि जो आपका पांच साल का प्लान है उसमें कामयादी होगी। मैं इतना ही कहना चाहती हूँ कि ये चीजें मही हैं।

मैं सुनती हूँ कि फस्ट क्लास सैकिंड क्लास हो जायेगा और इंटर सैकिंड हो जायेगा। मैं तो यह चाहनी हूँ कि ये नाम ही न रखने। मैं जब देखती हूँ कि कोई फस्ट में चल रहा है कोई सैकिंड में चल रहा है और कोई थर्ड में चल रहा है, तो तकलीफ होती है। अगर यह क्लासिफिकेशन हट जाता तो ज्यादा अच्छा होता। मैं अपने भाई से कह देना चाहती हूँ कि सरकार जितना पैसा चाहती है हम देने को तैयार हैं लेकिन हम को सब फैसिलिटीज तो दीजिये। आप हमको पूरी नेसेसिटीज आफ लाइक दीजिये। फिर टैक्स देने में भी मजा आता है। लेकिन जब खाने को नहीं है और खाली टैक्स ही टैक्स है तो परेशानी होती है। लेकिन मुझे सरकार से पूरी हमदर्दी है क्योंकि वह सोशलिस्टिक पैटन की सोसाइटी बनाना चाही है और इसके लिये मैं उसे म्बारिकबाद देती हूँ।

Shri Biren Dutt (Tripura West): After coming to this House we were drawing the attention of the Railway Minister to the need for opening a railway line linking Tripura with other parts of India. But we are getting no assurance or anything like that in that direction. You know, people living in the State of Tripura have no other way to come out of the State except by air. The people of that State are suffering.

Whenever we raise the question of democratisation of the State administration we are told that Tripura State is situated in a very strategic area and

so no democratic form of government can be introduced there. But how this idea of strategic area is reconciled with the negligence of the Railway Ministry in not linking it with other parts of India, we cannot understand.

You know, all of us have admitted that the falling prices of agricultural products are telling upon the peasant population which forms ninety per cent. of our total population. In our State we are having such a crisis in exporting our good: and in importing things from other parts, as it has to be done by air. We always get a very serious price rise in the goods that we purchase, while in selling our goods we always get a lower price. The whole of the population of the State are on the verge of collapse. We are seeing there only the regimentation of the administration with the police, military, etc. We hear so much of development projects, etc. But unfortunately we cannot feel anything in our life.

The State Communication Committee wrote to the Railway Minister on this matter and he replied promptly that he will see to it. But in his Budget speech he has said nothing about this railway line.

I have given my cut motion. I have tried to draw the attention of the Railway Minister to the fact that if from Kalkali Ghat via Agartala up to Subroom a railway line is opened, the whole of the State can be benefited. And it is not of big dimensions. Probably it will be 240 miles. But we do not know whether any survey is going to be conducted of this.

We have heard from this side and from that side of the House about the peculiar attitude of the Railway Board and the Railway Ministry, that they do not look to the backward areas. Even if a State itself remains untouched with railway link it does not get

any priority of consideration. That is peculiarity of the process of thinking. We can no longer remain as we are. We are suffering much on account of the absence of this rail link. All the Ministers who went to Agartala from Delhi were approached by the people. All of them admitted the necessity of opening such a railway line. In actual practice, we are not getting anything.

2 P.M.

As you know, the Tripura State is cordoned off by Pakistan. We hear some rumour that a meeting is going to be held between these two Governments in Delhi. I would request the Railway Minister to discuss this question of using the East Pakistan Railway and bear this point in mind. Specially, I want to draw attention to this. There is a station by name Agartala which is probably in the Tripura State. It can be used for transporting goods from West Bengal and Assam. It can be used as a special station from where our goods and passengers can have special facilities to tranship goods to East Pakistan. If this at least is done for the present, we will get a great benefit. If you look at the map of Tripura, you will find that there is no big river or mountain or anything like that that would cost the Railway Board much for constructing this line. The area is suitable for opening a line. I want to know from the Minister why no consideration has been given to the question of opening this line, or at least for doing the survey work. When is he going to link up Tripura with the other parts of India by rail? We hear that there are possibilities of opening up oil mines; we hear about coal mines. There are some parties moving here and there. There is scope for developing jute and cotton. But, nobody ventures to come to Tripura and invest any type of money or start any industries because he has to go there by air from other parts of India. This is a very peculiar position. I want to draw the attention of the House to this position of Tripura

[Shri Biren Dutt.]

and I urge upon the Minister to take up this railway line without any further delay.

In the present situation, it is seen that almost every year, there is starvation in our State, for two reasons. In the beginning of the reaping season, the prices fall. The people sell away their rice and other things. You will be astonished to hear that this year rice was sold at one rupee per maund in many areas, because there was no local demand for it. Afterwards, they go to the market to purchase the same rice at a higher price. There is over-production of foodgrains; but these foodgrains are not of any value to the producers themselves. Every year, India Government is giving some relief aid in the form of rice and in the form of money. But, they do not consider the question of removing the difficulty. The question of opening this railway line is a question of life and death to the people of Tripura. I have no language to express it. I would only urge upon the Railway Minister to visit the place and see whether this opening of the railway line is practically difficult. So many new lines are going to be opened. We hear of doubling of lines and other developmental projects. Why should not this line of 100 miles connecting Agartala and Kalkali Ghat, which is near the border of the Tripura State, be taken up? With these words, I draw the attention of the Minister to the opening of this railway line.

Shri M. S. Gurupadaswamy: I do not wish to deliver a broadside, but only confine myself to remarks on a few specific points.

In the course of the general discussion, many Members have referred to the Railway Board. They have said that the Railway Board enjoys sole monopoly of power and that there has been too much of concentration of authority in the Railway Board and the Ministry. My leader Shri Asoka Mehta made that point and said that

in the interests of better administration of the railways, it would be better if steps are taken to decentralise power. I, again, appeal to the Members that this aspect of the question should receive the utmost attention, because, it is very important from the point of view of improving the Railway Administration. Today, the Railway Administration looks like an inverted pyramid. At the top all the powers are concentrated. At the bottom and at the intermediary stages, powers are not given. The result is inefficiency, delay and indecision. We have been complaining—not one Member, but several Members—since long that there has been too much of inefficiency and delay in taking decisions on policy, staff and other matters. I wish to suggest that the Railway Board and the Railway Ministry should confine their functions and their responsibilities only to policy matters. They should not dabble unnecessarily in the day-to-day administration. They should not interfere in the daily working of the railways. I appeal to the Railway Minister to consider this matter very seriously and take steps to bring about a devolution of powers in the railway administration.

I wish to say a word or two about the three classes which are now accepted or introduced in the railways. In some foreign countries, there are only two classes, the first and the second. It would be better even here to have two classes. We are wedded to eliminate as far as possible class distinctions and if it is not possible at least to minimise the distinctions between the classes. I feel that in the existing situation, it would be better to minimise the classes. It would not do any harm to railway earnings or to the Railway Administration or to anybody if we reduce these three classes into two.

My hon. friend Shri A. M. Thomas made a very interesting suggestion.

He said that railway concessions should be given to journalists. I endorse his suggestion. While commanding this suggestion of the hon. Member, I also want the Railway Minister to extend this concession to newly married couple, the bride and bridegroom, who go about for honeymoon for a short period. I think most of the Members would agree with my suggestion.

Shri Alagesan: I do not think the railways are in charge of honeymoons.

Shri M. S. Gurupadaswamy: I want the railways to create facilities for the bride and bridegroom to enjoy and to go about places.

[**SARDAR HUKAM SINGH** in the Chair.]

Now, regarding the local grievances of my constituency, I will be failing in my duty if I do not refer to them. Mr. Alagesan is well aware of them. I have been telling him and Mr. Lal Bahadur Shastri about the Chamarajanagar-Sathyamangalam line. Three days back the hon. Minister assured me on the floor of the House that they have not finally said "no" to this scheme, and that created in me a little hope and I was really happy that this scheme would not be once for all brushed aside. This is a long-standing demand of our people and there has been a survey and a re-survey of this line. The Ministry has been convinced of the profitableness of this railway. You may be aware that there was a promise made by the Railway Minister once that this line may be included in the next Five Year Plan, if not in this Five Year Plan. So, I appeal to him that he should fulfil this promise. This promise is long-standing because it was made long, long back when the railways were under the control of the Mysore Government. The Mysore Government was contemplating to take this line, but unfortunately integration came in, and the railway was passed on to the Centre. I appeal to the hon. Minister to take up this line earnestly.

I also do not come in the way of other lines. I am not at all speaking in a competitive spirit. I do not want

to steel a march over others. If you feel other lines should be taken up, please do take them up. But the foremost consideration should be given to this railway because the demand is longstanding, it is remunerative and you will be helping to open up a very backward area. So I appeal to you to consider this in all its aspects.

Another suggestion has been made by one or two hon. Members about the Mysore-Tellicherry line. It is a very essential line, and the Minister may well agree to conduct a survey in this matter and the decision may be taken later on after taking into consideration all the relevant factors. But it is very necessary that Mysore should be linked with Malabar. Now, there is no link at all between Mysore and Malabar. Coorg may also be linked by taking the line between Mysore and Tellicherry via Coorg.

There are one or two other important points which I have to refer to. They relate to catering and railway book stalls.

About catering much has been said, but let me repeat and say that catering in most of the railways is very bad, except in the Southern Railway. I must congratulate the Minister on the fact that catering in the Southern Railway is excellent. The charges are moderate and I feel that departmental catering will be always better than catering by contractors.

Moreover, now there is a difference in the rates between catering in one railway and catering in another. For example, in the Eastern Railway, for one *tali*, or one meal, whatever it is, they charge Rs. 3-4-0 or Rs. 3-8-0, whereas in the Central Railway and other Railways they charge Rs. 1-8-0 or Rs. 1-4-0. There is a great disparity and difference between the rates charged. I cannot understand or conceive why this difference is maintained. May be the Government is not aware of it, or the contractors are ruling the roost.

Shri Alagesan: Are you talking of refreshment rooms?

Shri M. S. Gurupadaswamy: Dining cars in the Eastern Railways.

About book stalls, some time ago I had written a letter to the hon. Minister drawing his attention to the fact that there has been continuous and perpetual monopoly in respect of these railway book stalls. You are aware that except for one or two small firms—Higginbothams in the South and some other firm in East Punjab—you find in the rest of the railway system only Wheeler and Wheeler alone having the monopoly. I cannot understand why this monopoly has been continued for so long. Formerly, Wheeler was a foreign company managed and owned by foreigners, but now it has passed on to Indian hands, but I cannot understand why this monopoly in favour of one firm is being continued since so long. Now, many Members would agree with me that this monopoly is very dangerous.

Further what is the stuff we are getting in these railway book stalls? It is very bad. It caters to very low taste. Let me not comment on this aspect much. But I am against this monopoly being continued. Please distribute it to other people. Let there be new-comers in this field. There are so many changes taking place now-a-days. Times have changed and your mind, your thinking is also changing. Let there be a change in the system also. Unfortunately, the railways in certain respects are too much sticking to old moorings. They should also change. There are so many big changes. Let there be a change in this also. I think the monopoly should be broken and it should be distributed to as large a number of people as possible.

Next I am very sorry to say that being treated even today as the Cinderella of the whole system. It has been receiving a step-motherly treatment. And it is not as if that the hon. Minister is unaware of it. He knows. There are so many com-

plaints made from Members of this House and from the other House.

I might just give an instance to show how the administration in the Southern Railway is working. I wrote a letter to the General Manager bringing to his notice a case of gross injustice done to a particular employee. I just said: "You have done wrong. Please correct." The tone of my letter was extremely moderate. But he wrote to me back that Members of Parliament are not expected to interfere in the day-to-day administration, because there are instructions from the Railway Board or the Railway Ministry to that effect. What are we here for if we cannot point out a particular wrong to the General Manager? Is he such a super being that we should not even bring the matter to his notice? It is very unfortunate that such a state of affairs exists and such people are still in the Railway Administration.

Moreover, there are very many cases pending before the Railway Board about the ex-State Railway employees, and they have not taken a decision since last so many years. Mr. Lal Bahadur Shastri is aware of it. We have discussed with him only three days back. But there has been inordinate delay in taking decision. I think the new Board is trying its best. The old Railway Board was bad and there were so many complaints about it, but I hope that matters will improve under the new Railway Board.

One or two words about train examiners. There have been complaints from the train examiners, and through their Union they have been agitating for redress of their grievances about pay etc., but so far Government has turned a deaf ear to their demands. Their demands have not been met though they are reasonable.

Secondly, even today Government is showing its adamant attitude in maintaining the distinction of class II and class I officers. We have been saying all along that

this distinction is bad. It was a distinction brought about by the British Administration before, but it ought not to continue any longer. Whether they belong to class I or class II, both of them are discharging the same responsibilities and the same functions. I cannot understand why this distinction is still kept there. You are talking of a socialistic pattern, and you are talking of a welfare State. For whose welfare is this distinction maintained now?

Shri L. B. Shastri: For the class III employees.

Shri M. S. Gurupadaswamy: I am talking of class II and class I employees. Why should this distinction be there between these two classes? Under the existing circumstances, a class III employee cannot hope to rise to class I; it is impossible for him.

Shri L. B. Shastri: It starts like this. A class III employee is promoted to class II first, and if there is a vacancy, he is eligible for promotion, to class I. There are many who are in class I just at present, from this category; they had worked in class III for some time, but now they have been promoted to class I.

Shri Asoka Metha (Bhandara): How many?

Shri M. S. Gurupadaswamy: I want to know the percentage of people promoted from class II to class I. Have you fixed any percentage for that purpose? I was told that there is a percentage fixed for the promotion of class II employees to class I category. But why should this kind of thing be there? Let the whole field be thrown open to everybody. After all, your main concern is that there should be efficiency, and if people are to discharge the same functions, they should have equal opportunities to rise to the highest level. But today, they are barred unnecessarily because these class distinctions are maintained. I do not know for what purpose these distinctions are being maintained.

Mr. Chairman: Was not there a recommendation of the Kunzru Committee that there should be 25 per cent. or some such per cent fixed for class III employees?

Shri L. B. Shastri: It was 25 per cent. formerly, but in my Budget speech last year, I stated that it had been raised to 33½ per cent; and almost all the vacancies have been filled.

Shri M. S. Gurupadaswamy: I do not want to dwell on this point for long, because the House is aware of it.

Mr. Chairman: The hon. Member has also exhausted his time.

Shri M. S. Gurupadaswamy: I am on my last point. Finally, I would make a reference to the security staff maintained by the Railways. What are these security staff for? At present, the State Police and the State Authorities are helping the security staff in the Railways in their respective regions. But now what has happened? Has this improved matters? That is what we have to consider. Every day we are receiving news now and then that this man is murdered, that that man has been burgled, and so on; we have also been hearing cases of theft, pilferage and such other things. That shows that the situation has become worse. Even yesterday, we read in the papers that a bridegroom who was travelling from Madras to some other place was murdered in the second class compartment; there were two other passengers travelling in the same compartment; they have escaped, and they have not been traced so far, but attempts are being made to trace them. This is the sort of news we are hearing now and then. I am just putting before the House the seriousness of the situation. It looks as if it is safer to travel in third class rather than in second or first class, and the railway journey has become more unsafe than the air journey. After all, in the air journey, there can be immediate death, but here.....

Shri Nambiar: Slow death.

Shri M. S. Gurupadaswamy:.... there are all sorts of things.

Shri D. C. Sharma (Hoshiarpur): I want to ask the hon. Member how he is comparing rail journey with air journey. I am not able to understand that. I want to understand the logic of this.

Mr. Chairman: I hope the hon. Member shall be given an opportunity to say things in his own way; he may give him different impressions, with which other Members may not agree.

Shri M. S. Gurupadaswamy: My old teacher is too old to understand all these things.

Accidents in the Railways have become too frequent. Even the other day, while we were travelling from Bombay to Delhi, we were held up on account of the derailment of a goods train, for nearly twelve hours; and the Railway Authorities there could not take a decision whether to move it backward or forward or to keep it standing where it was. We told them, please take us back, or take us forward if the line is clear, and let us know what would happen. But for twelve hours nearly, we were stranded; there were many Members of this House who were travelling with me, and they know well that for nearly twelve hours, we were not told whether we were going to Delhi or back to Bombay, or we would be stranded there. This is the type of thing that is happening. They said, we are contacting the Railway Minister. I do not know whether they contacted the Railway Minister at all. But why should they contact the Railway Minister to take a decision on this? They should be able to take a decision on the spot. But unfortunately, the Railway Administration has become a sort of hippopotamus; it is so immobile with no flexibility at all.

Shri Nambiar: That is too harsh.

Shri M. S. Gurupadaswamy: There is all fixity about it, and there is no change and no movement at all. It is very unfortunate that such a state of affairs is prevalent.

Shri Alagesan: There is no hippopotamus on the Railways.

Shri M. S. Gurupadaswamy: I would urge that steps should be taken in right earnest to prevent accidents.

The security police that have been posted are not working well. I appeal to the hon. Minister that the railway staff who belong to this organisation of security staff should function under the security police officer, because the police people do not know otherwise what is what in the Railways.

Shri L. B. Shastri: The hon. Member is labouring under a confusion. I would like to clear it up. The railway security organisation has nothing to do with these matters; they have nothing to do with the general law and order problems, or with crimes such as murders, dacoities or any such thing which takes place on the Railways. That is the function of the Government railway police, which works under the State Government. The Railways have nothing to do with that. The security organisation is entrusted with entirely different functions.

Shri M. S. Gurupadaswamy: I am very glad for the clarification,

Mr. Chairman: Now, the hon. Member should conclude.

Shri M. S. Gurupadaswamy: The pilferages and thefts that are going on in the Railways have not been stopped at all; on the other hand, they are on the increase. There have been huge claims, as you know, in respect of parcels and other things. I appeal to the hon. Minister that he should take concrete steps to improve the Railway Administration in this particular aspect.

Shri M. D. Joshi (Ratnagiri South): I am very thankful to you for having been given this opportunity to voice the grievances of my part of the country. Before I do that, I wish to say that people in my part of the country feel very grateful to the hon. Minister of Railways, because my part of the country was never visited by any Minister from the Centre till then. Last year, we had the good fortune of our

great Prime Minister visiting my part, and only last season, our popular Railway Minister visited that side, in order to see things for himself. We are, therefore, sanguine that what was so long going unheeded will now be set right.

We are again thankful to the hon. Minister of Railways for the assurance he has given us, namely that the Konkan area will be covered by the proposed link on the West Coast between Bombay and Mangalore. What I want to urge for his consideration is that this part has remained very backward on account of lack of communications and lack of proper transport. The only transport that is available is by steamers for eight months in the year, and by the State transport bus system which is very inadequate to meet the needs of our territory, and therefore, there has been no development of this tract. It has remained as it was centuries ago. My hon. friend, Shri Diwan Chand Sharma, the other day said that India is of four kinds; ancient India, mediaeval India, British India and Modern India. My part of the country belongs to the first kind. It is as it was, centuries ago. Therefore, I would like to place before the House some of our difficulties and deficiencies.

The population of Bombay city is near about 28 lakhs now, out of which about 6 lakhs come from my district. They mostly belong to the lower cadre in the Government offices, or they are mill hands. Some of them are employed in the police force of Bombay. These are mostly poor people. They want to visit their native places either for agricultural purposes or other purposes, just to have a look at their native place, to effect improvements, or to do other services to their homes and villages. The steamer service that is available now is very inadequate as well as very costly. The bus service, as I have already said, is very inadequate and if a railway link is offered between Bombay and Konkan, or Goa as the first leg of the whole railway link between Bombay and Mangalore,

the poorer sections of the population of my district will be very much relieved.

A very important point is that the chief crop or agricultural produce of my part is the mango crop, the Alphonso mango which has become famous the world over. Several of the mango traders have complained to me, the exporters I mean, that they are very much handicapped because very inferior mangoes from other parts of the country are brought to Bombay by railway and the railway freight is much less than the steamer freight. The steamer freight is about Rs. 2 to 3 per basket of about six dozen or seven dozen mangoes. The total charge of freight per mango basket from Ratnagiri district to Bombay is over Rs. 4, whereas the total cost including freight charges per mango basket consisting of six dozen or seven dozen, from other parts is Rs. 4. You can very easily see how difficult it is for this Alphonso mango, which is very superior to stand competition with other inferior mangoes under such a handicap, although it is very much in demand throughout the world. Therefore, the only crop that brings money to the poor agriculturists is deprived of a fair market on account of lack of proper transport and that proper transport is the railway transport. The hon. Railway Minister was fully seized of this matter in the course of his tour of Konkan and I hope that before long this grievance of ours would be removed.

Mr. Chairman: If hon. Members agree the limit of ten minutes may be strictly adhered to. There are a very large number of speakers.

Shri M. D. Joshi: I shall finish shortly.

Mr. Chairman: I am only sounding hon. Member as to whether they have any objection to the time-limit of ten minutes being enforced strictly.

Shri M. D. Joshi: I do not wish to exceed my time limit.

My hon. friend Mr. Alteker referred to the Karad-Chiplun line. That would mean a penetration through the

[Shri M. D. Joshi]

Sahyadri Ghats to the Konkan. It would be very welcome to us. But what I wish to point out is that before that is undertaken—I do not hope that it will be undertaken simultaneously with the Konkan Railway, or the Bombay-Mangalore Railway; these small extensions will be undertaken—these links may be filled up later on, after completion of the link between Bombay and Mangalore.

It is a matter of great hope and cheer that during the next year the proposed extension of 1,300 railway miles has been increased to 1,500, and a full picture has been drawn so that in the next Five Year Plan, roughly, an extension of 5,000 miles of railway is proposed. I want to urge for the consideration of the hon. Minister that this west coast railway may not be kept as a proposition to be leisurely considered. It should receive immediate consideration and before the life of this Parliament expires a beginning should be made so that by the end of the next Five Year Plan period, the whole of the west coast will be linked.

I do not want to exhaust the patience of the House. There are several hon. Members anxious to speak. I cannot over-emphasise the need of a railway along the west coast, and even though the hon. Minister has given us an assurance about it I consider it to be my duty to place this matter before the House.

Shri Gidwani: I wish to bring to the notice of the hon. Railway Minister certain grievances of refugee railway employees and the necessity of the opening of a station near Ullhasnagar.

Ullhasnagar is one of the biggest refugee camps in India. Two years back I had put a question in this connection and I was assured that steps would be taken to open a station between Vithalwadi and Ambarnath. But two years have passed and no action has been taken in that direction. Of course, there may be certain difficulties. But I would ask the hon. Minister to see that the station is provided at an early date.

Then there is the question of non-Muslim employees of Railways who opted for Pakistan finally but migrated to India subsequently due to disturbed conditions in Pakistan. Their number is very small.

Though they have no doubt been employed by the Government, but they have not been given the benefits as extended to other optees for India. They have been in Government service for the last eight years. So the question regarding their *bona fides* does not arise in their case; nor is there any necessity for waiting to get any reports about them. They stayed in Pakistan because they were advised by our leaders to continue to stay there, but when things became worse and it was impossible for them to stay, they came to India, they ultimately migrated to India and they were employed. Now, eight years have passed. I had a lot of correspondence with the hon. Minister; I had a personal talk with him. Of course, he wrote to me that this matter did not pertain to the Ministry of Railways, and this matter was to be dealt with by the Home Ministry. Then I wrote to the Home Ministry. The Home Ministry replied to me only on the 3rd March, saying:

"Please refer to your letter dated 12th February, regarding non-Muslim Central Government servants who opted for Pakistan finally but later migrated to India. The matter is still under consideration and endeavours are being made to settle it as early as possible."

Now, I will only read one of the letters which I have received recently from one of them:

"With a heavy heart, I once again request you to do something for us. It is in connection with the final optees to Pakistan who, due to abnormal circumstances had *perforce* to migrate to India after January, 1948. Since then, these poor men, though very small in number, though provided with government jobs, as a matter of grace, have not been

treated on par with other Indian optees. As it stands, they are hard put to it, having large families and having no other source of earning to maintain their families except the meagre salary given to them. If you can kindly put in a request to Shri L. B. Shastri to look into their case and give a suggestion, I shall be very grateful....."

Shri Nambiar: He is looking into the case.

Shri Gidwani: But I say the time has passed. The matter may lie with the Home Ministry. They are your employees. If the matter is not taken up and settled by them, the Cabinet may take it up. After all, they are already in your service. In their case, as Shri Shahnawaz Khan put it in reply to a question, no question of security or *bona fides* or disloyalty arises. They are already in service. One came six months earlier because he was wise according to me—or foolish according to others. The other man listened to our leaders, stuck to Pakistan and lived there. He tried to live there, but when he was forced to come here, where is the question of making any distinction in respect of them? Therefore, it is a matter which should be decided immediately. Their number is small; they are serving you already; they are loyal to the Government because there is nothing—no report—against them; they are your employees. Though the Home Ministry may take some time, the matter is eight years old.

Then there is another question, of those who were employees of the Port Trust. In all respects, they were treated as government servants. But here, originally, they were also given option, but after some time—I would not like to go into that bad chapter—our Government were advised—I am speaking subject to correction—by the then Chairman of the Port Trust that these people should not be given option and they should be treated as non-Government employees. So those people were not given that option. Ultimately, they had also to come and their cases are also pending. They

also want that they should be treated as other optees Government servants; their number is small. I will again appeal to the Minister to look into all these matters which have been hanging for the last seven or eight years and settle them finally.

Then there is the question of third class passengers. I will not go into many things except that I want particularly to emphasise about the sanitary arrangements provided there. I went yesterday evening to see the condition of latrines and urinals and bath rooms of third class passengers at the Delhi Junction. I would say that our Parliamentary Secretary, Shri Shahnawaz Khan, should also pay a visit there *incognito*.

Shri V. G. Deshpande: Why not Shri L. B. Shastri?

Shri Gidwani: Whoever it may be. It will give them the real picture of the thing. I know some more latrines have been provided, but there were no urinals. There are about 12 to 13 latrines near the third class booking office but there are no urinals. Therefore, the result is that in the early morning, there is a rush of people and people use.....

Shri Nambiar:... the whole area!

Shri Gidwani: Not the whole area. But the passage, just opposite the tonga stand, is used as urinal. Also, the whole compound wall, from beginning to end, is being utilised as a big urinal. This is only an example which gives a picture of how things are going on. I would suggest to the Government to construct a number of urinals also at the big stations where thousands of people come.....

An Hon. Member: Only at Delhi?

Shri Gidwani: At all stations. That will go a long way to provide one amenity to the people.

Then I would also suggest that just on the right side a group of bath rooms may also be provided.

In Bombay on the suburban lines, there are only two classes, first and third. The Bombay public have been crying for more facilities. What are

[Shri Gidwani]

the special reasons for having only two classes there? The result is more congestion in third class. Therefore, Government should also have three classes there, as they are having on other railways.

I would only appeal to the Minister that small things which go really to redress the grievances of the people should be attended to immediately. I would also ask him—not that I am desirous—that so far as these amenities are concerned, the local Members who are there should also be associated. Some way must be found so that not only when the Committee meets which is about twice a year, but on other occasions also we should have more contacts so that the grievances particularly of the third class people should be brought to the notice of Government and redressed.

Shri R. S. Diwan (Osmanabad): I congratulate the hon. Minister of Railways on having provided berths for third class passengers, specially on introducing sleeping berths for them. I would request him, all the same, that the routes on which third class berths have been introduced should be extended and this facility should be made available to almost all the people of India travelling in the third class.

There are some suggestions I would like to make on the floor of the House, in respect of the Advisory Boards for different regions. The people who have been taken on the Advisory Boards or Advisory Committees for different zones have been selected mostly from the cities and such people have little contact with the masses and cannot, therefore, voice the grievances of the people from the mofussil or from the districts. So I wish that the people who have been selected or who are being selected for such Advisory Committees or Advisory Boards should be taken to some extent from the mofussil, from the commercial towns and some from organisations like third class travellers' organisations so

that they can voice the grievances of the general masses.

Secondly, the members who are selected this way should compulsorily undertake tours to know the real grievances of the people and should visit such stations wherever corruption is alleged and report to the Committee the corruption amongst the staff and the inconveniences suffered by the masses.

Now, whenever new railway lines are proposed, we are told that where there is a business area or where the Railway expects more income from extending a new line, they take up that line first into consideration. But the fact is forgotten that the general economic standard of the people, for want of railway lines, has fallen. That fact has to be taken into consideration. If, in a region, a railway line is opened newly, the industries and business of that area is increased and the general economic standard of the masses is also increased. So, these are interdependent. By increasing new lines you increase the economic standard of the people there and you also get more income for the railway.

I had suggested in representations and in applications from villagers the taking up of new lines between Sholapur, Parli, Latur and Latur Road. Latur is one of the biggest commercial towns in the Hyderabad State. There is a gap of only 18 miles between the Parli Vikarabad line and Latur and if this gap of 18 miles is joined, you can get four or five big business centres connected. That has not been taken into consideration during these two years. If you join Sholapur with Parli, you join the metre-gauge link from Bangalore to Delhi. That also has not been taken into consideration.

The third suggestion I made to the Railway Board and to the hon. Minister was the remodelling of the Kurduwadi station. Kurduwadi station is a station from where people go to Pandarpur and Pandarpur is taken to

be the Kashi of the south, they say. About 25 lakhs of people go from Kurduwadi to Pandarpur but the condition of the station is pitiable. There is one platform for the broad gauge but there is no platform for the narrow gauge and there is great distance between the narrow gauge and the broad gauge stations. We have to walk a distance of 2 furlongs. Even if it is raining we have to walk the distance and suffer a great deal. So, if this station is remodelled, you will be helping lakhs of people by lessening their trouble. That has also not been taken into consideration. So, I say, that whenever new lines are to be undertaken, you have to consider the region in which you are undertaking this new line and see whether you are going to benefit the people and increase their income. You must give first priority to such lines.

The Railway Ministry has to take into consideration the amenities available to the third class passengers and others on big stations where commerce and passenger traffic is increasing. For instance, I may tell you that Parli, Latur Road and Nanded stations are big stations in the Maratha regions of the Hyderabad State. They are mostly neglected. Third class passenger waiting sheds and goods sheds are necessary at these stations. Also at Latur Road Station, there are no adequate quarters for the station staff. The Station Master has been robbed about three or four times for want of good quarters. They have written to the railway authorities but, I think, that request has not been taken into consideration. I wish the hon. Minister would consider this matter.

There is one thing about the dining car. In the Grand Trunk Express we are getting good stuff. I congratulate the Deputy Minister. As he comes from the South, we get very good stuff at cheap rates. But the same concession should be given to all people because mostly the travelling people are poorer people. The passengers travelling from Bombay to Madras and Bombay to Delhi must have the

same kind of cheap food in the dining cars.

This time what happened was this. I happened to talk to a servant of the dining car. He was complaining that he gets only Rs. 40; and if the glasses, cups and saucers are broken, the contractor deducts money from him for the broken crockery and other things. So, that also must be taken into consideration. The Railways must see that the staff of the dining car is properly paid by the contractor and they are given as much facilities as are ordinarily needed for human beings.

Then there is another thing of importance. We read in the papers that suggestions are invited for the change in time-tables from the different zones I suggested a change in the time-table twice but it was never taken into consideration nor was I given any reason why the change was not taken into consideration. For example, the Parli train reaches Hyderabad at about—the scheduled time is 7-30—and at the same time there is a train for Delhi departing from Hyderabad. This Parli train which travels only 216 miles in 12 hours, has got to wait at the nearest station from Hyderabad for one hour or an hour and a half. I requested the railway people that the train starting from Parli should start one hour earlier so that it will reach Hyderabad one hour earlier and people arriving by that train may catch the Grand Trunk Express for Delhi. But, this was never taken into consideration. The railway does not lose anything by starting the train from Parli an hour earlier. Whenever suggestions are received from the public, they must be informed as to what has happened to their suggestions, why they have not been accepted, whether they are feasible or not.

Then, there is the question of wagons. The allotment of wagons to different stations must depend upon the goods traffic at those stations. The allotment of a wagon to a particular businessman depends upon the will and pleasure of the Station Master. That also must be taken into consideration. Advisory Board must be ad-

[Shri R. S. Diwan]

vised to look into all such complaints and take the grievances of the people into consideration. I wish the hon. Minister will take my suggestions into consideration and give some relief to the people.

श्री बी० जी० देशपांडे : मुझे अंगरेजी में बोलने का मोह हो रहा है विशेषकर इसलिये कि अगर अंगरेजी में भाषण न दो तो रेलवे मंत्रालय उत्तर नहीं देता। यह में वर्षों से देखता आ रहा हूँ। अब भी सर्व साधारण चर्चा में रेलवे मंत्री जी के सम्बन्ध में इस अनुभव के कारण आज में अंगरेजी में बोलने का विचार कर रहा था, परन्तु इस पर भी मैंने रेलवे मंत्रालय के विषय में अपने मन पर नियंत्रण किया है।

रेलवे मंत्रालय से हिन्दी के विषय में मुझे जो आशा थी वह पूरी नहीं हुई, विशेषकर स्टेशनों के नाम जब से हिन्दी में लिखना शुरू हुआ है। मुझे यह देख कर दुःख होता है कि हिन्दी का अर्थ शायद यह मान लिया गया है कि मराठी को अशुद्ध कर दो तो हिन्दी बन गई। पहले जो शुरू नाम थे उनको अशुद्ध लिखने का बड़ा कार्यक्रम बम्बई और दूसरी जगहों में शुरू हो गया है।

श्री नन्द लाल शर्मा (सीकर) : हिन्दी में ही अशुद्ध लिखा जाता है।

श्री बी० जी० देशपांडे : हिन्दी प्रचार के पहले आपने देखा होगा कि 'कल्याण' स्टेशन का नाम मराठी में कल्याण था। इस के बाद वह 'कल्याण' बन गया और हिन्दी होते ही वह भी बदल कर 'कल्याण' बन गया।

श्री एल० बी० शास्त्री : हिन्दी में कल्याण गलत है।

3 P. M.

श्री बी० जी० देशपांडे : गलत है, लेकिन आपके रेलवे मिनिस्टर होने के बाद लिखा गया। यह बड़ी लज्जा की बात है कि

हिन्दी भाषा भाषी मंत्री होने के बाद यह हो रहा है। आगे चल कर बम्बई शहर है। पहले यह मंबई था अब बम्बई बन गया है। बम का पूरा अर्थ हम मराठी में जैसा समझते हैं वह बम मारने का है। इसी प्रकार से पहले 'पुणी' शब्द या और अब पुना हो गया है और 'खिडकी' का 'किरकी' हो गया है। ऐसी तबदीलियां लाई जायें मुझे इसमें कोई एतराज नहीं है लेकिन इसका यह अर्थ न लगाया जाय कि जहां पर मराठी जरा अशुद्ध हुई वहां पर शुद्ध हिन्दी बन जायगी। इस प्रकार का आक्षेप हिन्दी भाषा के विस्तार पर न आये यह प्रार्थना में रेल मंत्री से करना चाहता हूँ।

पहले भी कई बार कई बातें मैंने रेलवे मंत्री से कही थीं लेकिन उन पर कोई व्याप नहीं दिया गया। अब मैं सिर्फ दो तीन बातें ही कहना चाहता हूँ। सबसे पहली बात जो मैं कहना चाहता हूँ वह यह है कि जब पिछले वर्ष हैदराबाद में हिन्दू महासभा का अधिवेशन हो रहा था तो मैं ने कंसेशंज के बारे में रेलवे मंत्री से प्रार्थना की थी। इस के बारे में लिख कर भी दिया गया था और हमें यह कहा गया था कि ऐसे कंसेशंज केवल सामाजिक और शैक्षणिक संस्थाओं को ही मिलते हैं। लेकिन कांग्रेस अधिवेशन के समय मैं ने देखा है कि वहां पर कंसेशंज दिये गये हैं। इस प्रकार का पक्षपात रेलवे के कंसेशंज में किया जाये इसका निषेच आज में करना चाहता हूँ।

श्री एल० बी० शास्त्री : कोई भी कंसेशंज नहीं दिये गये, आपको गलत बतलाया गया है।

Shri Nambiar: Only a special line has been constructed to the Congress Nagar and all facilities given.

Shri L. B. Shastry: We can make those arrangements for other, bodies also.

श्री बी० जी० देशपांडे : आश्वासन तो दिये जाते हैं लेकिन उन पर अमल नहीं किया जाता ।

दूसरी बात जो मैं कहना चाहता हूँ वह यह है कि यहां पर बहुत सी चर्चा इस विषय पर हुई कि किस प्रकार का वर्गीकरण होना चाहिये । वर्गीकरण के विषय में इंग्लैंड और कई दूसरे देशों के उदाहरण यहां दिये गये हैं । मैं ने पीछे भी इसका निषेध किया था कि आपने जो वर्गीकरण किया है वह बिल्कुल भी ठीक नहीं है । जैसा वर्ग भेद आज हो रहा है वैसा हम ने कभी अंग्रेजों के राज में भी नहीं देखा था । आप ने एयर कंडिशन क्लास जारी की है और उसका किराया भी बहुत रखा है । इस प्रकार की बर्गभेद की बात आपके समाजवादी समाज की रचना के बिल्कुल विश्वद जाती है, जिसकी प्रतिक्षा आपने कर रखी है । मैं मांग करता हूँ कि सब प्रकार के वर्ग रेलों से हटा दिये जायें और एक ही क्लास रेलवे पर हो और अमीर गरीब सब उसी क्लास में बैठ कर सफर करें और जितनी सुविधायें आप आज दे रहे हैं वे सब सुविधायें उसी एक क्लास में सफर करने वालों को दी जायें ।

अब एक दो बातें मैं रेट्स के बारे में बतलाना चाहता हूँ । रेट्स के बारे में अभी हमारे माननीय सदस्य थीं आल्टेकर साहब ने बताया कि इंग्लैंड में कई रेट्स हैं और रस्त में कई रेट्स हैं, और इसलिये हमारे यहां भी कई रेट्स होने चाहिये । यह कौनसा तर्कबाद उन्होंने कहा मुझे तो कुछ पता नहीं लगा । इस रेट के बारे में मैं विरोध करना चाहता हूँ । मैं अपने निर्वाचन क्षेत्र की बड़ी शिकायत जो कि वहां के लोगों को है और जिसके बारे में मैं ने पहले भी शिकायत की थी और मैं समझता हूँ चूँकि वह शिकायत हिन्दी में की गई थी, इस बाते उसका कोई उत्तर नहीं दिया गया, आज फिर बतलाना चाहता हूँ । ग्वालियर से जाने के

लिये या ग्वालियर से शिवपुरी जाने के लिये या उज्जैन से आगरा जाने के लिये जितने भील होते हैं उससे ज्यादा भील लगाये जाते हैं और उस हिसाब से ज्यादा किराया लिया जाता है । ऐसा क्यों होता है इसके बारे में मैंने कई बार पूछा है लेकिन अभी मुझे इस के बारे में कुछ भी नहीं बतलाया गया है । गरीब लोग आते हैं और कहते हैं कि यह हमारे साथ लूट हो रही है लेकिन इस के बारे में अभी तक कोई व्याप नहीं दिया जा रहा है । मैं आशा करता हूँ कि इस बार मंत्री महोदय इस शिकायत पर व्याप देंगे और किराया घटाने की कोशिश करेंगे ।

बार बार मैंने शिकायत की है कि मध्य-भारत में रेलवे लाइनें कम हैं । इसके लिये ग्वालियर से उज्जैन तक एक रेलवे की लाइन आप शुरू कीजिये । इस लाइन पर और रेल चलाने के लिये पिछले साल भी हमने मांग की थी और लिख कर भी दिया था । इसका जवाब हमें यह आया कि इसकी कोई चुरूरत नहीं है । मैं प्रार्थना करूँगा कि वहां यात्रा करने वाले बहुत होते हैं और कम से कम आप एक लोकल गाड़ी शुरू कीजिये ।

एक विषय और जिसके बारे में मुझे कुछ निवेदन करना है । अजमेर में रिप्प्यू-जीज के बड़े बड़े जन्मे हैं । वहां के अधिकारियों ने उनको पहले आश्वासन दिया था कि उन को नौकरी में ले लेंगे । उन में बहुत बेकारी फैली हुई है । उन्होंने बार बार प्रार्थना की है कि इन को कम से कम रेलवे में जो नीचे के दर्जे के कुली या पोर्टर इत्यादि के काम में नौकरी देने की सुविधा दे दी जाये । इससे उनके पुनर्वास का प्रश्न हल हो जायेगा ।

अन्त में एक और बात कह कर मैं अपना भाषण समाप्त करता हूँ । गर्भियों के दिनों में हर एक डिब्बे के अन्दर, कैरिज के अन्दर ठण्डा पानी पीने का प्रबन्ध रेलवे मंत्रालय को कर देना चाहिये । यह मेरी प्रार्थना है ।

धनुष्मती तारकेश्वरी सिंहा (पटना—पूर्व):
धन्यवाची में कहावत है, कि सुबह से दिन भर का परिचय मिल जाता है।

पिछले दो तीन दिनों की बहस को सुनने के बाद मैं यह महसूस करती हूँ कि आज भी जितनी मांगें पेश की गई हैं उन सब पर हमारे मंत्री महोदय सोच विचार करने की कोशिश करेंगे। दिलाई तो यह देता है कि सदस्यों ने कुछ अपनी अपनी मांगें पेश की हैं पर मैं समझती हूँ कि इन मांगों के पीछे हड्डारों और लालों लोगों की मांगें हैं। इस वास्ते हमें इन पर सहानुभूतिपूर्वक विचार करना चाहिये। मेरी जो अपनी पहली मांग है वह रेलवे के दूसरी श्रेणी के जो अफसर हैं उनके बारे में है, जिन्हें कलास टू अफसर कहा जाता है। अभी हमारे एक सदस्य अपने भाषण में उनका जिक्र कर रहे थे। उनकी जो मांगें हैं उनके बारे में शायद उनको इतना ज्यादा अनुभव नहीं था और मैं सोचती हूँ यही वजह है कि वे इन की मांगों को अच्छी तरह मंत्री महोदय के सामने पेश नहीं कर सके हैं। मैं इन मांगों को फिर मंत्री महोदय के सामने पेश करने की कोशिश करूँगी। इस नाते सबसे पहली बात तो यह है कि वह जो कलास टू के अफसर हैं वे आपके बहुत शुक्रुजार हैं कि आपने उनको कलास वन अफिसर्ज की हैसियत से जगहें दी हैं। यह ठीक है कि इन पीछों पर मंत्री महोदय ने पिछले साल पानी दिया और वे पौधे फिर हरे भरे हो गये। परन्तु यह जो उम्मीदें मंत्री महोदय ने दिलाई थीं वे पूरी नहीं हो पाई और रेलवे बोर्ड के बड़े बड़े कर्मचारियों ने उन पीछों को पानी देकर उनको जिन्दा नहीं रखा और वे फिर से मुर्हा रहे हैं।

और इस बार हमें फिर आपके सामने आकर कहने के लिये मजबूर होना पड़ा है कि कुछ बातें जो कि अफसर सुलझा सकते हैं, जहाँ पैसा खर्च होने की कोई बात नहीं

है, उनको भी अभी तक नहीं किया गया है। मसलन आपके यहाँ ४५० टेम्पोरेरी पोस्ट्स हैं। इसमें आप कह सकते हैं कि जो प्रेन शाप्स आदि की पोस्ट्स हैं वे तो टेम्पोरेरी कैडेगरी में आती हैं। उनके बारे में मुझे कुछ नहीं कहना है। फिर भी ३५० पोस्ट्स हैं जो कि टेम्पोरेरी हैं और लोगों को उन पोस्ट्स पर पांच, आठ और दस साल तक हो गये पर उनको कनफर्म नहीं किया गया है। यह बड़ी ज्यादती है। इससे नौकरी करने वालों को बहुत घबका पहुँचता है।

दूसरी बात यह है कि जो तीसरी श्रेणी के कर्मचारी हैं उन का भी ऊपर चढ़ना रुक गया क्यों कि दूसरी श्रेणी को कनफर्म नहीं किया गया।

माननीय मंत्री जी ने कहा कि उन्होंने कलास २ के अफसरों को ३३ प्रतिशत कलास १ में जाने का भीका दिया है। लेकिन उसमें एक बड़ी गलतफहमी है। मैं एक भिसाल आपके सामने रखना चाहती हूँ। आपने यह आर्डर दिया है कि ३३ परसेट बेकेसीज इन लोगों से भरी जायेंगी। नतीजा यह है कि भान लैजिये कि २७ बेकेसीज हैं और आपका हूँकम है कि इन में ६ कलास २ के कर्मचारी जायेंगे। होता क्या है। होता यह है कि ऐसे आदमी इन जगहों पर भेजे जाते हैं जिन के रिटायर होने में ६ महीना या साल दो साल बाकी रहता है। आपका हूँकम है कि सीनियर आदमी लिये जायें। उसके बाद डेढ़ दो बरस में वह ६ जगह फिर साली हो जाती है क्योंकि वह लोग रिटायर हो जाते हैं। तो इन ६ जगहों में से फिर कलास २ वालों को सिर्फ तीन जगहें दी जाती हैं। वह जगहें भी करीब दो साल में साली हो जाती है क्योंकि लोग रिटायर हो जाते हैं। और फिर तीन में से एक आदमी कलास २ का लिया जाता है। यह आपके बड़े बड़े अफसर

कर रहे हैं। आपका आडर पोस्ट्स के लिये नहीं है, वेकेंसीज़ के लिये है। इसलिये तीन में से दो क्लास बन को और एक क्लास टू को दी जाती है। इस तरह से जो आपने फरमान जारी किया है वह पूरा हो जाता है। मैं यह बात सास कर के भानीय मंत्री महोदय के सामने रखना चाहती हूँ। यह इतनी बड़ी एनामली है। यह महकमे की तरफ से ढील-पन है। इसको आप देखने की कोशिश करें।

“ तीसरी बात यह है कि आपने उन लोगों को जगह दी है जरूर किन्तु आपने कहा है कि जो क्लास २ के अफसर १०, १५ बरस से काम कर रहे हैं उनको ही सीनियर स्केल में लिया जायें। इसमें मुझे कुछ नहीं कहा है। मैं यह नहीं कहना चाहती कि क्लास बन के अफसरों को हटा दिया जाये और सारे क्लास टू के अफसर रख लिये जायें। अगर किसी क्लास टू अफसर ने सीनियर स्केल में दस बरस काम किया हो तो उसको क्लास बन में प्रमोशन की अधिक गुंजाइश होगी। लेकिन उसका दस साल की सेविस का ५ साल ही माना जाता है। यह नहीं होना चाहिये। इसी तरह से स्वर्गीय रफी साहब के सामने पोस्ट्स एंड टेलीग्राफ का भामला पेश हुआ था। उन्होंने २५ पर-सेंट पोस्ट, वेकेंसीज़ नहीं, पोस्ट एंड टेलीग्राफ के दूसरे दर्जे के और तीसरे दर्जे के कर्मचारियों के लिये रख दी थीं। न सिर्फ क्लास बन में बल्कि एडमिनिस्ट्रेटिव काउंटर में भी २५ पर-सेंट जगहें रिजर्व कर दी गई थीं। सेंट्रल पी० डबल्यू० डी० में भी यही ही और राज्य सरकारों में भी यह बात है। मैं प्रायंता करती हूँ कि इस चीज़ को आप भी हटा दें ताकि जो आपने उनको चीज़ें दी हैं उन से वे पूरा पूरा फायदा उठा लें। ऐसा करके आप, जो बढ़े हैं उन के आशीर्वाद ले लेंगे और जो छोटे हैं उनको फलते फलते देखेंगे और उनके अभ-मानों को पूरा होते देखेंगे।

दूसरी बात मुझे तीसरे दर्जे के आदामियों के लिये कहनी है। उसमें एक बात मुख्य है उसके लिये तो मंत्री जी ने कह दिया कि वह ट्रिव्युनल के सामने है। इसलिये मैं उस पर तो नहीं बोलना चाहती। किन्तु उनका कहना है कि ३-५-४८ के पहले ७६ से १७६ तक की तनखाह बालों को इंटर और सैकिंड क्लास के पासेज मिलने का आडर हुआ है। बहुत से सीनियर लोग भी इसमें थे। लेकिन एडमिनिस्ट्रेशन की देरी की वजह से उनको वे स्केल नहीं मिल सका। इसलिये उनको थड़ क्लास के पास मिलते हैं। जिनको सैकिंड और इंटर क्लास के पास मिलते हैं उन से ये सीनियर हैं।

इसके अलावा जो बाबू लोग हैं उनको क्लास्टर नहीं मिले हैं क्यों कि वह नान इसेशियल सरविस है। यह भी एक बड़ी ज्यादती है। इसको मैं आपके ध्यान में लाना चाहती हूँ।

पहले उनको जो मैडीकल फैसेलिटीज़ मिलती थीं वह उनको अब नहीं मिलती है। मेरी समझ में नहीं आया कि इसकी क्या वजह है। क्या वे अब बीमार नहीं होंगे या उनको दवा की जरूरत नहीं होगी, या वे भले चंगे आते हैं और बीमार नहीं होते। यह चीज़ उन से छीन ली गई यह बड़ी ज्यादती है। इन चीजों को बदला जाये।

श्री एल० बी० शास्त्री : मैडीकल फैसेलिटीज़ कौन सी छीन ली गई ?

Shri Nambiar: Previously the dependants were getting the medical facilities. The facilities have been withdrawn.

ध्यामती तारकेश्वरी सिन्हा : मैं यही कह रही हूँ कि जो फैसेलिटीज़ उनको पहले दी गई थीं वह उनको मिलनी चाहिये।

एक बात में और कहना चाहती हूँ। पाष्ठेय साहब जो कि अब रेलवे बोर्ड के चेयर-मैन हैं वह गंगा निज का जो महकमा है

[बीमती तारकेश्वरी रिहा]

उसके मैनेजर रह चुके हैं। वहां पर उन्होंने काम भी किया और नाम भी पैदा किया था क्योंकि उन्होंने लोगों से कुछ सहानुभूति के शब्द कहे थे। इसलिये वहां के लोगों को बड़ी उम्मीदें हो गई थीं कि जब वह मैनेजर साहब रेलवे बोर्ड के चेयरमैन हो जायेंगे तो सारा मामला सुलझ जायेगा। पर अभी तक इस मामले में कुछ नहीं हो सका है। पिछले साल भी मैने यह बात उठायी थी। मेरे पास आंकड़े हैं। जहां तक क्लास बन के अफसरों का ताल्लुक है गंगा ब्रिज पर केवल एक बिहारी क्लास बन का अफसर है। जहां तक क्लास टू का सवाल है, एक भी कोई अफसर बिहार या य० पी० का नहीं है। तीसरे दर्जे के आदिमियों में सिर्फ दो हैं कल्कि बिहार के हैं और य० पी० का कोई नहीं है करीब करीब ७५ प्रतिशत सुपरवाइजरी पोस्ट्स हैं वे एक ही राज्य को गई हैं। ऐसा क्यों हुआ कि बिहार और य० पी० के लोग इस योग्य नहीं समझे गये। क्या यह इसलिये कि हमारे मंत्री महोदय य० पी० के हैं तो य० पी० वालों को सजा मिली है, और चूंकि बिहार य० पी० का पड़ोसी है इसलिये बिहार को भी सजा में शामिल कर लिया गया है। मैं इस बारे मे ज्यादा दखल देना नहीं चाहती ताकि मंत्री महोदय यह न कहें कि संसद के सदस्य भीतरी मामलों में दखल देते हैं।

Shri Alagesan: The other day I was giving the figures regarding people from Bihar who are employed on the Mokhamma Bridge project, both gazetted and non-gazetted.

श्रीमती तारकेश्वरी सिन्हा : मेरे पास आंकड़े हैं जो चैलेंज नहीं किये जा सकते। अगर वह चैलेंज किये जायें तो मैं अपनी गलती सुधारने के लिये तैयार हूं।

श्री विभूति मिश्र (सारान व चम्पारन): क्या मंत्री जी बतला सकते हैं कि मुकामा में बिहार के कितने आदमी रखे गये हैं।

श्री अलगेश्वनः मैं ने पहले बतलाया है।

Mr. Chairman: This contest between Bihar and Uttar Pradesh need not be pursued here.

Shri Gidwani: Whatever it is, it is provincialism.

कुछ माननीय सदस्यः प्रार्विशियलिज्म ।

श्रीमती तारकेश्वरी सिन्हा : मुझे बाक्यात खत्म करने दीजिये। यहां आवाजें आती हैं कि प्रार्विशियलिज्म है। मैं तो दो राज्यों की बात करती हूं। यहां तो मेम्बर लोग अपनी अपनी कांस्टीट्यूशन्स को ही मखलन लगाना चाहते हैं। और इन दो राज्यों में न जाने कितने करोड़ आदमी रोकी पाने को बँधे हैं। मेरा सुझाव है कि मंत्री महोदय को यह इतना बड़ा प्राजेक्ट है, इसलिये एक स्पेशल कमीशन मुकर्रर कर दिया जाये। अगर जोनल कमीशन होता है तो लोगों को विश्वास हो जाता है कि जिस जोन का कमीशन है उसी जोन के आदमी लिये जायेंगे। अगर आप ऐसा नहीं करेंगे तो आपको मुसीबत पड़ेगी। कुछ ही समय बाद आपको गंगा ब्रिज के लिये १० या १५ हजार मजदूरों की आवश्यकता पड़ेगी। उस बत्त कुछ लोगों को उन्हें भड़काने का एक हैंडिल मिल जायेगा। और कोई आपके साथ कोआप-रेशन नहीं कर सकेगा। इसलिये मैं आपसे अपील करती हूं कि गंगा ब्रिज के लिये एक स्पेशल कमीशन मुकर्रर किया जाये ताकि लोगों की बहाली का इन्तजाम हो जाये। इससे लोगों को यह स्थाल हो जायेगा कि जिसका जो हक है उसको वह मिल रहा है और उनके दिल में इस तरह का स्थाल न रहने पावे कि रेलवे बोर्ड या रेलवे मंत्री उन के साथ अन्याय कर रहे हैं।

Pandit M. B. Bhargava (Ajmer South): We have been discussing the Railway Budget for the last two or

three days. So far, whatever might have been said by my friend on the right side, it cannot possibly be denied that during the last seven years there has been marked improvement in the railway administration in every branch of activity. Over-crowding has decreased, wagons and coaches have been made available and so far as the production of locomotives, coaches and wagons is concerned, we are making great progress. We are heading towards self-sufficiency. It is expected that within the next 10 years our railways will be self-sufficient in every possible way.

But, notwithstanding all the progress alround it cannot be denied that we are yet very far from the ideal thing that we want to see in this first class national concern involving an investment of Rs. 860 crores. In America there is a mileage of 1,27,000 miles, while in India, we have yet only 35,000 miles. The vastness of the country and our population require that our programme for general improvement must be speeded up and an extension of 4,000 to 5,000 miles of railway during the Second Five Year Plan is by no means a very ambitious or even satisfactory programme.

Now, Sir, there is one complaint that I would specifically draw the attention of the hon. Minister to, and that is, the Railway Board in its development programme has adopted a policy, which I respectfully submit, appears to be to better develop the areas which are already well developed and to ignore the areas which are either under-developed or un-developed altogether. In a big State like Rajasthan, or Ajmer in the centre of it, which is perhaps the second biggest State in India, development of railway communication is very very poor.

[SHRIMATI SUSHAMA SEN in the Chair]

The area covered by railway lines is very much less in comparison with the States like United Provinces or Bihar, but still we find that in the next Railway Budget as also in the future

programme these States are given top priority while the needs of other States which are already either un-developed or under-developed are ignored. For example, there has been a cry from Rajasthan and Ajmer for the introduction of a railway line connecting Kotah with Nazirabad. It is only a matter of 120 miles and for the last 5 or 6 years, even when the British bureaucracy was in power, a survey was made and there was a general feeling that the railway line will be introduced. But, for reasons better known to the authorities, it has been placed in cold storage. My respectful submission is that, looking to the needs of the area, looking to the importance of the track which will connect several industrial centres, this line is very essential. There is Bundi where there is a cement factory and which is known as the granary of Rajasthan. There are other commercial places like Deoli, Kekri and Sarwar. These are important places and if they are connected there can not be the least doubt that even commercially the return will be quite good. Therefore, it is only the vested interests who are successfully in holding up this programme and my submission is that this should not be deferred.

Similarly, Sir, I was surprised to find that in the list of tourist centres the name of Ajmer is not included. Shortness of time does not permit me to bring to the notice of the hon. Railway Minister the importance of this City. Looking from every point of view, historical, religious, architectural or any other it cannot possibly denied that if there are certain centres to be developed as tourists centres, Ajmer's name must be included there. I fail to understand why it has been ignored, because right from the time of Prithvi Raj up to the British period, Ajmer historically has got a number of beautiful and architecturally famous buildings and other things which have been visited by many people and the foreigners who have paid a visit to Ajmer have always spoken very high about that place. Therefore, there is absolutely no rea-

[Pandit M. B. Bhargava]

son why Ajmer should be excluded from the list of tourist centres.

Then, Sir, in the case of the programme of renovation of existing stations also the State of Ajmer and also Rajasthan have been ignored. A station like Beawar which is the first woollen trading centre in India and which has got a number of textile mills and pressing factories, is in a wretched condition and in spite of the fact that for years people have been crying for improvement to that station no improvement has been effected. The platform is still *kutcha* and uncovered. The waiting room and waiting hall for the third-class passengers are in a wretched condition. Near the station there is a railway crossing where traffic is held up for hours together and there has been repeated demands for the construction of an overhead bridge there but with no result. I respectfully submit that this is a first-class commercial and industrial centre in the State of Ajmer and there is no reason why those stations which are already in very good condition should be further improved and others which are in a wretched condition, even though they may be a good source of income to the Railway Administration, are being ignored.

Sir, a couple of days before, Shri U. M. Trivedi brought to the notice of the hon. Minister the injustice that has been done to the loco workshop at Ajmer. It was the only workshop in India which produced finished locomotive engines in 1918 and up to 1935. Not only metre gauge but broad gauge locomotives were manufactured there. In the governmental report and also the Wedgwood Report you find that both from the point of view of efficiency as well as from the point of view of costs, it was opined that the engines produced there could very well compete with imported locomotives. But, still the idea of developing Ajmer as a loco workshop has been given up and its claim ignored. The entire locomotive manufacture is being confined to Chittaranjan and I respectfully submit, apart from other consider-

ations, it will be strategically a blunder to concentrate a key industry entirely in a border town in these days of aerial bombing. Therefore, I respectfully submit that the claim of Ajmer as a first class loco workshop should not be ignored and it should be developed at least as a stand-by for the production of locomotives in case of emergency. That is all I have to say.

Shri Tushar Chatterjea: Sir, in the short period of time at my disposal I will only briefly mention some specific problems mainly relating to the Eastern Railway.

The first point that I want to bring to the notice of the Ministry is about over-crowding problem that is in the suburban trains of Howrah. The over-crowding problems has been dealt with in an exhaustive manner in the course of the general discussion, but I want to draw the attention of the Ministry to the special type of overcrowding prevalent in the suburban trains that run from Sealdah and Howrah. It is true that to tackle this overcrowding problems in the suburban trains plans for electrification are now being undertaken. But the point that I want to mention is this, that we people in the suburbs of Calcutta cannot just wait till the electrification plan is complete. The problem is so pressing just at the present moment. When first this question was raised it was said that on account of the shortage of coaches this problem cannot be tackled. Later on the question of electrification came up. It is true that for a longstanding solution this electrification must be resorted to. But I want to draw the attention of the Ministry to one specific point. It is this. Did the Ministry try to study the problem of overcrowding of the suburban trains of Howrah? Is it not a fact that the number of trains running at present from Howrah to Bandel or up to Burdwan is even less than the number of pre-war days, although the population has increased much more since that time? So even at the present

moment this overcrowding problem can be tackled to some extent if the number of local trains is increased a bit.

Also, there is another problem that we are facing. We experience that the speed of these local trains has come down to a great extent. While three or four years back the train took only one hour or one hour and fifteen minutes to cover a distance of twenty or twenty-five miles, these days these trains take at least one hour and twenty or twenty-five minutes. So, for every hour ten or fifteen more minutes are being taken. And you should appreciate that when thousands and lakhs of people go daily to Calcutta for attending their office and when this sort of daily movement of passengers is very frequent, unless the speed of the trains is increased the problem of overcrowding cannot be tackled efficiently.

So, even supporting and appreciating the plan for electrification I will ask the Ministry to look into this problem more carefully and take up some measures by which some immediate solution can be found.

Shri L. B. Shastri: The hon. Member is perhaps aware that we propose to set up a committee to go into these matters.

Shri Tushar Chatterjea: It is because of this that I want to pointedly draw the attention of the Ministry to this particular issue.

Then on the question of passenger amenities I want to bring to the notice of the Ministry some very specific problems. There is no lavatory in the rakes running from Howrah to Burdwan. Attention on this problem has been focussed for a long time and, as I know, repeated representations were made to the Ministry and assurances were given from the side of the Ministry that the matter will be properly tackled; but as yet nothing has happened. Then, in the trains running from Howrah to Khargpur or beyond, even in second class compartments the switch-boards are always found to be

broken and in such a condition that it is really very dangerous to handle them. On a number of occasions I personally have experienced this, and I think this matter must be gone into and immediate steps taken.

There is inadequate staff for cleaning the trains, and this difficulty is particularly very greatly experienced in stations like Bandel Junction. The number of train cleaner staff is very inadequate; and passengers experiencing difficulty in this respect sometimes complain against the cleaners. But as a matter of fact the cleaners are not to blame. The number being less, they cannot cope with this work.

I want to draw the attention of the Ministry also to the fact that in some stations which are stations of the district towns such as Bankura and many other such stations there is no raised platform although it is a junction and thousands of passengers come to the station daily. Due to the want of a raised platform the passengers, and particularly lady passengers have to experience difficulty.

Now I come to a very important subject, namely the question of Government's taking over of private owned light railways, particularly of West Bengal. About the Baraset-Basirhat Railway the Minister has said that a survey is being undertaken and something will be done. If that is done it is well and good. But I also want to point out to the Railway Minister that the condition of the Bengal Provincial Light Railway is much worse, and that question should also be taken into consideration. You know, and the House also might know, that in this Bengal Provincial Light Railway there was a strike going on for a long time. Why was it? It was for two reasons. Firstly, the employees of that railway are paid so inadequately that it is inconceivable. Only twenty-three rupees *in toto* is the lowest monthly emolument of an employee of the Bengal Provincial Light Railway. It is unbearable. And the management is so inefficient that not only are the employees paid inadequately but the condition of travel is as bad as it

[Shri Tushar Chatterjee]

can be. For all these reasons there was a continuous demand not only from the public but a so from the employees that this railway must be taken over by the Government. And unless this is done, this railway will one day collapse. And if it collapses then the entire area covered by this railway will be affected very much. There are no other proper means of transport, and the entire village trade of a part of Hoogly and Burdwan districts will be affected if this railway collapses. So, along with the question of the Baraset-Basirhat Railway, I would request the Minister to take into consideration the question of taking over of this Bengal Provincial Light Railway also. If the question of profit or loss is raised, I think that is a wrong policy. Without going into the question whether the railways yield profit or sustain loss, I think in the interest of the public, Government should make it a policy that all these light railways should be taken over. When development programmes are being undertaken, when new lines are being opened, why should Government allow these already existing lines to close down causing immense difficulty to the people?

I shall just mention certain of the employees' grievances. I do not want to touch all the sections of the employees but only the question of the Assistant Station Masters of the Railway. I want to bring to the notice of the Ministry that they are really in a very distressed condition in so far as their pay scale is very low. Taking into consideration the duties that they have to discharge and the responsibility that they have to shoulder about the safe passing of trains etc. and having regard to the fact that they are trained in all the aspects of traffic work, their pay scale should be a bit higher than what it is today. I hear also that a number of recommendations of the Joint Advisory Committee to remove the anomalies have not been properly implemented: upgrading of cabin men, percentage of promotional posts, upgrading of scales of pay and other things. The leave reserve of operating staff is very

inadequate and on account of this sometimes, A.S.Ms. trained in all aspects of traffic work are forced to do the work of other staff. It is a standing grievance of the A.S.Ms' that although they are qualified in all aspects of traffic work, they are not given proper pay, and sometimes they are forced to do higher jobs without being given adequate pay.

श्री सिहासन सिंह (जिला गोरखपुर-दक्षिण) : आवड़ी कांग्रेस के बाद रेलवे का यह पहला बजट संसद् के सामने पेश हुआ है। आवड़ी कांग्रेस ने समाज की व्यवस्था क्या हो, समाज की रूप रेखा क्या हो इस पर अपना विचार प्रकट किया और आशा थी कि उस विचार का सक्रिय रूप इन दो बजटों में, रेलवे और आम बजट में, कहीं न कहीं दिखलाई पड़ेगा। लेकिन हमको उस समाज की कोई रूप रेखा इन में नहीं दिखलाई पड़ी। यह रूप में तब समझता जब तनस्वाहों में कोई क्रम होता, कोई अनुपात होता। आज रेलवे बोर्ड की मांग हमारे सामने उपस्थित है। रेलवे बोर्ड के सर्व प्रथम अधिकारी की तनस्वाह ४००० रुपये माहबार है। वहीं उनके पिअ्रन की तनस्वाह ४० रुपये माहबार है। मुझे अदेशा है कि यह सौ प्रति शत का तफरंका रहते हुये क्या इसको समाजवादी पैटन-समझा जा सकता है। मुझे आशा थी कि उसकी कोई झलक इसमें होगी। मैं ने देखा और हिसाब लगाया है कि सदर्न रेलवे में प्रथम और द्वितीय श्रेणी का जो बेतन क्रम है और जो तृतीय श्रेणी और चतुर्थ श्रेणी का बेतन क्रम है उस में एक और दस का फक्का है। अगर १३ हजार कई सौ रुपये प्रथम श्रेणी के अफसर का सालाना बेतन है तो नीची श्रेणी वालों का १३०० है। अगर हम इसी अनुपात को उचित रीत से कायम रखते तो शायद हम कह सकते थे कि यह समाजवादी पैटन पर है। लेकिन हम जानते हैं कि तनहा रेलवे मंत्री यह नहीं कर सकते। हम बाहर

बैठ कर बोलते तो कुछ हैं और करते कुछ हैं। सरकार में आने पर उसका क्रम और हो जाता है। और इसलिये हमारी आवाज की मुनावई कम हो जाती है।

अब एक तरफ तो लाइनों के डबलिंग का कार्य हो रहा है और एक तरफ नई लाइनें बनाने का काम हो रहा है। इसमें अभी हमारे कतिपय मित्रों ने कहा कि डबलिंग का काम रोक दिया जाये और दूसरी जगह नई लाइनें बढ़ाई जायें। लेकिन इसका स्वरूप बदल भी सकता है। यानी लाइन डबल भी हो जाये लेकिन उसी मार्ग से नहीं जिस मार्ग से कि पहली लाइन गई है। अगर उसी लाइन के साथ साथ दूसरी लाइन बनाई जायेगी तो आवागमन की सुविधा तो बढ़ जायेगी मगर जनता को अधिक सुविधा मिले इसमें सन्देह है। इसलिये अगर हमको दिल्ली से लखनऊ तक डबल लाइन करनी है तो उसका अगर हम बीच का कुछ रूप बदल दें तो इससे जनता को लाभ हो जायेगा। उचित तो यह था कि पहले सब स्थानों को पहुंचने के लिये लाइन बनाते और फिर डबलिंग का विचार करते। लेकिन अगर भाल पहुंचाने के लिये डबलिंग करना जरूरी है तो भी उसका रूप बदला जा सकता है। उसके किसी बीच के स्टंड को बदल दिया जाये ताकि डबलिंग का परपरा भी सर्व हो जाये और लोगों को सुविधा भी बढ़ जाये।

एक मुझे अपनी स्थानीय शिकायत करनी है। अभी मैं गोरखपुर से आज ही आया हूँ। वहां पर मालूम हुआ कि गोरखपुर और देवरिया के बीच में सब बुकिंग बन्द है। गोरखपुर के दो स्टेशन पूर्व तक हर प्रकार की बाहर से आमद बन्द है। परिणाम यह हुआ है कि कपड़े इत्यादि के भाव गोरखपुर में बढ़ गये हैं। गल्ले के भाव बढ़ गये हैं। मेरी समझ में नहीं आता कि जब लाइन एक है, क्रम एक

है तो गोरखपुर जो केन्द्र स्थान है वहां का बुकिंग क्यों बन्द हो जाये और देवरिया जो दूसरा केन्द्र स्थान है उसका बुकिंग क्यों बन्द किया जाये। भट्टनी और खलीलाबाद की बुकिंग खुली है और बीच की बुकिंग बन्द हो गई है। इस पर मैं चेयरमैन महोदय का और मंत्री महोदय का ध्यान दिलाना चाहता हूँ। बुकिंग बन्द होने से बड़ा गोलमाल हो जाता है। गोरखपुर केन्द्र स्थान है। वहां का बुकिंग बन्द है। वहां के महाजनों को माल का दाम बढ़ाने का बहाना मिल गया है। वह कहते हैं कि हम ट्रक से माल लाते हैं इसलिये माल की कीमत बढ़ जाती है। जनता में यह रोप पैदा होने के कारण तो हम गोरखपुर में अभी एक एलेवेशन में हार कर आये हैं। वहां पर अधिकारियों ने करों के लगाने में और वसूल करने में जुल्म किया था इसलिये जनता में रोप या और जनता हमारी बात मुनें को तैयार नहीं थी। इसलिये मैं कहता हूँ कि इस तरह की रोप याम से बड़ी दिक्कत होती है।

अब दूसरी बात सर्विसेज के करप्रान के बारे में है। करप्रान के बारे में एक कमेटी हमारे मंत्री महोदय ने सन् १९५३ में कायम की। आज तक उस कमेटी की रिपोर्ट नहीं आई है। हम चाहते हैं कि कोई ऐसा इन्तजाम हो कि हर आदमी यह समझे कि उसकी योग्यता के मुताबिक उसको नौकरी मिलेगी। किसी को किसी से कहने की कुछ जरूरत न हो। लेकिन दुर्भाग्य है कि आज यह भावना सब में फैली हुई है कि जब तक पहुंच न हो नौकरी नहीं मिल सकती। इससे हम लोगों को बड़ी दिक्कत होती है। हम लोगों के पास आदमी आते हैं कि हम उनकी सिफारिश कर दें। हम उनसे कहते हैं कि सिफारिश से काम नहीं होगा, योग्यता से काम होगा। लेकिन आम लोगों के दिल में यह गलतफहमी

[श्री सिंहासन सिंह]

फैल गई है कि योग्यता से कुछ नहीं होगा । जिसकी पहुंच हो उसका काम होगा । अभी एक लेडी मेम्बर ने कहा था कि बिहार के बारे में गंगा ब्रिज के लिये एक कमीशन बना दिया जाये । इस तरह की भावना लोगों में पदा होना दुःख की बात है । ऐसी व्यवस्था हो कि हर एक आदमी समझे कि अगर वह याँच है तो जरूर ले लिया जायेगा । उसको किसी की सिफारिश की जरूरत नहीं पड़ेगी । यह सिफारिश की भावना निकलनी चाहिये । अगर सच्ची से काम लिया जाय तो यह दूर हो सकती है । यह एक बड़े धातक विचार का विस्तार हो रहा है । हर एक समझता है कि अगर उसकी सिफारिश है, पहुंच है तो उसको नौकरी मिल जायेगी और जिसकी पहुंच नहीं है तो उसको नहीं मिलेगी । आज जो द्वितीय और तृतीय श्रेणी का सवाल चल रहा है उसमें भी यही है । इसलिये आपको व्यान देना चाहिये कि जनता का हर एक आदमी यह समझे कि यदि वह रेलवे की या अन्य नौकरी के उपयुक्त होगा तो उसको पायेगा नहीं तो नहीं पायेगा । लेकिन जब कोई अनुयुक्त को पाते देखता है तो उपयुक्त पात्र के मन में यह सन्देह होता है कि मेरी पहुंच होती तो मैं भीं पा जाता ।

Mr. Chairman: There are many speakers left, and the Deputy Minister will reply at 4.30. So, I would request him to conclude.

श्री सिंहासन सिंह : One minute more, and I will finish. अब मैं केवल एक मिनट में अपने रेलवे मंत्री महोदय का व्यान आर्किपित करना चाहता हूं कि गोरखपुर में डैमेज गाड़ियां इतनी अधिक पड़ी हुई हैं कि वह गाड़ियों का एक क्रबगाह सा बन गया है । मैं जानना चाहता हूं कि ब्रिटिश टाइम्स में या लडाई के पहले या तो लडाई के बाद गाड़ियों डैमेज हुई, लेकिन अब गाड़ियों को डैमेज होने का क्रम क्यों इतना

जारी है कि बड़ी बड़ी गाड़ियां वहां हजारों की तादाद में पड़ी हुई हैं । दूटी दूई और बेकार फैक्ट्री हुई गाड़ियां पड़ी हुई हैं । मैं नहीं समझता कि आज लडाई खत्म हुये करीब दस वर्ष हो गये, लेकिन गाड़ियों के सिलसिले में जो महामारी आई हुई थी, वह आज के दिन क्यों जारी है ? मैं चाहता हूं कि हमारे रेलवे मंत्री महोदय और उनके अधिकारीण डैमेज गाड़ियों की समस्या के बारे में व्यान दें ।

अब मैं एक छोटी सी घटना की तरफ आपका व्यान दिलाना चाहता हूं । चार तारीख को एक बारात सैकिंड क्लास में बैठी हुई थी, गाड़ी रखाना होने को थी, सिगन न हो चुका था और लाइन क्लियर मिल चुका था, इसी बीच कुछ लेने देने के सिलसिले में बारातियों से गोलमाल हुआ, उन्होंने देने से इंकार किया और तुरन्त गाड़ी डैमेज कर दी गई । यह इन्वायरी करने की बात है । जनरल मैनेजर को फोन हुआ कि गाड़ी डैमेज कर दी गई । दूसरी गाड़ी आने में काफी देर लगी । आगरा फोट को जाने वाली उस गाड़ी में कोई डैमेज की निशानी नहीं थी, लाइन क्लियर हो चुका था और स्टार्टर सिगनल भी हो चुका था लेकिन रुपये की लेन देन की बात की वजह से ऐसे वक्त पर गाड़ी को डैमेज डिस्ट्रिब्यूटर कर दिया गया और उस गाड़ी को याँड़ में कर दिया गया । मैं नहीं जानता कि उस वाक्ये पर क्या कार्यवाही हमारे रेलवे अधिकारियों की तरफ से हुई ? मैं चाहता हूं कि इस तरह की घटनायें न हों और गाड़ी के खुलने से पहले पूरी तरह इस बात की इत्तीफान कर ली जाय कि गाड़ी डैमेज तो नहीं है ताकि यांत्री लोगों को असुविधा न हो ।

Shri Jangde: On a point of clarification. There are many Members who have not spoken so far either in the

general discussion or the Demands for Grants. They should be given first chance and those who have already spoken should not be given chances.

Sardar A. S. Saigal (Bilaspur) rose—

Mr. Chairman: I think Sardar Saigal has already spoken on the Railway Budget.

Sardar A. S. Saigal: Yes, but at that time after four or five minutes you were kind enough to ring the bell and asked me to sit immediately. If a Member is given ten minutes, then I request that when you are in the Chair the same time should be given to other Members also.

Mr. Chairman: Yes, he may speak.

सरदार ए० एस० सहगल : सभाने त्री महोदया

Shri Sinhasan Singh: I have not finished. I have one or two more remarks.

Mr. Chairman: I have already given more than ten minutes.

ओ सिंहासन सिंह : जैसी आपकी मर्जी ।

सरदार ए० एस० सहगल : इस जमाने में जब कि हमारे यहां की जनता और सास कर हमारे यात्रा करने वाले लोग जब कि बहुत ज्यादा सफर कर रहे हैं, विजली की गाड़ी, डाक-गाड़ी, तेज एक्सप्रेस, उस हालत में फुल आटोमेटिक ट्रेनों का न होना यह अच्छी चीज़ नहीं है। आज इस बात की बहुत ज़रूरत है कि इलेक्चुर, मर्तिजापुर सेक्षन और योतमल सेक्षन में फुल आटो-मेटिक ट्रेन सर्विस होनी चाहिये जो कि यात्रियों की सुरक्षा की दृष्टि से आवश्यक है। वहां पर फुल आटोमेटिक न होने से पैसेंजर्स जो उसमें जाते हैं उनको ज्यादा से ज्यादा खतरा है। इसके अतिरिक्त में यह अर्ज करूँगा कि यह पैसेंजर सर्विसेज मेन लाइन पैसेंजर सर्विसेज की तरह से नहीं देखी जाती। जैसे कि हम दूसरी

मेन लाइन पैसेंजर सर्विसेज को मानते हैं, इन लाइनों को नहीं मानते और इन लाइनों पर जो भी हमारे क्रियूज, गार्ड्स, और ड्राइवर्स बर्गरह काम करते हैं, वह जूनियर लोग होते हैं और मैं नहीं समझता कि ऐसे जूनियर लोगों को वहां पर रखना जो कि वहां पर नान आटो-मेटिक ट्रेन चला रहे हैं कहां तक बाजिब होगा ?

इसके साथ साथ मैं यह भी कहना चाहूँगा कि गार्ड्स के पे स्केलस और माइलेज का अपराध है, उनको जो तनल्वाहें मिलती हैं, वह बहुत कम हैं, ऐसा भेरा खायाल है। इसके अतिरिक्त उनको जो ट्रैवलिंग एलाउन्स मिलता था वह अब बढ़ा दिया गया है। भगव भाइलेज उनका बढ़ाया नहीं गया है लेकिन जो उनको असल में भाइलेज और ट्रैवलिंग एलाउन्स मिलना चाहिये वह नहीं मिलता है। यह जो हमारा रॉनिंग स्टाफ है वह रेलवे एडमिनिस्ट्रेशन का बैंक बोन है, जिस तरह से कि मनुष्य के शरीर में रीढ़ की हड्डी का महत्व होता है, ठीक उसी प्रकार रेलवे एडमिनिस्ट्रेशन में रॉनिंग स्टाफ का स्थान है और इस नाते हमारे रेलवे विभाग और मंत्री महोदय को उनकी तरफ विशेष ध्यान देना चाहिये। इसके साथ ही साथ मैं यह भी कहूँगा हमारे रेलवे कर्मचारियों को गणतन्त्र दिवस और स्वतंत्रता दिवस जैसे राष्ट्रीय महल के दिनों पर यानी २६ जनवरी को और पन्द्रह भगात्त को कंसेशन मिलना चाहिये। इस तरह का कंसेशन पहले उनको मिलता था लेकिन उसके बाद आगे चल कर यह कंसेशन वापस ले लिया गया और मैं चाहता हूँ कि वह कंसेशन फिर उनके लिये आरी किया जाये। कंसेशन यह था कि जो कर्मचारी इन तारीखों पर यानी रिपब्लिक डे और इंडिपेंडेंस डे के दिन काम करते हैं उन को उन तारीखों के मुताबिक तनल्वाह मिलती चाहिये।

[सरदार ए० एस० सहगल]

इसके अतिरिक्त में आपका ध्यान कुछ थोड़े से शब्दों में नानदेद स्टेशन की हालत की तरफ दिलाना चाहता है। मुझे जाने का वहां सौभाग्य प्राप्त हुआ और जो कुछ म ने वहां पर देखा उसकी रिपोर्ट वहां पर जो कम्प्लेट बुक है उसमें दर्ज कर दी। वह एक तीर्थ स्थान है और वहां पर हजारों, लाखों यात्री तीर्थ यात्रा के उद्देश्य से आते जाते हैं, वहां के स्टेशन का टीक से निर्माण करना बहुत ज़रूरी है। वहां पर यात्रियों के लिये आरामगाह को टीक से तबदील करके बनाना चाहिये।

इसके साथ साथ में आपका ध्यान आल इंडिया टिकट चैकर्स कान्फेस जो हुई है, उसकी तरफ दिलाना चाहूँगा। वह कान्फेस ६ जनवरी १९५४ को उड़ीसा प्रान्त में बहराम-पुर नामक स्थान में हुई थी और वहां पर जो प्रस्ताव पास किये गये थे, में चाहता हूँ कि हमारा रेलवे बोर्ड और भंत्री महोदय उन प्रस्तावों पर और करे और देखें कि आया उनकी जो मांगें और श्रीविवान्सेज हैं वह उचित हैं कि नहीं और अगर उचित हैं तो कहां तक हम उनको पूरा कर सकते हैं।

साथ ही साथ में यह कहूँगा कि आज हमारे यहां पर जो कंडक्टर्स हैं उनको रेलवे बोर्ड के हुक्म के मुताबिक उनकी जगहों पर ट्रैवलिंग टिकट एज्ञामिनस में से ले कर भरती किया जाता था, लेकिन अब उस पर ज्यादा गोर नहीं किया जाता। जब रेलवे बोर्ड का यह हुक्म है तो मैं नहीं समझता कि उस पर क्यों नहीं अमल किया जाता, इस हुक्म को जो कि रेलवे बोर्ड ने दिया था उस हुक्म को जासी रखना और उसको मान्यता दिलाना यह रेलवे बोर्ड और भंत्री महोदय का काम है। ताकि टिकट एज्ञामिनर के प्रमोशन के जो चान्सेज हैं वह कट्टें न हों।

इसके साथ साथ क्लासिफिकेशन ऐज पब्लिक सर्वेंट्स के सम्बन्ध में यह कहना है कि कूँकि रेलवेज पर टिकट चैकिंग स्टाफ, जो लोग काम करते हैं वह इंडियन पैनल कोड के सेक्शन २१(८) और २१(६) के बमूजिब सेंट्रल गवर्नरमेंट के कमंचारी हैं, इसलिये टिकट चैकिंग स्टाफ को भी पब्लिक सर्वेंट डिक्लेयर किया जाना चाहिये। और इस नाते जो भी प्रोटेक्शन या दूसरे फायदे पहुँचते हों, उनको भी उनका हक्कदार बनाना चाहिये। आज उन के इस परिभाषा में न होने के कारण किसी किस्म का प्रोटेक्शन और बेनिफिट उनको नहीं मिलता है। उनको लीगल डिफेंस प्रोवाइड करने के बारे में भी मुझे यह कहना है कि इंडियन रेलवेज इस्टेब्लिशमेंट कोड पार्ट १ के रूल १६०२(१) की भावना के अनुसार अगर ड्यूटी के सिलसिले में या ड्यूटी अंजाम देने में कोई लीगल सूट किसी टिकट चैकर पर होता है तो उसको डिफेंड करने की पूरी जिम्मेदारी सम्बन्धित रेलवे के जनरल मैनेजर को अपने ऊपर लेनी चाहिये।

अब मैं आपका ध्यान बिलासपुर से इलाहाबाद तक एक्सप्रेस ट्रेन का होना चाहूरी है तथा बिलासपुर में तीसरे और चौथी श्रेणी के रेलवे कमंचारियों के बवाटर्सों की ओर दिलाना चाहता हूँ। जहां पर कि कोल स्टाफ रहता है और जहां पर कि बोयला निकाला जाता है।

उनके सामने जो क्वार्टर्स हैं उनका मुलाहिंगा करें इसके लिये आप खुद जायें या अपने अफसरों को भेजें, और तब आपको मालूम होगा कि वहां जो रहने वाले हैं उनके स्वास्थ्य पर कितना प्रतिकूल असर पड़ता है और मैं चाहता हूँ कि इस और शीघ्र ध्यान दिया जाये। साथ ही साथ पानी ले जाने की नाली ले जाने में जो विभिन्नता होती है

वह दूर की जावे । याने समानता का व्यवहार तीसरे व चौथे वर्ग के कर्मचारियों के साथ बरता जावे ।

इसके साथ साथ मैं यह कहना चाहता हूँ कि दूसरे स्कूलों में तो ऐसा कायदा है कि अगर दो भाई किसी स्कूल में पढ़ते हैं तो एक भाई से फीस आधी ली जाती है, लेकिन रेलवे में खास कर ईस्टर्न में इस तरह का कायदा नहीं है । मध्य प्रदेश में तो ऐसा कायदा है कि अगर एक भाई स्कूल में पढ़ता है और उसका छोटा भाई भी पढ़ता है तो उससे आधी फीस ली जाती है, लेकिन रेलवे में इस तरह का कायदा नहीं है । मैं चाहता हूँ कि ईस्टर्न रेलवे में जो यह हालत है उस पर मंत्री महोदय गौर करें और क्या यह उचित नहीं है कि अगर दो भाई पढ़ते हों तो उनको यह कंसेशन दिया जाये ?

मुझेली तहसील के लोगों की मांग है कि बिलासपुर मंडला लाइन का बनाना जरूरी है जिसका जिक्र मैं पहले कर चुका हूँ । इसके साथ साथ वहां पर ओवर ब्रिज की बहुत जरूरत है । आपका सारा स्टाफ रेलवे का उस लाइन की तरफ रहता है, आपका जो रेलवे ब्रिज है, वह रेलवे स्टेशन के भीतर में है, अगर आप वहां ओवर ब्रिज बनायें तो कर्मचारियों को और उनके बच्चे जो पढ़ने आते हैं उनको आने में काफी सुविधा होगी । इन शब्दों के साथ मैं अपनी बात खत्म करता हूँ और आशा करता हूँ कि मैंने जो चन्द एक मुकाबल दिये हैं मंत्री महोदय उन पर गौर करें ।

4 P.M.

श्री नन्द लाल शर्मा :

वन्दे गुरुपद बन्देह्यवाक्मनसगोचरम् ।
रक्तशक्लप्रभामिश्रमतक्यं त्रैपुरं महः ॥

माननीय सभानेत्री महोदया मैं माननीय रेलवे मंत्री का नाम श्री शास्त्री लाल बहादुर, इस रूप से प्रारम्भ करता हूँ । कारण यहाँ है

आपने त्रिपटी किरायों की जो निश्चित की है उसमें आपने ट्रायडिक मूव रखा है । जिस तरह पृथ्वी पर सत, रज और तम तीन गुण होते हैं उसी प्रकार से आपने दूरी के हिसाब से किरायों में तीन टांगें दे दीं ।

एक माननीय सदस्य : अब चार हो गई ।

श्री नन्द लाल शर्मा : टांगें तीन ही दी गई किरायों की, चौथी नहीं है । इसमें मैं इतना ही कहूँगा कि यह ट्रायोडिक मूव है । बल्कि सतोगुण, रजेगुण और तमोगुण होने के कारण ही मैं समझता हूँ कि शास्त्री जी ने अपने शास्त्रीत्व को भी दबा कर अंग्रेजी का प्राधान्य कर दिया । जब पहले पहल शास्त्री जी यहां पधारे तो हम सबको यह आशा हुई कि वह बहुत कुछ करेंगे, शास्त्री जी ने किया भी और अब भी प्रयत्न कर रहे हैं, इस सम्बन्ध में मैं अपने मन में उनके प्रति किसी प्रकार का समादर कम नहीं करता केवल इतनी बात जरूर कहता हूँ कि रेलवे बोर्ड और वह जार्ज फिल्प, हिज मैजेस्टी किंग एम्परर आफ इंडिया की तरह से चल करके सेन्टर में पहुँचने के बाद जनता से दूर होते जा रहे हैं ।

श्री रघुनाथ सिंह (जिला बनारस मध्य) : ऐसी बात नहीं है ।

श्री नन्द लाल शर्मा : मैं कोई शास्त्री जी के व्यक्तित्व पर आरोप नहीं कर रहा हूँ, केवल यही कहना चाहता हूँ कि पहले पहल उनका भाषण हिन्दी में आरम्भ हुआ लेकिन अब वह हिन्दी में बोलने में हिचकिचाते हैं और इसलिये जनता की पहुँच के बाहर चले गये । इसके आगे और भी बातें हैं, केवल हिन्दी मात्र नहीं है । जनता से सम्बन्धित क्षेत्र में यो पहली टांग शास्त्री जी ने रक्षी और जिस पर अपनी कुदूषित करके किराया बढ़ाया, सामान्य जनता उसी टांग के बांदर यात्रा करने वाली है ।

एक भाननीय सदस्य : वह ठीक कर दिया है।

श्री नन्द लाल शर्मा : मैं निवेदन करूँगा कि यह जो ६० परसेट व्यक्ति हैं दुर्भाग्य से आप उन्हीं को सब से कम सुविधायें देते हैं, जिनके लिये कि आप सोशल वेलफेर, वेल-फोर्म स्टेट और सोशलिस्ट पैटर्न आप सोसाइटी इत्यादि की बातें कहते हैं। सामान्य जनता के सम्बन्ध में निश्चित रूप से मैं कहता हूँ कि भारतीय जनता अत्यन्त दरिद्र है, बहुत दुःखी है। इसकी दूसरे देशों के साथ तुलना करना, अमरीका और इंग्लैंड के स्वप्न लेना, मैं समझता हूँ, भारत की परिस्थिति से आंख भूंद लेना ह। भेरा सम्बन्ध विशेषकर राजस्थान से है। राजस्थान के लोग अत्यन्त दरिद्र थे परन्तु उनको बहुत कम किराया देना पड़ता था, उनको पैसेजे के लिये बहुत कम देना पड़ता था, उनके लिये खाने पीने की सामग्रियां बहुत सस्ती थीं। परन्तु इस इन्टर्व्हेशन के बाद उन बेचारों का स्वर्च बढ़ गया, परिस्थिति उनकी खराब हो गई। अभी उस दिन की बात है मैंने राजस्थान के एक कार्य कर्ता से बातचीत की। वह कहने लगे :

"We are looked as conquered people."

जैसे ब्रिटिश लोग इंडियन्स को ट्रीट करते थे, वैसे ही अब मैट्रल गवर्नरमेंट स्टेट्स को ट्रीट करती है। हमारे साथ यह व्यवहार किया जाता है। इन्टर्व्हेशन कर दिया, वहां के लोगों का घेंड नीचा हो गया और बाहर से जो लोग गये उनका एकाधिकार हो गया। चूँकि वहां के लोगों की तादाद कम थी इस-लिये उनके अधिकारों को छीन लिया गया।

मेरा समय कम है मुझे इतने समय के अन्दर ही कहना है, इसलिये मैं यही कहूँगा कि आप तीनों टांगों का संतुलन कर लें। दो टांगों के मनुष्य और पक्षी होते हैं, चार

टांगों के पक्ष और यह तीन टांगें जो हैं वह शायद सत, रज और तम की शास्त्री जी की नामत्रयी हैं।

"रक्तशुलभ्रामित्रभतावर्य ब्रैपुरं महः"

यह मैं उनके साथी सहायक उपमंत्री महोदय से निवेदन करना चाहता हूँ कि अभी १६ फरवरी को आप फतेहपुर चुरू लाइन का उद्घाटन करने के लिये स्वयं पश्चारे किन्तु मैं देखता हूँ कि बजट में कहीं इस लाइन का वर्णन नहीं मिलता। पहले मैं ने स्वयं शास्त्री जी से प्रार्थना की, उन्होंने कहा था कि दो तीन दिन तक रिपोर्ट आपको मिलेगी। पंच वर्षीय योजना के संग रखी गई, उसका नाम ले दिया गया, लेकिन अभी तक आप उस पर शान्त बैठे हैं।

श्री एल० बी० शास्त्री : आपने बजट के भाषण में पड़ा नहीं है, आप देखिये कि उसमें है या नहीं फतेहपुर चुरू लाइन। उसमें यह लिखा है कि उसका काम शुरू हो गया है।

श्री रघुनाथ सिंह : आप शास्त्र पढ़ते हैं भाषण नहीं।

श्री नन्द लाल शर्मा : अगर भाषण की बात कहते हैं तो भाषण का तो पता नहीं किन्तु बात यह है कि बजट के व्योरों में किसी सास डिमाण्ड के अन्दर इस का पता मुझे नहीं चला है। बहरहाल अगर मेरी कोई गलती है तो मंत्री महोदय मुझे ठीक कर सकते हैं, मैं ने जहां तक देखा है डिमाण्ड्स में और विशेषकर उस स्थान में जहां पर कि आपकी सर्वे लाइन्स दी गई हैं वहां पर उसका सर्वथा अभाव पाया है।

श्री नेवटिया (जिला शाहजहांपुर-उत्तर व खेरी—पूर्व) : उस में इसके लिये २५ लाख रुपया रखा गया है।

श्री एल० बी० शास्त्री : आप सर्वे लाइन्स को न देखिये । उस पर काम चल रहा है और कंस्ट्रक्शन वर्क शुरू हो गया है ।

श्री नन्द लाल शर्मा : मैं माननीय मंत्री महोदय को इन बातों के लिये अवश्य धन्यवाद दे रहा हूँ कि जनता को जिन बातों की आवश्यकता है, जनता को जिन फैसिलिटीज की ज़रूरत है उसके स्वास्थ्य के लिये, उस की रक्षा के लिये, उस के आराम के लिये, वह आप उसको देने का प्रयत्न कर रहे हैं । लेकिन मैं कहता हूँ कि भारतीय जनता सब से अधिक दुःख सहने की शक्ति रखती है किन्तु इस समय उसके पास काफी शक्ति नहीं है इसलिये आप जितनी काफी सहायता उसकी कर सकें उतनी कीजिये । अगर उनका स्टैनर्ड आफ लाइक बढ़ाने के नाम से उन पर लंच ज्यादा लादा गया तो उन के लिये आज आप कोई साधन नहीं है और वह इस भार के नीचे दब जायेगी । इस लिये जो उनके ऊपर आप किराया बढ़ा रहे हैं उसको रोकने की चेष्टा कीजिये । आप फस्ट क्लास वालों को कोई भी सुविधा न दें, एयर कंडिशन्ड वालों के लिये आप क्या करें क्या न करें यह मैं कहने के लिये तैयार नहीं हूँ क्योंकि जन सामान्य जो है वह फस्ट क्लास और एयर कंडिशन्ड में चलने वाली नहीं है । आप उन बेचारों को साधारण से साधारण स्थान दें लेकिन अगर आप थर्ड क्लास कम्पार्टमेंट में पांच सौ भील से ऊपर की यात्रा करने वालों को कमर सीधी करने का प्रबन्ध कर दें तो भी बहुत कृपा होगी ।

Shri Alagesan: May I just interrupt for a minute? A sum of Rs. 25 lakhs has been provided in the Budget year for the construction of the Fatehpur-Churu line. So, it is already there.

Shri Nand Lal Sharma: If it is already there, I thank you for that.

Shri T. V. Vittal Rao (Khammam): It is in the Supplementary Demands for Grants.

Shri Nambiar: Still you can say that you want it to be done soon.

श्री नन्द लाल शर्मा : इसके अतिरिक्त ओवरकाउंडिंग का प्रश्न निरंतर आपके सामने चल रहा है । इसी कड़ाई करने पर भी जनता गाड़ियों के बाहर लटकती हुई चलती है । कभी हम दिल्ली रेलवे स्टेशन के पास पास के छोटी लाइन्स के स्टेशनों को जाते हैं तो हम लोग बराबर देखते हैं कि लोग बाहर लटक कर चलते रहते हैं और कहीं कहीं कट कर मर भी जाते हैं, लेकिन सरकार ने, विशेष कर रेलवे मंत्रालय ने इस ओर तनिक भी ध्यान नहीं दिया । अगर आप नई गाड़ी नहीं बचा सकते या और कुछ नहीं कर सकते तो कम से कम उनको बाहर न लटकने दीजिये । आपको चाहिये कि आप स्कावट डालें कि बाहर कोई लटक कर न चले । भले ही गाड़ी छूट जाये, दूसरी गाड़ी वह पकड़ लेंगे, लेकिन कम से कम कटने से तो वह बच जायेंगे ।

इसके साथ मैं फिर ध्यान दिलाना चाहता हूँ फतेहपुर चुरू लाइन की तरफ । आपने उसका उद्घाटन किया, आप उसके लिये २५ लाख रुपया दे रहे हैं । मैं कहता हूँ कि वहां की जनता इसके लिये स्वयं स्थान बनाने को तैयार है और सब प्रकार की सेवा करने को तैयार है । केवल कुछ काम आरम्भ हो, अगर आप एक कदम बढ़ायें तो जनता दस कदम बढ़ाने को तैयार है ।

Shri I. Eacharan (Ponnani—Reserved Sch. Castes): The hon. Minister was good enough to point out in his Budget speech that so far as appointments of Scheduled Castes in the railway services are concerned, the position has improved. We welcome it, but there are no data regarding that, and so it is not at all possible for us to take it for granted. The hon. Minister also

[**Shri I. Eacharan**]

stated that Scheduled Caste Members have been taken on the Railway Service Commissions. I do not know whether it is so in the case of all the Railways, or only on particular Railways. So far as the Southern Railways are concerned, the Scheduled Castes are not getting their due representation. It is not known how many persons have been recruited, whether all their applications have been fully scrutinised and they have been given their full quota. The Secretary of the Service Commission himself confessed on an occasion that the rules and regulations regarding appointments of Scheduled Castes are on paper, but they will do as they pleased. When this is the situation, how can the Scheduled Castes believe full justice has been done to them? As regards class IV posts, the vacancies may be advertised in all the regional languages in the local press. Sometimes these advertisements do not reach even the Employment Exchanges. The Exchanges complain that they are not getting information about these vacancies in time, so that they cannot contact the applicants and ask them to get in touch with the appointing authorities. In these circumstances, I would request the Railway Minister to appoint a committee in each railway zone to examine the working of the Reservation Rules. If such a committee were appointed to look into the matter, there will be some improvement.

Shri D. D. Pant (Almora Distt.—North East): The speech may be taken as read and another Member given a chance.

Mr. Chairman: The hon. Member will be given five minutes only, as there are other hon. Members anxious to speak, before the Deputy Minister replies.

Shri I. Eacharan: As regards the new railway lines, the Kollengode—Trichur railway line has been surveyed four times. The Deputy Railway Minister has seen this area and realises the importance of its early construction. The State Government has recommended it for inclusion in the next Five Year Plan. I would request the Minister to

give high priority to this line, in the next Five Year Plan.

Shri M. D. Ramasami (Arruppkottai): I am sure the hon. Railway Minister and the Deputy Minister will be in a position to anticipate what I am going to speak on this occasion, because I have been repeatedly making a request for a railway line for Arruppkottai. Several representations have been made to the hon. Minister and they have every sympathy for the claim which has been put forward. But I find that we have to encounter several categories of priorities which are being brought into operation just now. Unfortunately Arruppkottai does not fall in any of these categories. In this connection I am reminded of the plight of a young officer from North India who was recruited for one of the Central Services and posted to a place in South India. He served there for five years and after confirmation he applied for a transfer to his place in North India. He did not succeed. He was looking forward to a transfer for six more years and after twelve years when he was posted to some corner in South India, he made a strong representation. He was then told that people who have been posted to a station cannot be disturbed for five years. This only aggravated his difficulty. The same is the plight of Arruppkottai now.

The hon. Deputy Minister has been pleased to visit Arruppkottai and find out for himself the situation and the need for a railway link. Recently the Municipal Council of that place waited on a deputation on the Minister at Madras and represented its case. The hon. Minister was kind enough to promise that consideration would be given to their case. I hope he will remember his promise and try to see that the line is included in the Second Five Year Plan.

It is heartening to see that in paragraph 43 of his Budget speech he has said:

“The programme has to be planned on a big scale not only to meet

the needs of our developmental economy but also to open up new areas which so far have remained without rail transport facilities."

The case of Arrupukkottai will come under this category, if not under the other categories of priorities referred to. I hope the Railway Minister will be kind enough to give priority to the claim of Arrupukkottai which has been waiting for the last so many years. Not only will a rail link benefit the town, but an area of 5,000 miles east of Arrupukkottai.

Recently I understood that the State Government in their first batch of recommendations have suggested the connecting of Manamadurai with Tuticorin. I welcome this recommendation, but having recommended it, I fail to see how they did not consider the importance of Arrupukkottai. Arrupukkottai can be easily connected with Virudhunagar.

Next I wish to emphasise the need for overbridges in Virudhunagar. The main line cuts Virudhunagar town before diverting to Tuticorin and Trivandrum. The road from Virudhunagar to Arrupukkottai cuts the railway line in two places. The traffic on these roads is held for hours together. This problem is increasing in its magnitude and the Municipal Council of Virudhunagar have represented to Government that it is very essential to provide overbridges on these roads. I would request the hon. Minister to take this point into consideration.

Then I wish to refer to the narrow gauge line from Kurduvodi Junction to Pandarpur. One hon. Member referred to the inadequacy of proper platforms and other conveniences. But I had an occasion to travel in that narrow gauge line last year. The carriages are rickety—they are worse than rickety tonga—and jolting is unbearable. A pathetic incident occurred on that occasion. A fully filled up vessel tumbled on the foot of a passenger and cut his tows. I think it is high time that the narrow gauge line is converted into metre gauge and taken over by Government.

श्री नवल प्रभाकर (बाह्य दिल्ली—रक्षित—अनुसूचित जातियाँ) : मैं आपको धन्यवाद देता हूँ कि आपने कृपा करके मुझे योड़ा समय अपने विचार प्रकट करने के लिये दिया। मैं रेल मंत्री महोदय को भी धन्यवाद देना चाहता हूँ दिल्ली वालों की ओर से कि उन्होंने दिल्ली के शरणार्थी भाइयों की बस्तियों के लिये कुछ योड़ा सा काम किया है। नई दिल्ली से विनयनगर होते हुये एक उपनगरीय रेलवे लाइन उन्होंने चलाई है, लेकिन उस रेलवे लाइन को देखने से ऐसा मालूम होता है कि वह बिल्कुल अचूरी है। वह उपनगरीय रेलवे न तो पूरी बस्तियों तक पहुँच पाती है और जहां वह पहुँच पाती है वह भी पर्याप्त नहीं है। पटेलनगर से जो सीधी मोतीनगर को सड़क जाती है वह नजफगढ़ रोड को क्रौस करती है। वह सड़क जब रेलवे लाइन को क्रौस करती है तो एक सिगनल सड़क के एक तरफ है और एक सिगनल दूसरी तरफ है, अगर वहां स्टेशन बनाना है तो वह मेरी समझ में असुविधा-जनक होगा। नजफगढ़ रोड पर बहुत सी बस्तियाँ जैसे रमेशनगर, कीर्तिनगर, तिलकनगर और मोतीनगर, कीर्तिनगर और मोतीनगर रिहैबिलिटेशन मिनिस्ट्री की तरफ से अभी नई कोलोनीज बन रही हैं, उनके पास से एक मीटर गेज रेलवे लाइन गुजरती है, वहां के लोगों ने लिखा है और कई बार मेरे पास भी आये और उन्होंने कहा कि अगर यह रेलगाड़ी बीच में जो उपनगर पड़ते हैं वहां पर अगर यह ठहरने लगे तो उन लोगों को काफी सुविधा हो सकती है। अभी पिछ्ले दिनों में उधर गया था, पटेलनगर से आगे भैने देखा दो सिगनल खड़े हुये हैं, एक लाइन के एक तरफ और दूसरा लाइन के दूसरी तरफ और सुना कि यहां कोई स्टेशन बनने वाला है, वह स्थान जहां पर वह सिगनल खड़े हुये हैं वहां पर अगर कोई स्टेशन बनने वाला है, तो मेरी समझ में वह कोई स्टेशन

[श्री नवल प्रभाकर]

बनने के लिये उचित जगह नहीं है, क्योंकि वहां उसके पास से पटेलनगर से उधर कीतनगर की ओर जाने वाली तमाम सड़कें तिलक नगर से मिलती हैं, नजफगढ़ रोड के साथ मिलती हैं और अगर वहां स्टेशन बनता है तो अमुविधाजनक होगा। मेरी मंत्री महोदय से प्रार्थना है कि उससे भी आगे बढ़ करके आप या तो रमेशनगर के पास रेलवे स्टेशन को बनायें और वहां पर यह जो भीटरेज लाइन अहमदाबाद से दिल्ली तक आती है, उसका एक स्टेशन वहां बना दिया जाये। इसके साथ ही एक ब्रांडगेज लाइन भी चलती है अगर वह जो नई दिल्ली से बाहर बाहर जो उन उपनगरीय रेलवे चला रहे हैं उसको भी अगर आप इधर से ले जावें तो वह भी अच्छा काम हो जायेगा।

एक भावशीय सदस्य : आप उचित स्थान से उसको अनुचित स्थान में ले जाना चाहते हैं। वह जो पटेलनगर के पास रास्ता है, उस उचित रास्ते से हटा कर दूसरी ओर ले जाना चाहते हैं।

श्री नवल प्रभाकर : मेरे ख्याल में आपने देखा नहीं। सभानेत्री जी, मैं आपके द्वारा उनसे कहना चाहता हूँ कि उन्होंने उसको देखा नहीं होगा कि वह जो सड़क पार जाती है उस सड़क के दोनों तरफ सिंगल हैं। स्टेशन के पास स्टेशन बना हो तो क्या वह सुविधाजनक बात होगी क्योंकि फिर स्टेशन सरायरोहिल्ला स्टेशन के पास हो जायेगा? शक्तरबस्ती के पास जो हमारे रेलवे के कर्मचारी हैं वह ज्योपड़ियां बना कर दूर रहे हैं और पिछले दिनों जब मूसलाधार बारिश हुई तो उनकी ज्योपड़ियों के चारों तरफ पानी ही पानी भर गया, मैंने खुद उनकी वह हालत देखी कि चारों तरफ उनके पानी बहता था और नहर का पानी भी उधर आने लगा था, उसमें

मछलियां तौर रही थीं और मेंडक फुटक रहे थे। हमने मंत्री महोदय को इस सम्बन्ध में एक पत्र लिखा, लेकिन अभी तक उनको मकान नहीं दिये गये हैं, उनके लिये मकान बनने चाहिये, उनके लिये इस तरह का कोई प्राविजन होना चाहिये। मेरी यह मांग है कि वहां शक्तरबस्ती में जो हरिजन लोग पड़े हुये हैं उनके लिये मकानों की व्यवस्था तुरन्त होनी चाहिये।

बाग कड़े खां के अन्दर जो हमारे रेलवे के क्वार्टर्स हैं, उनकी बस्ती में से पहले सड़क हो कर गुजरती थी लेकिन अब सुना है कि रेलवे वाले उसको बन्द करके उस सड़क को बन्द किया चाहते हैं। इस सड़क के बन्द किये जाने से वहां के रहने वाले लोगों को काफ़ी असुविधा का सामना करना होगा और बाजार पहुँचने के लिये जो कि उसके सामने पड़ता है उन्हें डेढ़ मील का चक्कर काट कर पहुँचना पड़ेगा।

इसके अतिरिक्त देहली के आस पास स्टेशन हैं जैसे सरायरोहिल्ला, सब्जीमंडी आदि वहां पर शेडों का कोई इन्तजाम नहीं है, इसलिये मेरी मांग है कि देहली के आस पास के रेलवे स्टेशनों पर शेड्स का इन्तजाम होना चाहिये। मैं ने पहले भी जिक्र किया था और आज किर मी भी व्यान दिलाना चाहता हूँ कि देहली के अन्दर से हो कर रेल के इंजन काफ़ी बुझा फेंकते चलते हैं जिससे नगरवासियों को काफ़ी असुविधा का अनुभव होता है और इसलिये मेरी मांग है कि देहली के आस पास के जो बड़े स्टेशन हैं वहां से देहली तक के लिये बिजली की रेलगाड़ी चलाई जानी चाहिये। स्लीपिंग कार्स के बारे में मैं इतना ही बताना चाहता हूँ कि जब तीन दिन पहले लोग अपनी सीट रिजर्व कर लेते हैं, तो उनको आसानी से सीट मिल जाती है लेकिन अगर कोई ऐसे बक्त पर

ठीक टाइम पर जाकर सीट लेना चाहता है तो हालांकि सीट खाली होती है ताहम बगर रेलवे वालों को कुछ टिप किये हुये सीटें नहीं मिल पाती हैं। इसलिये मैं चाहता हूँ कि हमारे रेल मंत्री महोदय इसकी तरफ और करें और इसको हटाने के लिये आवश्यक कार्यवाही करें।

एक बात में रेलवे टाइम टेब्ल के बारे में कह कर बैठ जाऊंगा और वह यह है कि मैं हिन्दुस्तान के एक कोने से दूसरे कोने तक शूमा हूँ और मैं ने करीबन हर एक बड़े रेलवे स्टेशन के ऊपर जब मैं ने उन से रेलवे का टाइम टेब्ल मांगा है तो न तो हिन्दी में टाइम टेब्ल मिला और न अंग्रेजी में मिला, और किसी कम्पनी का रेलवे टाइम टेब्ल पेश कर देते हैं कि यह टाइम टेब्ल आप ले सकिये। यह भी रेलवे टाइम टेब्ल है। मैं यह जानना चाहता हूँ कि रेलवे की तरफ से जो टाइम टेब्ल होता है, उसका क्या होता है और वह कहां चला जाता है, उसका कोई पता नहीं चलता, क्या वह रद्दी में बिक जाता है या वह इतनी जल्दी बिक जाता है, कुछ पता नहीं चलता है। पहली जनवरी को रेलवे का टाइम टेब्ल निकला, चार, पांच जनवरी को पूछा गया तो पता नहीं चला कि कहां इतनी जल्दी स्वतं हो गया? मैं मंत्री महोदय का ध्यान इस और आकृष्ट करना चाहूँगा कि वह देखें कि लोगों को रेलवे का टाइम टेब्ल मिल सके।

एक बात में और कहना चाहता हूँ और वह यह है कि रिवांडी से देहली तक जो मीटर-गेज लाइन चलती है उसको अगर ब्राडगेज कर दिया जाये तो बड़ी सुविधा होगी और जो बस्तियां आस पास में बसी हुई हैं उन में भी आने जाने की बड़ी सहूलियत हो जायेगी।

इसके अलावा एक शब्द और कह कर मैं बैठ जाता हूँ और वह यह है कि रेलवे के

अन्दर नौकरी देने के सम्बन्ध में हरिजनों को प्राथमिकता नहीं दी जाती है, इसलिये मैं चाहूँगा कि रेलवे और उनके आदि के अन्दर हमारे हरिजन भाइयों को प्राथमिकता दी जानी चाहिये। आपने जो मुझे इतना समय बोलने का दिया, उसके लिये धन्यवाद।

Shri Alagesan: Many points have made by hon. Members and I do not think it will be possible for me to cover all the points that have been made. But I shall try to reply to some of the important points raised, especially in connection with staff matters.

The Tribunal is now sitting. Perhaps the House is aware that it was constituted in July 1953. The Federation was able to finalise all its demands only in December last, and the Railway Board also has submitted its side of the case. Now, the sittings of the Tribunal are likely to start soon and go on until the work is over. Shri Nambiar seems to be labouring under a misapprehension that the number of issues referred to the Tribunal is not large enough. It is true that only five broad issues were placed before the Tribunal, the first of which is redistribution of grades for various categories of staff decided upon as a result of the recommendations of the Joint Advisory Committee. That is, that question should be reviewed. I understand that under this alone many items—perhaps about a hundred or even more—have been placed before the Tribunal. So it will be realised that there will be no dearth of subjects that should be gone into by the Tribunal and it will cover the distribution of grades etc. Of course, it cannot be claimed that under the pretext of distribution of grades, all staff should be upgraded or should be put in higher grades. In fact, I understand that one of the points made by the federation is that only four per cent of the total strength should be in the grade of routine clerks, viz., Rs. 55—130. All these things will be gone into by the Tribunal, whether that percentage is fair or not. But, as the Minister already mentioned in his speech, even if, over and above all these

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things, any additional terms of reference are found to be necessary to be made to the Tribunal, it will be done in consultation with the Federation.

Then, Shri Nambiar referred to the disciplinary rules, and said that there should be complete overhaul etc. This question has been reviewed from time to time and only in 1952 certain modifications were made in consultation with the Federation. This gives large scope for the employees to represent their cases. I am told, unless it is a case of grave misconduct—in the presence of either the General Manager or the Heads of Departments, the person concerned has always the right of enquiry. He can appear in person before the authority enquiring and he can also take the trade union official with him and all these channels are open to him for representation.

One important concession that has been made in this connection is that if it is a matter that can be taken to the General Manager, he can always place his case before the Rates Tribunal and they will be prepared to consider it. Even so, I should like to say that if further simplification is possible, in these disciplinary rules, we can consider it and come to a decision in the matter.

Shri Nambiar also referred to the Security Force, that the Watch and Ward is being sought to be turned into a Security Force and that the main function of the Security Force is to spy on trade union activities. I do not know from where he got that impression. The losses that the Railways have been sustaining over a number of years with regard to the payment of claims are well-known. We have been taking steps to counteract that and to reduce these losses. It is with a view to achieve this purpose that the Watch and Ward is sought to be reorganised and put on a more efficient basis. If I give the claims payment figures, that will be very revealing. Though there has been a reduction this year—1953-54—yet the losses are huge. In 1952-53 it was Rs. 3,18,00,000 and in 1953-54, it

was Rs. 2,89,00,000. These huge losses to the Railways have to be prevented and we have been taking necessary steps in that direction. Even if we are going to arm the Security Forces, it may not be that the entire force will be armed. It will be only a small percentage that will be armed. I should like persons like Shri Nambiar to co-operate in this matter and see that this step of ours bears fruit and the losses are eliminated—if not eliminated at least reduced to a considerable extent.

Coming to the question of catering, I should like to say a few words. I am grateful to the hon. Members who commended the departmental catering on the Southern Railway. All of us are happy about it and it is our intention to bring about such a state of affairs on other Railways too, so that cheap and wholesome food will be available to the passengers. Of course, we tried to standardise the menus. It is not possible, that naturally, my Punjabi friends may not like much of rice in their food. There was a complaint that there is too much of rice served on the Southern Railway (*Interruption*). It is not possible to standardise the menu throughout the country because it is difficult, but a step has been taken to standardise the menu on a regional basis and we desire to push through this departmental catering. But, hon. Members who are interested in the spreading of departmental catering would have noticed that the one objection to this that has been raised by some others has been that departmental catering leads to losses, and the figures on the Southern Railway were naturally quoted. In the year 1953-54, the loss was approximately about Rs. 4½ lakhs on the Southern Railway and the position is more or less the same on the ex-B.N.R. section of the Eastern Railways, where we have departmental catering. So in order to reduce these losses certain steps were suggested and it is in that direction that, I think, the Southern Railway has taken measures to reduce the food bill of the employees.

I hope this will not be mistaken or misrepresented and it will be taken in the spirit in which it has been done.

Shri Nambiar: It is a small reduction which will give you nothing.

Shri Alagesan: It is in the interests of the employees themselves and in the interests of other railways. In the areas served by other Railways also this departmental catering should succeed and we should be able to carry it on without sustaining losses. I do not mean to say that it will be possible for us to completely wipe out the losses, but we should see that it is brought at least to a minimum. That is what I have got to say with reference to catering.

Shri S. C. Samanta: (Tamluk): May I know whether monopoly catering would be abolished in the Railways at once?

Shri Alagesan: I hope my hon. friend has seen the report of the Catering Committee where certain directive principles have been given. They have been called "directive principles". I do not very much agree with that expression but they are there. We have recommended certain limits to be set to the holdings of contractors so that the present large sized holdings may be considerably reduced and it does not result in monopoly.

Shri Sinhasan Singh: May I know when this will come into operation?

Shri Alagesan: I may inform the House that we propose to take action to implement the recommendations of the Committee without loss of time.

Shri Sinhasan Singh: Has no definite date been fixed?

Shri Alagesan: No definite date has been fixed but we will be doing it soon.

Shri Nambiar has spoken about confirmations. We have asked the Railway Administrations to speed up confirmations. Of course, there has been a certain delay because seniority lists had not been finalised. Now that they have been finalised there should be no difficulty in going through these confirmations.

Shri Anthony who has been very amiable in his criticisms of the Railway Budget this year has raised certain very relevant points. First, to take the question of pension. He himself said that the railwaymen may not be the best judges in this matter. There, perhaps, I thought he gave away his case. In fact, we cannot take a step which is not acquiesced in by the railwaymen themselves. This question was gone into not once or twice but several times whether it should be provident fund or whether it should be pension, whether the railway servant should be pensionable servant. One thing is that railway service is a little risky. It will be very unfair to people who die in harness or who have to quit the service. The pension rules and the pension arrangements may not be as favourable as the present provident fund rules. That is one consideration which has to be taken into account and it will also be noticed that the Federation before and even now is not keen on this matter, that is, that we should change over to pension. I think, also in the case of the class IV staff the present arrangement will be more advantageous than if it is converted into pension in view of the increase in the rate of interest from 3 to 3.25 per cent.

Another aspect that has to be taken into consideration is that Railways being a commercial undertaking, the dues relating to retirement benefit etc. are discharged currently and there is no liability that is held over. At present the liabilities are fixed and they are discharged currently and this is a desirable thing for the working of the Railways which is a commercial undertaking. These are the only things that I should like to say about it. But, a solution to this problem will be to induce the railwaymen to buy long-term annuities after retirement and the Government have already introduced a general annuity scheme which can be availed of by retired railway employees.

Shri Anthony was complaining that staff are made to work up to 150 hours for the first two weeks and then given:

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very much longer period of rest to prevent their getting overtime, for the limit of 54 hour work per week averages over a month. The railway staff are liable to certain fluctuations in their work and their working conditions have to provide for this, but I am sure the extent of fluctuation cannot be such as to require a railway worker to do in a week and half the work which he has to put in for a whole month and then keep him idle for the remaining three weeks.

He cited the case of motor men and they being without assistants, their duties are arduous and they should be treated on a par with steam locomotive drivers. Anybody that watches the work of these two categories will clearly see that the duties of the motor men are not as arduous as those of the steam locomotive drivers. At best, they are like tram car drivers and the scale allowed for them is Rs. 150—Rs. 255 plus mileage allowance. To ask that they should be treated on a par with steam locomotive drivers is not, I think, a reasonable demand.

Shri Anthony then referred to discrimination between guards and drivers, particularly in respect of running allowance. Running allowance is not meant merely to pay for the cost of food, but is part of the normal wage for the additional responsibility shouldered. The duties of the driver in charge of a train are more difficult and onerous than those of the guard. The difference in the mileage allowance between these two categories has always existed and is not a new feature. The drivers themselves would be the first to oppose any idea that their duties are similar to those of the guards.

Shri Anthony referred to the question of officiating allowance. I may say that this question is also before the Tribunal and one of the issues is that the officiating pay should be admissible to staff working in the higher grades without the imposition of any minimum time limit as to the duration of the period of working in the higher grades. I think that issue covers the point raised by Shri Anthony. Now

officiating allowance is paid if the officiating period does not exceed 21 days, but the limit of 21 days has recently been increased to 42 days, though there are certain exceptions to this rule. The rules also provide for officiating pay being given to running staff without any restriction in respect of the time.

I come now to my friend, Shri Thomas. He was pleading for concessions to journalists. My friend, Shri Gurupadaswamy, also pleaded the cause of journalists in the matter of the grant of these concessions. I am glad to tell both these hon. friends that concessional mileage coupon books for first and second classes at reduced fares are issued to Press correspondents accredited to the Headquarters of the Government of India at Delhi for journeys totalling 1,000 miles performed on a business connected with bona fide Press work and the 1,000 miles must be covered within 12 months. The price of the first class coupon book, calculated at the rate applicable to second class, comes to Rs 83-8-0 per 1,000 miles. Similarly, the price of the second class coupon book is calculated at the rate applicable to inter class mail fares, which comes to Rs. 54-11-0 for a distance of 1,000 miles. I think this will satisfy my two friends who pleaded for concession to journalists.

Shri M. S. Gurupadaswamy: What about bride and bridegroom? What about the new couple?

Shri Alagesan: That will have to wait until Shri Gurupadaswamy assumes charge of this portfolio.

About P.T.O. concessions, the matter was raised and I told my friend that he will have to raise the matter during the discussion on the General Budget. This P.T.O. concession was granted to Central Government employees, not Railway employees, in the year 1948 and then after a year the concession was not allowed to continue. When the P.T.O. concession, which was granted in 1948, was withdrawn temporarily in 1949, Railways were also asked to fall in line and in deference to that, the

P.T.O. concession that was previously available to gazetted staff—it was 24 single journeys per year—was completely stopped and in respect of the class III and class IV staff, the concession, which was 12 single journeys, was reduced to six. It is not as if the class III and class IV employees on the Railways are without the concession, but only it has been reduced to six single journeys per year. The whole question can be raised with reference to the Government employees as a whole.

Shri Nambiar: Cannot this be restored to the original level in the case of Railwaymen?

Shri Alagesan: It will not be fair to restore this in the case of the Railwaymen alone when the whole question has to be tackled with reference to all the Central Government employees.

Shri T. B. Vittal Rao: The Railway employees will get the increase if the others get it.

Shri Alagesan: You can wait and see. I do not know what the decision will be on this matter.

Shri T. B. Vittal Rao: When it was withdrawn, we were told that one of the reasons for it was overcrowding in the trains.

Shri Alagesan: That has to be taken into consideration. Although overcrowding has considerably lessened, it has not completely vanished.

Shri A. M. Thomas: I believe the Railway Ministry is sympathetic towards this problem.

Shri Alagesan: If the problem is tackled in a sympathetic way for all the Government employees, certainly our sympathies are there.

The question of employment of Scheduled Caste friends in the Railways was raised. I can say that as far as the Railways are concerned, we have issued very strict instructions to the Railway Service Commissions that they should see that at least the percentage

that has been set apart for the Scheduled Caste and Tribe candidates is reached, and with a view to achieve that, we have asked them to advertise separately for Scheduled Caste vacancies, so that they can tackle it separately without mixing the Scheduled Caste candidates along with others. We have done that. But still, I am sorry to say,.....

Shri Matthen (Thiruvellah): Are backward classes also included?

Shri Alagesan: No. Still, I am sorry to say that the percentages have not been reached. But I can give the assurance to my hon. friends that we will do everything that is possible in this direction and see that the full quota of Scheduled Castes candidates and also the Scheduled Tribes candidates are recruited for the railway service.

I thought one piece of information I could give in this connection, though it covers only unskilled workers. I have got some of these figures relating to the past six months. Recruitment in the Golden Rock workshop was 730 out of which Scheduled Castes were 111.

Shri Thimmaiah (Kolar—Reserved—Sch. Castes): What railway is this?

Shri Alagesan: Southern Railway. Then in the Perambur Workshops also, which is again on the Southern Railway, out of 422 recruited, 101 belong to Scheduled Castes. This is a percentage which is much more than the reserved percentage of 12½.

My friend, Shri M. S. Gurupadaswamy, raised the question of book-stalls. This question has been gone into by the previous Central Advisory Council and also by the National Railway User's Council and a decision has been taken that those who have given satisfactory service need not be disturbed. There is no reason to disturb them. That is the decision of the Council. But if others are willing to come forward and open stalls in stations where there are no book-stalls at present, certainly their case can be considered favourably. But it is also true that when we advertised on the Southern Railways for

[Shri Alagesan]

certain book-stalls, there was no response. The concerns are not willing to undertake this work which perhaps does not bring them profit so easily and so early. That also has to be taken into consideration, but as far as we are concerned, we are prepared to entertain applications with regard to stations where there are no book-stalls at present.

Both Shri Gurupadaswamy and Shrimati Tarkeshwari Sinha raised the question of class II officers. Various steps have been taken and I thought we have been able to produce satisfaction on this account. In fact I thought this question has been satisfactorily settled because my friend, Shri Frank Anthony, who always raised this question did not touch upon this question this year. I thought that is the proof that this has been very satisfactorily dealt with.

Shri Nambiar: It is so.

Shri Alagesan: The percentage of vacancies, as the House knows, has been raised to 33½ per cent. class II officers who have been officiating in the senior scale for more than three years are to be retained in an officiating capacity without having to revert. Where the continuous officiating service of class II officers in the senior scale falls short of three years by less than three months, the shortage of less than three months is condoned, provided the work of the incumbent in the senior scale had been satisfactory. The age restriction of 50 years for permanent promotion from class II to class I has been removed. The officiating class II officers who were given only one year weighted seniority in the past are now granted seniority to the extent connoted by the initial pay fixed for them in class I or half the continuous officiating and permanent service in class II, whichever is higher, subject to a maximum of five years. I think with all these steps being taken, our class II friends should have no cause for grievance.

Shri Gidwani raised the question of a station to the refugee colony of Ulasanagar. Perhaps he also knows and he has been representing on this matter, that two stations have already been put up. The question was with reference to another station, and the site for which has been chosen. But the Bombay Government is not able to agree to that site. They recommended a different site. So, the whole matter is under consultation with the Bombay Government and we will be able to have a station soon. I can say that much to Shri Gidwani.

There is another point to which I should like to refer. I think Shri M. S. Gurupadaswamy referred to it. I am sorry that he has disappeared so soon. He wrote a letter to the General Manager, Southern Railways, regarding an employee and he got a reply that such things should not be taken up by MPs with the General Manager. This is a sore question and I should say that the number of representations with regard to staff from Members of Parliament and other has been increasing. My friend, Shri Anthony, would bear me out when I say that, because he has been himself making a number of representations and it was not always possible to satisfy him and to send him satisfactory replies. Instead of Members of Parliament writing to the Heads of Administrations, they can write either to the Minister or to me, but even there, I should think the number of these representations has been increasing at a very rapid pace, and it has not been possible either for me or for the Minister, to keep pace with those representations. One effect of this has been to create a parallel channel of representation with regard to staff grievances. Though I do not say that hon. Members should have no interest in staff matters and that if a particular case of injustice is brought to their notice they should not take it up either with the Board or with us, hon. Members will realise that this sort of parallel channel for taking up staff grievances introduces a certain amount

of indiscipline in the ranks which will not be conducive to the efficient working of the railway.

Shri Gidwani: Supposing the higher officers refuse to forward applications, for reasons best known to themselves, what is to be done?

Shri Alagesan: I shall be excused if I do not go into the details of these things. I only want my hon. friends to broadly appreciate that there are difficulties in this mode of representing things and they will bear with me when I say that, if necessary, they take only such cases where it appears to them that something which is very, very unjust has been done. I do not want say anything more on this subject.

Mr. Chairman: Will the hon. Minister take more time?

Shri Alagesan: I shall be closing within a minute. Several hon. Members have been again pleading for the construction of more lines. Shri M. D. Ramaswami had already saddled me with a promised. Of course, we would like to construct as many new lines as possible and within the means available and within priorities that are struck. I can say that it is true that the Madras Government has not included the line mentioned by my hon. friend in their first batch of recommendations. Perhaps they may again recommend it in which case we may be able to look

into the case. With reference to the Chamarajanagar-Satyamangalam line, I would only say that as soon as the survey report of the Bangalore-Salem line is received, the two lines can be studied and proper decision taken.

Mr. Chairman: I shall now put Demand No. 1 to the vote of the House. Several cut motions have been moved under Demand No. 1. They are all well-known to the House. So, I suppose I need not read them. Does any hon. Member want to press or withdraw any of the cut motions?

Shri Nambiar: I would like to press all the cut motions that I have moved.

Mr. Chairman: Then I shall put all the cut motions to the vote of the House.

The cut motions were negatived

5 P.M.

Mr. Chairman: The question is:

"That a sum not exceeding Rs. 42,43,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Railway Board'."

The motion was adopted

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, 10th March, 1955.