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LOK SABHA DEBATES

(Part I—Questions and Answers)



(Vol. I contains Nos. 1—20)

LOK SABHA SECRETARIAT
NEW DELHI

FOUR ANNAS (INLAND)

ONE SHILLING (FOREIGN)

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LOK SABHA

Thursday, 10th March, 1955.

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

ROLLING STOCK

*643. **Sardar Hukam Singh:** Will the Minister of Railways be pleased to refer to the reply given to starred question No. 1075 on the 17th September, 1954 and state:

(a) when the locomotives and wagons offered by the Foreign Aid Organisation to our country are expected to arrive; and

(b) whether any portion of the consignment has been received during 1954?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Partly in 1955 and partly in 1956.

(b) No.

Sardar Hukam Singh: Are they of all gauges or only of a particular gauge?

Shri Shahnawaz Khan: They are of broad gauge and metre gauge.

Sardar Hukam Singh: Are they to be distributed over all the Railways or have they been assigned to particular Railways?

Shri Shanawaz Khan: It depends upon the requirements of various Railways. Normally we will distribute them to the various Railways.

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Sardar Hukam Singh: If they are not being made in one country, have any steps been taken to ensure that they are of one make and one specification?

Shri Shahnawaz Khan: Naturally we are expected to take these very preliminary precautions.

Shri Ramachandra Reddi: May I know whether these locomotives will be inspected in those countries before they are exported to this country?

Shri Shahnawaz Khan: Of course, Sir.

राज्य विधान सभाओं के सदस्यों के लिये रेलवे पास

*६४५. श्री भक्त वरदान : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) अभी तक किन किन राज्यों ने यह प्रार्थना की है कि राज्य विधान सभाओं के सदस्यों को अपने राज्यों की सीमाओं के भीतर यात्रा करने के लिये रेलवे पास दिये जायें ; और

(ख) इस सम्बन्ध में क्या निर्णय किया गया है ?

रेलवे तथा परिवहन मंत्री के सभासचीव (श्री शाहनवाज खां): (क) अभी तक केवल उत्तर प्रदेश सरकार की ओर से ही प्रार्थना की गयी है कि राज्य की सीमा में यात्रा करने के लिये उस की विधान सभा के सदस्यों को रेलवे पास दिये जायें।

(ख) सरकार ने इस मुद्दा पर विचार किया था, किन्तु वह इससे सहमत नहीं हुई।

श्री भक्त वरान : क्या यह सत्य है कि जिस तरह संसद सदस्यों की निःशुल्क रेल यात्रा का भार रेलवे मंत्रालय पर नहीं पड़ेगा बल्कि संसदीय मंत्रालय पर पड़ेगा, उसी प्रकार राज्यों में भी वहाँ की राज्य सरकार इस भार को वहन करेगी ? उस पर भी यदि यह मांग नहीं स्वीकृत की गई, तो इस का क्या कारण है ?

रेलवे तथा परिवहन मंत्री (श्री एल० बी० शास्त्री): यह पूरा खर्च यहाँ भी पार्लियामेंट सेक्रेटरीरियट पर नहीं पड़ता है। असम्बली के मंत्रियों का जहाँ तक ताल्लुक है, उत्तर प्रदर्श की सरकार कहाँ तक दंड वसूल करेगी, इस में मुझे बहुत शक है।

श्री भक्त वरान : क्या यह सत्य है कि उत्तर प्रदर्श की सरकार ने इस बात की जो प्रार्थना की थी उस में उस ने स्पष्ट कर दिया था कि इस यात्रा के भार को वह पूरी तौर से वहन करेगी ?

श्री एल० बी० शास्त्री : पहले वह रोडवेज के लिये अपने पास दंड पर विचार करने में आनाकानी कर रही हैं, इस भार को वहन करने की बात तो बहुत दूर है।

Dr. Rama Rao: In considering any such proposal may I know whether the Government have consulted their officers about the inconvenience caused to the staff already as a result of the issue of passes to M.P's?

Mr. Speaker: Whether Government have considered the inconvenience to the staff as a result of the system of issue of these passes.

Shri L. B. Shastri: We have not received any complaints from the staff or from the officers.

IRREGULARITIES COMMITTED BY P. & T. EMPLOYEES

*646. **Shri Dabhi:** Will the Minister of Communications be pleased to state:

(a) whether it is a fact that the number of various types of offences committed by P. and T. Officials and the amounts involved in these offen-

ces have gone on increasing year by year from 1949-50 to 1953-54;

(b) if so, the causes therefor; and

(c) the steps Government propose to take to remedy this state of affairs?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) A statement showing comparative figures of offences and traffic for the period is laid on the Table of the Sabha. [See Appendix IV, annexure No. 8].

(b) There are no special causes except the general conditions prevailing in the areas where these offences were committed.

(c) Stricter control and supervision.

Shri Dabhi: In the statement it is mentioned that in the year 1953-54 the total amount involved as well as the number of fraud cases recorded a decrease. From the number of offences and the amount given it is seen that in 1953-54 there has been an increase both in the number of offences as well as in the amount involved. May I know which category of offences recorded an increase?

Shri Raj Bahadur: The number of other offences has increased, for example, those pertaining to money orders, etc. But so far as fraud cases are concerned, they have decreased. Further it will be apparent from the statement that the percentage of offences to the total turnover of business has definitely diminished.

Shri P. C. Bose: May I know whether it is a fact that the number of post offices has been increased enormously while the number of the supervisory staff has not been increased to that proportion?

Shri Raj Bahadur: That is a fact.

Shri Dabhi: May I know the reasons as to why in spite of Government taking stricter action in these matters, the offences have not come down?

Shri Raj Bahadur: Any period of quick expansion of services is generally accompanied by such features.

The number of post offices has been more than doubled and the number of supervisory staff has not kept pace with that increase.

NEW RAILWAY LINES

*647. **Shri Jhulan Sinha:** Will the Minister of Railways be pleased to state:

(a) whether the Government of Bihar have sent in their proposals for the opening of new railway lines during the remaining period of the First Five Year Plan as also for inclusion in the Second Plan; and

(b) if so, whether a copy thereof will be laid on the Table of the House?

The Parliamentary Secretary to Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes, Sir.

(b) No Sir, it is not usual to lay such correspondence on the Table of the House.

Shri Jhulan Sinha: Have the Government received any report about the unanimous decision of the Bihar Legislative Assembly for opening a new line from Thawe via Katea to Bhatni?

Shri Shahnawaz Khan: We have not received any such thing from the Bihar Government.

Shri Jhulan Sinha: May I know if the Government has received any report about the proposed nationalisation of the B. B. Light Railway in Bihar?

Shri Shahnawaz Khan: That is a different question, and if the hon. Member would give notice separately we will answer that.

The Minister of Railways and Transport (Shri L. B. Shastri): I may add, Sir, that we have received no such recommendation from the Bihar Government.

Shri Syamnandan Sahaya: Have the Government of Bihar submitted a

proposal for connecting by rail route the Sahibganj and Baruraj Police Stations with the Motihari line?

Shri L. B. Shastri: No, Sir, we have not.

ठाकुर बुगल किशोर सिंह : क्या यह बात सत्य है कि मुजफ्फरपुर से सीतामढ़ी का कल लाइन ले जाने के लिये बिहार सरकार से कोई प्रार्थना आई है ?

रंजित तथा परिवहन उपमंत्री (श्री अल्लनदान): आई है ।

पंडित डी० एन० तिवारी : क्या मंत्री महोदय को मालूम है कि बहुत दिन से सिधौलिया से मोतीहारी तक लाइन डालने के लिये सर्वे करवाया हो गया है और बिहार गवर्नमेंट ने भी इस पर जोर दिया है ? इस लाइन को डालने में कितना समय लगेगा ?

श्री एल० बी० शास्त्री : वास्तव में बहुत सी लाइनों की सिफारिशें आई हैं और मुमकिन है कि अभी और भी आयें, लेकिन हम उन पर दूसरे पंचवर्षीय प्लान के सिलसिले में विचार करेंगे, हम अभी तो सब का नाम एक सूची में दर्ज कर लेते हैं ।

MEDICAL COLLEGE AT PATIALA

*648. **Shri Chinaria:** Will the Minister of Health be pleased to state:

(a) whether Government promised a grant of rupees forty lacs to the P.E.P.S.U. Government for the building of a Medical College at Patiala;

(b) whether Government are aware that the construction of that building is now complete;

(c) whether Government have given or intend to give the promised grant; and

(d) if not, the reasons therefor?

The Minister of Health (Rajkumari Amrit Kaur): (a) No such promise was given.

(b) Yes.

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

Sardar Hukam Singh: May I know whether any grant had been asked for for this Medical College?

Rajkumari Amrit Kaur: Yes, a grant was asked for and it was recommended to the Planning Commission. But the Planning Commission made it quite clear to the State Government that while the scheme could be included in the State Plan, the expenditure must be borne entirely from State resources.

Dr. Rama Rao: In view of the great shortage of Medical Graduates, may I know what financial assistance Government is going to give to this College in particular and other Colleges?

Rajkumari Amrit Kaur: We have a scheme which we are discussing with the Planning Commission for giving aid to Medical Colleges. And in the matter of this particular College I hope that we shall be able to give equipment at any rate.

EXTRA PROFITS TO SUGAR-CANE GROWERS

*649. **Shri Bishwa Nath Roy:** Will the Minister of Food and Agriculture be pleased to state whether the formula adopted last year by Government for giving due share in the extra profits in sugar to the sugar-cane growers has been enforced anywhere in U. P. or Bihar?

The Minister of Agriculture (Dr. P. S. Deshmukh): The formula referred to has been applied to 1953-54 season on a voluntary basis. All Sugar Factories have, however, been asked to pay the extra price which may be due to sugarcane growers under the formula, without any undue delay.

Shri Bishwa Nath Roy: May I know the percentage in the extra profit to be paid to the grower and to the labour?

Dr. P. S. Deshmukh: The intention of the formula is to pay extra price to the growers. I do not think the labourers have any place. The percentages have been determined according to States and so they differ from State to State.

Shri Bishwa Nath Roy: May I know the amount to be paid to the growers in U.P. and Bihar?

Dr. P. S. Deshmukh: The total amounts have not been calculated. The extra price per maund has been calculated.

Shri Syamnandan Sahaya: Have Government any information as to whether any mill in Bihar or U.P. has paid this extra price for sugarcane, and what is the calculation that the sugarcane grower is likely to get?

The Minister of Food and Agriculture (Shri A. P. Jain): We have no information on that point. I may, however, add that according to the initial estimates we felt that a large number of factories would be paying additional amounts to cane growers. From the reports received from the factories, the number is small. We are again looking into the matter and examining the sale prices of sugar in order that the cane grower may get his proper share.

Shri Syamnandan Sahaya: What will be rate per maund.....

Mr. Speaker: I am calling Sardar Lal Singh.

Sardar Lal Singh: In view of the fact that the share of the cane growers in the price of sugar from 1947 to 1951 used to be from 65 to 70 per cent, may I know what reason weighed with the Government to reduce it from 53 to 60 per cent?

Shri A. P. Jain: I will mention only a few of the considerations not all of them. One of the considerations was that the depreciation was originally calculated on a block capital of Rs. 18 lakhs, whereas now the price of setting up a sugar factory has increased. The cost of replacement was

originally calculated at a lower rate and in order to provide for the increased cost of replacement, some allowance had to be made. There were a few other factors for which allowance was made.

CONSTRUCTION OF ROADS

*650. **Shri Krishnacharya Joshi:** Will the Minister of Transport be pleased to state:

(a) the progress made so far in the construction of West Coast (Hubli to Travancore-Cochin border) road; and

(b) when this work is likely to be completed?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) A statement is laid on the Table of the Sabha. [See Appendix IV, annexure No 9.]

(b) During the next five year plan period.

Shri Krishnacharya Joshi: From the statement it appears that a road of only 8 miles has been constructed. May I know how many years are required to complete the work?

The Deputy Minister of Railways and Transport (Shri Alagesan): This road was to be constructed by half contribution by the Centre and another half contributed by the Governments of Madras and Bombay. They took a lot of time in finalising the estimates, etc., and also in finding the money. Now, we have reviewed the whole position and we have taken over the entire road, and the entire expenses will be met from the Centre. I hope the progress of the work will be much quicker hereafter.

Shri Krishnacharya Joshi: What is the total mileage of this West Coast road?

Shri Shahnawaz Khan: The road passes through various States. The length in the Bombay State is 489 miles. From the Border of Bombay to Travancore-Cochin, it is 315 miles. This is not the total. There are several missing links in this.

Shri Krishnacharya Joshi: What is the total estimated cost of this road?

Shri Alagesan: The money allotted in the First Plan was Rs. 2 crores.

RAILWAY OVERBRIDGES

*653. **Shri Radha Raman:** Will the Minister of Railways be pleased to refer to the reply given to unstarred question No. 310 on the 24th November, 1954 and state when the construction of a foot overbridge between Minto Road Bridge and Hardinge Bridge in New Delhi will begin?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): The construction work of the foot-overbridge has already begun and is expected to be completed by the end of this month.

Shri Radha Raman: What is the amount involved in this bridge?

Shri Shahnawaz Khan: Rs. 37,000.

Shri Radha Raman: May I know if the Railway Ministry has in mind some other bridges for construction in the Delhi city?

Shri Shahnawaz Khan: None at present.

WATER SUPPLY AND DRAINAGE SCHEME

*654. **Shri Gidwani:** Will the Minister of Health be pleased to state:

(a) whether it is a fact that a further sum of Rupees six crores has been allotted to the various State Governments for the drainage and water supply scheme in the urban areas;

(b) if so, the amount allotted to each State; and

(c) whether any control will be exercised by the Central Government over the working of these schemes in the States

The Minister of Health (Rajkumari Amrit Kaur): (a) A sum of Rupees six crores was sanctioned in August 1954 for the National Water Supply and Drainage Scheme for Urban

Areas. An additional sum of Rupees six crores was sanctioned in September 1954 for the same purpose.

(b) A statement containing the information is laid on the Table of the Sabha, [See Appendix IV, annexure No. 10.]

(c) The schemes for which the loans are sanctioned, have to be approved by the Union Government. There is no control exercise by the Union Government who only give advice and guidance wherever necessary.

Shri Gidwani: Out of the sum of Rs. 12 crores so far sanctioned, how much has been availed of by the States so far?

Rajkumari Amrit Kaur: I am afraid I could not tell you how far they have gone ahead with their schemes. Some States have done extremely well, for example the U.P.

Shri Gidwani: What were the terms of the loan?

Rajkumari Amrit Kaur: To rural areas, it is an outright grant. To urban areas, it is a loan repayable after 30 years.

Shri Gidwani: May I know whether the technical personnel is available with the States to whom these loans have been granted?

Rajkumari Amrit Kaur: Yes. Wherever technical personnel is not available, we supply the personnel.

श्री एम० एल० द्विवेदी : क्या मैं जान सकता हूँ कि जिन राज्य सरकारों को आर्थिक सहायता दी गई है उन राज्य सरकारों ने किसी विषय पर परामर्श लिया है, और यदि हाँ, तो क्या वह परामर्श नीति सम्बन्धी विषयों पर लिया गया है अथवा डिटेल्स पर ?

May I know whether the State Governments have asked for advice in connection with the details of the schemes which they are taking up?

राजकुमारी अमृत कौर : जी हाँ, जिन स्टेट्स ----

Shri M. L. Dwivedi: Which States?

राजकुमारी अमृत कौर : जी हाँ, जिन स्टेट्स में इंजीनियरिंग विंग हैं वे तो हम से सलाह नहीं मांगते हैं लेकिन बहुत सी एंसी स्टेट्स हैं, जैसे आसाम, उड़ीसा वगैरह जिन को सलाह की जरूरत पड़ती है और हम टेक्नीकल परसोनल भेज देते हैं ।

RAILWAY ENGINES

***656. Pandit D. N. Tiwary:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that orders for locomotives for India have been placed with a British firm by the United States General Service Administration, Washington; and

(b) if so, the reason for the deal through an intermediary?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) These locomotives are being supplied by the United States under their Economic assistance programme and the United States General Services Administration, Washington, were entrusted with the procurement work under the agreement.

Pandit D. N. Tiwary: May I know whether there has been any extra cost on account of placing the order through the United States General Services Administration?

Shri Alagesan: The extra cost, we understand, will be borne by the G.S.A.

Pandit D. N. Tiwary: Any idea of the amount?

Shri Alagesan: I think it is in the region of 7 million dollars.

Shri M. L. Dwivedi: May I know if a number of these locomotives are being manufactured by Japan at the instance of the U.S.A.?

Shri Alagesan: Part of the order has been placed in Japan, a part in the U.K. and a part in the U.S.A.

EMPLOYEES OF BLAST FURNACE

*657. **Shri Subodh Hasda:** Will the Minister of Labour be pleased to state:

(a) whether Government have taken any special steps for the maintenance of health of the employees of the Blast Furnace at Jamshedpur and other steel factories; and

(b) if so, what steps have been taken?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). Section 13 of the Factories Act, 1948, specifies the steps to be taken by the employers to protect workers from excessive heat and to ensure adequate ventilation in factories.

Shri Subodh Hasda: May I know whether the salaries paid to the employees are sufficient for their health?

Shri Abid Ali: The salary is fixed according to the agreement or tribunal awards: all these factors are taken into consideration.

Shri S. C. Samanta: May I know whether the health of such employees are examined by specialists every now and then and whether there is any arrangement for special treatment?

Shri Abid Ali: The reports submitted by the State Governments show that there are no special health hazards to the workers employed in this kind of furnace. With regard to the latter part of the question, I would require notice.

श्रीकृष्ण शर्मा : क्या मैं जान सकता हूँ कि जैसे अहमदाबाद की कचड़ की मिलाई के लिये मिस्टर एंगो, अमेरिकन एक्सपर्ट बुलाये गये थे टेम्परेचर ठीक करने के लिये और यह बताने के लिये कि किस टेम्परेचर में बर्कर काम करें, वैसे कोई एक्सपर्ट बलास्ट फर्नेस के लिये भी बुलाया गया है जो टेम्परेचर बर्गरह को ठीक रखने के लिये सलाह दे ?

श्री आशिष अली : वह टीम यह काम भी करेगी ।

POSTAL SAVINGS BANK ACCOUNT

*660. **Shri Ibrahim:** Will the Minister of Communications be pleased to state:

(a) whether the concession granted for withdrawal of money twice a week to the depositors of Post Office Savings Bank Accounts in Calcutta, Bombay and Madras G.P.Os. and New Delhi Head Post Office is on an experimental basis; and

(b) if so, whether this concession will be extended to all the Post Offices in the country in due course?

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

(b) This will be examined after the results of the experiment are known.

RESEARCH IN BANANA CULTIVATION

*663. **Shri S. C. Samanta:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether any experiments on banana cultivation and manurial trial therefor were made in any of the Research Station in India;

(b) if so, the names of those institutions and how far the Indian Council of Agricultural Research have given assistance in the matter;

(c) whether the results of the application of best manurial dose per plant have been accepted by Government; and

(d) whether any researches have been carried out by the Indian Council of Agricultural Research?

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

(b) Manurial experiments on banana are being conducted at the Banana Research Stations at Aduthurai in Madras State and Chinsura in West Bengal. These research Stations are at present being financed

by the Indian Council of Agricultural Research on 50 : 50 basis.

(c) and (d). The results obtained have to be confirmed by repeated trials before they can be recommended for adoption.

Shri S. C. Samanta: May I know whether any research has been carried out to improve the cultivated bananas of India by breeding new types with new genomic constitution?

Dr. P. S. Deshmukh: The research is being carried on so far as breeding and keeping quality as well as yields are concerned in these various centres.

Shri S. C. Samanta: Is it not a fact that the sub-research station at the Calcutta University carried on such breeding?

Dr. P. S. Deshmukh: I have no information here about the Calcutta University's work.

Shri S. C. Samanta: May I know whether Government is aware of the best varieties of bananas available in India, if so from what part, and whether in that part any research station has been instituted?

Dr. P. S. Deshmukh: I would like to have notice of the question, but evidently our research stations are established in the areas where bananas are a major crop.

SUGAR REFINERIES

*664. **Sardar Lal Singh:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 185 on the 19th November, 1954 and state:

(a) the estimated investment on the proposed sugar refineries; and

(b) the terms on which licences have been given to them?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). No licences have yet been issued for the establishment of sugar refineries and the matter is still under consideration of the Government.

Sardar Lal Singh: May I know if, before sanctioning these refineries, Government would agree to consult the Sugar Development Council or the Indian Central Sugarcane Committee?

The Minister of Food and Agriculture (Shri A. P. Jain): The matter has reached an advanced stage now, and we have taken all the possible factors into account. The decision will be taken in about six months time.

Sardar Lal Singh: In view of the fact that the licences have not been actually granted yet, is it too late to consult the Sugar Development Council?

Shri A. P. Jain: Well, we do not propose to consult the Development Council, but we will take all the possible factors into account about production and other things before we take a decision.

Sardar Lal Singh: Is it not unfair to ignore the existence of Sugar Development Council when it has been constituted only for this purpose, and the Council and the Indian Central Sugarcane Committee are the two bodies.....

Mr. Speaker: The hon. Member is arguing. He may call for information.

Sardar Lal Singh: What is the estimated capacity of production per year of these two refineries?

Shri A. P. Jain: 92,000 tons.

श्री एम० एल० द्विवेदी : क्या यह सच है कि इंडियन शुगरकेन डेवलपमेंट काउंसिल इस पक्ष में नहीं थी कि यह रिफाइनरी खोली जायं। यदि यह बात है तो सरकार के सामने ऐसे क्या कारण थे जिनकी वजह से उसने उनको खोलने का निश्चय किया ?

श्री ए० पी० जैन : इन रिफाइनरियों को खोलने का निश्चय तो अभी नहीं किया गया है और अभी तक लाइसेंस नहीं दिये गये हैं। लेकिन हर साल हमको चार पांच लाख

टन चीनी की कमी रहती है जो कि हमको बाहर से मंगानी पड़ती है। सवाल यह है कि हम साफ की हुई चीनी बाहर से मंगावें, या यह बेहतर होगा कि हम चीनी को यहां साफ करें जिससे कि यहां पर कुछ रोज़मर्रा भी मिले और कुछ भाई वर्गों की भी बचत हो। यही सवाल हमारे सामने है। लेकिन कुछ और आंकड़े हमको देखने हैं, हमने जो नई फैक्टरीज को लाइसेंस दिये हैं उनसे कितनी पैदा हो सकती है और फैक्टरीज की जो कैपैसिटी बढ़ रही है उससे कितनी पैदा होगी। इन तमाम चीजों को सामने रखने के बाद हम इसका फैसला करेंगे।

Sardar Lal Singh: One more question.

Mr. Speaker: I am going to next question.

REPRESENTATION FROM RAILWAY STAFF

*665. **Shri Tushar Chatterjea:** Will the Minister of Railways be pleased to state:

(a) whether Government have received any representation from the Assistant Station Masters of the Eastern Railway regarding the non-implementation of the recommendations of the Joint Advisory Committee (set up for studying anomalies of the Central Pay Commission award) in the matter of upgrading, promotion etc.; and

(b) if so, the action taken thereon?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) The points raised in the appeal were duly considered but as there was no justification for their claim, no action was considered necessary.

Shri Tushar Chatterjea: Why is it that so much delay is caused in considering the recommendations?

Shri Alagesan: On the other hand, I said there was not much of a point in the representation.

Mr. Speaker: He wants to know why there was so much delay, if there was any at all.

Shri Alagesan: There was no delay.

One information I can give. One of the requests was regarding the upgrading, and on the Sealdah Division this has been done, and the percentage is the highest, viz., 17½ per cent.

Shri Tushar Chatterjea: Is it not a fact that in the matter of upgrading, of Cabin Station Masters there are still many cases that have not been properly looked into?

Shri Alagesan: Both the Station Masters and the Assistant Station Masters are borne on the same cadre and the A.S.Ms. are also entitled to this grade.

INDIAN TELEPHONE INDUSTRY

*667. **Shri K. C. Sodhia:** Will the Minister of Communications be pleased to state:

(a) what annual payments, if any, besides their share in the Indian Telephone Industries are made to Messrs Automatic Telephone and Electric Company, Liverpool; and

(b) whether the report of the Indian Telephone Industries is published annually and if so, when has the last report published?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) A statement is laid on the Table of Lok Sabha. [See Appendix IV, annexure No. 11].

(b) Yes, for 1953-54.

Shri K. C. Sodhia: Where any amounts paid to the A.T.E. during 1954-55 for the three items mentioned in the statement?

Shri Raj Bahadur: No, Sir.

Shri K. C. Sodhia: What is the estimated amount likely to be paid during the first year of production?

Shri Raj Bahadur: So far, we have got accounts up to 1953-54, and for

the benefit of the Member, I can give the three accounts separately.

	Amounts payable on account of manufacturing data and information, technical development and research		
	Rs.	a.	p.
1951-52	21,066	0	0
1952-53	48,829	7	0
1953-54	25,294	9	0

	Amounts payable on account of services rendered by their experts and technicians		
	Rs.	a.	p.
1948	34,444	13	0
1949	57,129	0	0
1950	64,382	14	0

There are certain other amounts for which bills have not been received.

Shri K. C. Sodhia: Do these amounts go under the expenditure head of the concern?

Shri Raj Bahadur: They are payable under a particular item of the Agreement, and as such they go into that account.

Shri K. C. Sodhia: What is the life of the agreement?

Shri Raj Bahadur: Fifteen years.

EXPANSION OF SUGAR RESEARCH INSTITUTES

*672. **Shri Sarangadhar Das:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether any grant has been given recently to the U.P. Government for expanding the Harcourt Butler Technological Institute, Kanpur, and the Indian Institute of Sugar Technology, Kanpur;

(b) if so, the amount allotted for this purpose; and

(c) how the grant is proposed to be utilised?

The Minister of Agriculture. (Dr. P. S. Deshmukh): (a) No grant has so far been given to U.P. Govern-

ment for expanding the Harcourt Butler Technological Institute.

The Indian Institute of Sugar Technology, Kanpur, is under the control of the Central Government and is being maintained from Central Funds.

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

Shri Sarangadhar Das: May I know if there is any proposal to found a technological university with these two institutions as the nucleus?

Dr. P. S. Deshmukh: Yes, Sir. There is a proposal which has been made to the Ministry of Education for grants, and the proposal as described by my friend is under their consideration.

Shri Sarangadhar Das: May I know the reaction of the Uttar Pradesh Government towards this proposal?

Dr. P. S. Deshmukh: The matter has not been referred to us, and it is still with the Ministry of Education, and I could not reply on their behalf.

UNEMPLOYED ENGINEERS

*673. **Shrimati Renu Chakravartty:** Will the Minister of Labour be pleased to state the steps taken by Government to ascertain the number and qualifications of unemployed Engineers registered so far with the Employment Exchanges?

The Deputy Minister of Labour (Shri Abid Ali): The information is collected from the live registers of all Employment Exchanges at periodical intervals commencing from October, 1954.

Shrimati Renu Chakravartty: What is the total number now with the employment exchanges?

Shri Abid Ali: On 31st December, 1954 it was 857.

Shrimati Renu Chakravartty: May I know what steps are being taken to integrate the needs of the Planning work undertaken with the employment of these scientifically trained men?

Shri Abid Ali: It seems that the posts which are available are either not suitable for these engineers or they are not suitable for the posts.

Therefore, they are not getting placements.

Shrimati Renu Chakravarty: Is there any proposal to try to utilise their services either by giving them specialised training or in any other manner because the number is quite high?

Shri Abid Ali: It is not high, because the feeling is that most of them are already employed, and they want better placements.

Shrimati Renu Chakravarty: May I know how many of these are unemployed and how many are actually seeking better posts than the ones they are actually holding now?

Shri Abid Ali: That information is not available.

Shri M. L. Dwivedi: Will the Minister lay on the Table of the House.....

Mr. Speaker: We will go to the next question.

TANNING OF HIDES AND SKINS

*675. **Th. Jugal Kishore Sinha:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that an F.A.O. expert has been assigned to Government to advise and assist in the instruction and training of personnel in the tanning of hides and skins as a village industry;

(b) whether he has arrived in the country; and

(c) if so, the progress of work done by him so far?

The Minister of Agriculture (Dr. P. S. Deshmukh). (a) Yes. He has been assigned to the Government of U.P.

(b) He arrived in India in September, 1951.

(c) The expert has been successful in introducing improved methods of flaying and curing of hides and skins. 200 people have also been trained in improved methods under the guidance

of this expert at the training Centre of hide flaying, curing and carcass utilisation establishment at Bakshi-katalab, Lucknow.

ठाकुर बुगल किशोर सिंह : यह ट्रीनिंग कितने दिनों की थी ?

Dr. P. S. Deshmukh: I am afraid I cannot say that. I think it is about six months, probably.

ठाकुर बुगल किशोर सिंह : जिन व्यक्तियों ने ट्रीनिंग ली है वह सरकार की ओर से काम कर रहे हैं या अपनी ओर से काम कर रहे हैं और वह कहां कहां काम कर रहे हैं ?

Dr. P. S. Deshmukh: I have not got the information.

श्रीमती कमलेंद्रु मति शाह : क्या यह सत्य है कि उत्तर प्रदेश के पहाड़ी इलाकों में ट्रीनिंग देने के वास्ते कुछ एक्सपर्ट्स भेजे जाने वाले हैं ?

Dr. P. S. Deshmukh: No for the present. The expert is with the U.P. Government, and if there are *pahadi ilakas*, the U.P. Government will probably consider the suggestion.

श्रीमती कमलेंद्रु मति शाह : क्या सरकार को मालूम है कि उत्तर प्रदेश में पहाड़ी इलाका बहुत है ?

ठाकुर बुगल किशोर सिंह : क्या उत्तर प्रदेश के अलावा दूसरे प्रदेशों में इस किस्म की ट्रीनिंग देने का इन्तजाम किया जायेगा ?

डा० पी० एस० देशमुख : जितना भी एक एक्सपर्ट से हो सकता है, काम कर रहा है ।

MICA MINE WORKERS

*676. **Shri D. C. Sharma:** Will the Minister of Labour be pleased to state:

(a) the progress so far achieved in building houses for the mica mine workers both in public and private sectors of the Mica Mining industry

under the Mica Mines Labour Welfare Fund; and

(b) the number of houses so far built or under construction under the Subsidized Housing Scheme of the above Fund?

The Deputy Minister of Labour (Shri Abid Ali): (a) Most of the mine owners have provided huts of a poor type for the mica mine labourers in the mining area. A few have constructed some pucca buildings also.

Subsidised Housing Labour under the Mica Mine Labour Welfare Fund has recently been liberalised on the lines of the Industrial Housing Scheme which provides a subsidy equal to 25 per cent. of the cost of construction and a loan equal to 37½ per cent. of the cost of construction, subject to certain ceiling limits.

(b) 18.

Shri D. C. Sharma: May I know what efforts Government have made to impress upon the private owners the need for giving the workers better houses?

Shri Abid Ali: That is what I have just stated. The scheme has been liberalised, and it is expected that the mine owners will take advantage of it.

Shri D. C. Sharma: May I know whether Government have any powers to make these private owners provide better houses for these workers?

Shri Abid Ali: Not so far, particularly with regard to the mica mines.

Shri D. C. Sharma: May I know whether there is any proposal, legislative or otherwise, under the contemplation of Government to see to it that the mica mine workers are housed properly?

Shri Abid Ali: Yes, we are considering this.

Shrimati Renu Chakravarty: May I know whether there is any planning as to the number of houses which will be put up either under the subsidised

housing scheme, or directly by Government, year by year, during the next five years?

Shri Abid Ali: Not for the mica section.

यात्रियों के लिये सुविधाएँ

*६९९. श्री नवल प्रभाकर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि दूसरी पंचवर्षीय योजना में तीसरे दर्जे के यात्रियों को किस प्रकार की सुविधाएँ दी जायेंगी ?

रेलवे तथा परिवहन मंत्री के सभासदश्री (श्री शाहनवाज खां): दूसरी पंचवर्षीय योजना में यात्री स्थविधाओं पर खर्च करने के लिये १५ करोड़ रुपया रखा गया है। जिस तरह की सुविधाएँ दी जायेंगी उसका विवरण सभा पटल पर रख दिया गया है। [द्वितीय परिशिष्ट ४, अनुबन्ध संख्या १२]।

श्री नवल प्रभाकर : क्या मैं जान सकता हूँ कि रेल के तीसरी श्रेणी के डिब्बों में जो पानी पीने के नलके लगाये गये हैं उनके कुछ और डिब्बों में भी आगे बढ़ाने की इस दूसरी पंचवर्षीय योजना में आशा है ?

Mr. Speaker: Is there any proposal under consideration, for the improvement of water supply facilities to third class passengers at various stations?

Shri Shahnawaz Khan: This is one of the major amenities which we have always in view.

श्री नवल प्रभाकर : क्या मैं जान सकता हूँ कि तीसरे श्रेणी के जो डिब्बे हैं, उनमें पंचवर्षीय योजना के अन्तर्गत और सुधार किया जायेगा ?

श्री शाहनवाज खां : अगर माननीय सदस्य का मतलब तीसरे दर्जे में स्लीपिंग एकांमोर्डेशन से है, तो मैं उनको यह बताना चाहता हूँ कि एक स्कीम स्टैंडर्ड्स आरगनाइजेशन के सामने है और वह दुबारा डिब्बों को नाप रहे हैं ताकि एक नया नमूना बनाया जा सके जिसमें सोने की आसानी हो ।

इसके अलावा तीसरे दर्जे के जो डिब्बे आम तौर पर बन रहे हैं, वह काफी आरामदर्ह हैं और पब्लिक उन्हें काफी पसन्द करती हैं। मरे ख्याल में उनमें बदलाव करने का कोई इरादा नहीं है।

Shri R. S. Diwan: Are Government thinking that adequate accommodation for third class passengers should be given the first priority over all other facilities?

Shri Shahnawaz Khan: That is the thing that we have constantly in view.

COMET AIRCRAFT

*679. **Chaudhri Muhammed Shafee:** Will the Minister of Communications be pleased to state:

(a) whether Government have any plans to acquire comets for the Air India International;

(b) if so, the number, type and the cost of the comets proposed to be acquired;

(c) the names of the routes on which they will operate; and

(d) the names of the concerns from which they are proposed to be had?

The Deputy Minister of Communications (Shri Raj Bahadur): (a), (b) and (d). In December, 1951, Air India International placed an order on De-Havilland Aircraft Co., Ltd. U.K., for two comet aircraft, Mark III, DH-160. The basic price of each of these aircraft according to the contract is £740,000. As the House is aware, there have since been some accidents to Comet, Mark I type, aircraft and consequently, the question of the future manufacture of Comets is under review by De-Havilland Aircraft Co. When the full results of this review are known, Air India International will consider whether their earlier order for Comets should be confirmed or not, having regard to the new operational and economic characteristics of these aircraft.

(c) The Comets if and when purchased, will be put on the India-U.K. route.

Shri Syamnandan Sahaya: In the meantime, have Government considered the necessity of informing these Comet manufacturers that till the orders are confirmed, they should be treated as cancelled?

Shri Raj Bahadur: The contract itself provides for the cancellation of the orders, if they are not confirmed.

Shri Syamnandan Sahaya: Has any step been taken to cancel the orders?

Shri Raj Bahadur: No step is necessary for that, because the Comets are not under production as such.

NEW RAILWAY LINES (QUADIAN TO JULLUNDUR)

*680. **Sardar Akarpuri:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to extend the railway line from Quadian to Jullundur; and

(b) if so, how long it will take to do so?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) No, Sir.

(b) Does not arise.

सरदार अकरपुरी : क्या माननीय मंत्री जी को पता है कि सर जफरुल्ला की मिनिस्ट्री के वक्त यह बटाला कादियां व्यास रेलवे लाइन मंजूर हो चुकी थी और काफी दूर तक बनने के बाद सैक्रिड वर्ल्ड वार की वजह से इसको स्टॉप कर दिया गया था, तो क्या उस काम को फिर शुरू किया जायगा और लाइन को आगे बढ़ाया जायगा ?

श्री शहानवाज खान : जफरुल्ला खान की वजह से लं कर जब तक काफी पानी व्यास में बह चुका है और हालात काफी बदल गये हैं।

सरदार अब्दुलपुरी : क्या मंत्री जी को यह पता है कि उस इलाके में काठिया से ब्यास तक कोई कच्ची सड़क लोगों के आने जाने के लिये नहीं है ?

श्री शाहनवाज खां : इस स्कीम के ऊपर काफी गौर किया जा चुका है। पंजाब गवर्नमेंट ने दुबारा यह सुझाव हमारे पास भेजा था लेकिन अमली नुक्ते निगाह से देखने पर इसमें कोई आमदनी की सुरत नजर नहीं आती है, बहरहाल जब अगल पंचसाला प्लान साधा जायेगा तो इसके ऊपर भी गौर किया जायेगा।

श्रीडत्त डी० एन० तिलारी : अभी माननीय मंत्री ने फरमाया कि सर जफरुल्ला की मिनिस्ट्री के बाव से अब तक काफी पानी ब्यास में बह चुका है, तो क्या हम लोग यह समझें कि पुरानी मिनिस्ट्रियों में जो काम तय किये गये थे, और पूरे नहीं हो पाये थे उनको पूरा नहीं किया जायेगा और यह समझ लिया जायेगा कि वह काम भी सब बह गये ?

Mr. Speaker: Order, Order.

BIRTH CONTROL

*681 Shri Sivamurthi Swami: Will the Minister of Health be pleased to state:

(a) the expenditure actually incurred during the year 1954 on the execution of birth-control schemes in the country;

(b) whether there is any plan to extend the scheme on district and taluk level; and

(c) whether Government have received any complaints from the public or doctors or from any local bodies in regard to these schemes?

The Minister of Health (Rajkumari Amrit Kaur): (a) Information about the actual expenditure incurred during the year 1954 is not available at present. An expenditure of Rs. 9,72,500 was sanctioned by the Government of India during the year 1954-55.

(b) Yes.

(c) No.

Shri Sivamurthi Swami: May I know whether Government are thinking of making this birth control scheme compulsory?

Rajkumari Amrit Kaur: No.

Shri Gidwani: Is the scheme becoming popular in the villages also?

Rajkumari Amrit Kaur: People do come and ask questions, certainly.

Shri Syamandan Sahaya: Has any perceptible change been.....

Mr. Speaker: Let us go to the next question.

NIGHT MAIL SERVICE

*682 Shri Amjad Ali: Will the Minister of Communications be pleased to state:

(a) the total number of planes used for night-mail service;

(b) how many of them are Dakotas;

(c) whether there is any proposal to replace the present Dakotas by some other planes for the night-mail service; and

(d) if so, the reason therefor?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Four. One standby aircraft is stationed at Nagpur and one standby aircraft each is available at Bombay, Calcutta, Delhi and Madras.

(b) All of them are Dakotas.

(c) Proposals are under consideration for the purchase of 4-engined aircraft for the Indian Airlines Corporation and when these become available, some alterations may be made in the type of aircraft also on the night routes.

(d) Does not arise.

Shri Amjad Ali: Is it a fact that Dakotas are becoming very unpopular on account of aircrashes over so many years?

Shri Raj Bahadur: No.

Sardar Hukam Singh: May I know whether there is a proposal to withdraw any of the Dakotas which certainly are proving very dangerous, or whether they would be allowed to die one after the other?

Shri Raj Bahadur: There is no such proposal. I would take this opportunity to clear the misunderstanding and wrong impression in the mind of the hon. Member that Dakotas are un-serviceable or that they are in any way less stable, comparatively speaking. They are a very stable type of aircraft and, as has been repeated many a time on the floor of the House, none of them has done more than 15,000 to 16,000 hours as against an average life of 40,000 hours.

Shrimati Renu Chakravartty: May I know if, after the 4-engined planes come into action, the freightage will be increased from what it is at present?

Shri Raj Bahadur: That can be expected because their pay-load capacity will be greater. The aircraft are expected to come into operation—not action.

Shri Syamnandan Sahaya: The freight will be reduced?

चंडीगढ़ रेल सम्बन्ध

*६५६. डा० सत्यवाही : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि चंडीगढ़ को अमृतसर-दिल्ली मुख्य लाइन से जोड़ने की योजना पर क्या निर्णय किया गया ?

रेलवे तथा परिवहन मंत्री के सहायक (श्री शम्भूदास साहू) : दूसरी पंचवर्षीय योजना में नयी लाइनों बनाने के सम्बन्ध में सभी राज्य सरकारों की सिफारिशें आ जाने पर ऐसे दूसरे सुझावों के साथ-साथ इस सुझाव पर भी विचार किया जाएगा ।

डा० सत्यवाही : क्या हिमाचल प्रदेश की सरकार ने एंसी कोई तजवीज भेजी है कि

पॉटा कम्प्यूनिटी प्रोजेक्ट एरिया को रेल के जरिये से जगाधरी से मिला दिया जाय ?

श्री शम्भूदास साहू : इस के लिये मुझे नोटिस चाहिए ।

CENTRAL VETERINARY RESEARCH INSTITUTES

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

(a) the number of Central Veterinary Research Institutes in India;

(b) whether there is any proposal to open such institutes on a regional basis; and

(c) if so, at what places they will be opened?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) There is only one such Central institute, namely the Indian Veterinary Research Institute at Izatnagar.

(b) No.

(c) Does not arise.

Shri Hem Raj: May I know how the results of experiments made in this Institute are made available to the public in the rural areas?

Dr. P. S. Deshmukh: We are trying to do our very best to increase the facilities of the cattle breeders to receive the results of research carried on in the Institute.

Shri Hem Raj: May I know whether it is a fact that experts who have to undertake long journeys, when they reach the affected area, find that the cattle had died there?

Dr. P. S. Deshmukh: That must be with regard to veterinarians; that is the concern of the State Governments.

Dr. Rama Rao: In view of the fact that there is an acute shortage of veterinary surgeons and there are several States without veterinary colleges, do the Government contemplate

opening any veterinary college of their own?

Dr. P. S. Deshmukh: There are certain proposals which we are intending to include in the next Five Year Plan.

गन्ने की खेती

*६५६. श्री डामर : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५४-५५ में गन्ने की खेती के क्षेत्रफल में कितने एकड़ भूमि की वृद्धि हुई; और

(ख) उसके फलस्वरूप चालू वर्ष में गन्ने के उत्पादन में कितनी वृद्धि होने की आशा है ?

कृषि मंत्री (डा० पी० एस० वर्शामुख): (क) तथा (ख). १९५४-५५ के द्वितीय अनुमान (फोरकास्ट) के अनुसार १९५२-५४ के उसी अनुमान की अपेक्षा में गन्ने की खेती के क्षेत्रफल में २.२ प्रति शत की तथा गन्ने की पैदावार में १२.० प्रति शत की वृद्धि दिखाई गई है। गत वर्ष की तुलना में इस वर्ष की अधिक पैदावार होने के कारण ये हैं कि पिछले मौसम की अपेक्षा मौसम अच्छा रहा. बेहतर सिंचाई हुई तथा खाद प्रभृति का उपयोग हुआ।

श्री डामर : गन्ने की खेती किन किन राज्यों में होती है और सब से अधिक कहां होती है ?

डा० पी० एस० वर्शामुख : सब से अधिक उत्तर प्रदेश में होती है, आधी से ज्यादा।

श्री डामर : गन्ने की खेती को बढ़ाने के लिये केंद्रीय सरकार ने क्या कीम्पटीशन के तौर पर कोई रकम रक्खी है ?

डा० पी० एस० वर्शामुख : जी हां।

REQUISITION OF LAND IN MOHANBHOG

*690. **Shri Biren Dutt:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government propose to requisition about 18 *drones* of land

owned by the peasants at Mohanbhog, in Sonamura Division, Tripura; and

(b) if so, whether this will lead to large-scale eviction of peasants?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) No. None *drones* and 5 *kanis* (about 60 acres) are being acquired.

(b) No.

Shri Biren Dutt: May I know whether in place of the land acquired from the peasants, other plots of land will be given to them for cultivation?

Dr. P. S. Deshmukh: This was unoccupied marshy land which is intended to be given to displaced persons?

Mr. Speaker: Next question.

Sardar Hukam Singh: Was it because that the lands were marshy that they were to be given to displaced persons?

Dr. P. S. Deshmukh: After it is made.....

Mr. Speaker: Order, order. I have already called for the next question.

ROBBERY ON TRAIN

*691. **Shri Ram Dass:** Will the Minister for Railways be pleased to state:

(a) whether it is a fact that on the 24th January, 1955, a gang of armed persons looted a goods train at Mania near Dholpur on the Central Railways;

(b) the number of the members of the armed gang; and

(c) the value of the articles looted?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes, but members of the gang were not armed.

(b) Approximately 10 to 12.

(c) Approximately Rs. 500/-.

श्री राम दास : क्या मैं जान सकता हूँ कि जिस वक्त यह डाका पड़ा उस वक्त मीनिया स्टेशन पर कोई पुलिस थी लोगों की मदद के लिये ?

श्री शाहनवाज खां : वहां उस वक्त कोई पुलिस नहीं थी, जो लोग चोरी कर रहे थे उन को गाड़ और एक बाघ एंड वार्ड के सिपाही ने दूँसा और जब उन्होंने उन की मजहमत की तो वह लोग भाग गये।

श्री राज दास : क्या मैं जान सकता हूँ कि जिन लोगों का माल लूटा गया है उन को कोई कम्पेन्सेशन दिया गया है या दिया जायेगा ?

श्री शाहनवाज खां : अभी तक तो कुछ नहीं दिया गया है, जब यह प्रश्न उठेगा तो इस पर विचार किया जायेगा।

Shri Nambiar: May I know whether Government are aware of the recent ghastly murder of a second-class passenger on the Southern Railway which has created very serious repercussions among the passengers in the South?

Mr. Speaker: Order, order. The question does not arise out of this. This refers to a specific dacoity.

Shri Nambiar: Similar things are happening at other places.

Mr. Speaker: May be. He may put a separate question.

स्वदेशी औषधियाँ

*648. श्री भक्त वरुण : क्या साष्ट तथा कृषि मंत्री 20 अप्रैल, 1954 को दिये गये तारांकित प्रश्न संख्या 2968 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या पशु चिकित्सा के कार्यों के लिये भारतीय जड़ी बूटियों की उपयोगिता की जांच करने के लिये नियुक्त की गई उप-समिति ने अपनी रिपोर्ट दे दी है; और

(ख) यदि हाँ, तो क्या सरकार उसे सभा पटल पर रखने का विचार करती है ?

कृषि मंत्री (डा० बी० एस० वृंशमूल): (क) तथा (ख). एक विवरण सभा पटल पर 684 LSD

रख दिया गया है। [बीसवें परिशिष्ट 8, अनुबन्ध संख्या 12]।

श्री भक्त वरुण : यह जो विवरण इस पटल पर रखा गया है उस से यह मालूम होता है कि कुछ घुनी हुई जड़ी-बूटियों के तात्कालिक प्रयोग के सम्बन्ध में राज्य सरकारों को कहा गया है। क्या मैं जान सकता हूँ कि इस के लिये कोई अबाध निर्धारित की गई है कि जब तक उन के प्रयोग के परिणामों के सम्बन्ध में सूचना प्राप्त हो सकेगी ?

डा० पी० एस० वृंशमूल : इन बातों से उन का खुद का ताल्लुक है, मैं समझता हूँ वह ज्यादा वक्त नहीं लेंगी।

श्री भक्त वरुण : पिछली बार इसी प्रकार के एक प्रश्न के उत्तर में माननीय मंत्री महोदय ने फरमाया था कि हिमालय की जड़ी-बूटियों की ओर भी वह उस उप-समिति का ध्यान आकर्षित करेंगे। क्या मैं जान सकता हूँ कि क्या उस उप-समिति का ध्यान इस ओर आकर्षित किया गया था, तथा उन्होंने कोई रिपोर्ट दी है, तथा क्या इस बार मैं कोई कदम उठाया जा रहा है ?

डा० पी० एस० वृंशमूल : इस के लिये नोटिस चाहिये।

MAIL ROBBERIES

*695. **Shri Dabhi:** Will the Minister of Communications be pleased to state:

(a) whether it is a fact that there was an increase of mail robberies during the year 1953-54 as compared with those which took place during the year 1952-53;

(b) if so, the causes for the increase; and

(c) whether any persons were convicted for committing these robberies?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The

number of cases of mail robberies in 1953-54 was 15 as against 13 in 1952.

(b) There is no special cause for these robberies except the general conditions in the areas where they have taken place.

(c) Reply is in the affirmative.

Shri Dabhi: May I know the number of robberies in which the culprits remain to be traced and also those in which they were prosecuted but acquitted?

Shri Raj Bahadur: In 1952-53, there was one case convicted and one was let off; 19 were prosecuted; 4 could not be traced. One person was shot dead in a police encounter. In 1953-54, 9 persons were prosecuted of which 2 have been convicted and 5 are under trial, and 2 have been let off by the court. 24 persons were arrested by the police, but let off for want of sufficient evidence.

Shri Dabhi: May I know the total value of property lost in the robberies as also the places where they occurred?

Shri Raj Bahadur: The net loss sustained by the department was Rs. 9,690 in 1953-54 as compared to Rs. 4,024 in 1952-53.

Shri Dabhi: May I also know the names of places where they occurred?

Shri Raj Bahadur: It is a long list. I will lay it on the Table of the House, if the Member requires.

Mr. Speaker: Yes, next question.

PASSENGER AMENITIES

*696. **Shri Jhulan Sinha:** Will the Minister of Railways be pleased to state whether it is a fact that a number of complaints about lack of passenger amenities on the North Eastern Railway such as lights and fans not working properly etc., has been lodged with the authorities during 1954, and that no action has been taken thereon?

The Parliamentary Secretary to the Minister of Railways and Transport

(**Shri Shahnawas Khan:**) Such complaints have been received, and the Railway Administration has been taking necessary action on them.

Shri Jhulan Sinha: May I enquire if in view of the fact that there is a change in the development of this Railway from company management to State management, the Government is aware of the imperfect state of affairs of the Railway and do they consider it desirable to take special care of this line?

Shri Shahnawas Khan: In addition to the very special care that we are taking of this line, the Railway Administration is taking care of all the lines too.

श्रीजलुन शि० एन० सिन्हा : जब तक इस लाइन की फौसीलटीज और पैसेंजर एमिनिटीज बाढ़ गंज लाइन की तरह नहीं हो जाती तब तक के लिये क्या उसके क्लायमेंट में कुछ कमी कर दी जायेगी जैसे बी० एन० इस्ट रेलवे के समय में थी ?

श्री शाहनावाज खान : ऐसा कोई इरादा तो रेलवे मिनिस्ट्री का नहीं है, अलबत्ता जहां मुसाफिरो की संहूलियतो में कुछ कमी है उसको पूरा करने की हम पूरी कोशिश करेंगे।

CENTRAL COLLEGE OF AGRICULTURE

*697. **Shri Chinaria:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Maharaja of Patiala has offered his Motibagh Palace and gardens, lands and farm to accommodate the Indian Agricultural Research Institute and the college if shifted to Patiala; and

(b) if so, whether Government propose to accept the offer?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes, the Maharaja had offered his Motibagh Palace and lands attached thereto for accommodating the Central College of Agriculture, if shifted to Patiala.

(b) The Palace and the lands were not found suitable for purposes of an agriculture college.

Sardar Lal Singh: May I know what was wrong with the land?

Dr. P. S. Deshmukh: Nothing was wrong with the land, but the Palace would have required many modifications which would have been very costly.

Shri K. G. Deshmukh: May I know the reasons for shifting this Institute from Delhi to various other places?

Dr. P. C. Deshmukh: That is the recommendation of the Estimates Committee.

DELHI SUBURBAN TRAINS

*698. **Shri Radha Raman:** Will the Minister of Railways be pleased to state:

(a) whether Government have any proposals for extending the train service between New Delhi and Vinay Nagar to other areas or for starting some other trains to serve those areas;

(b) whether this train service is a part of the old scheme of a circular Railway in Delhi; and

(c) if not, when the original scheme will be implemented?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shah Nawaz Khan**): (a) Yes, the matter is under examination.

(b) No.

(c) The original scheme never took a concrete shape.

Shri Radha Raman: What is the average number of passengers per day in these trains which are run between New Delhi and Vinay Nagar, and have the Railways introduced cheap return tickets or monthly passes or intend doing so?

Shri Shah Nawaz Khan: The number of passengers who utilise these trains daily is about 1,500. We have not yet introduced season tickets.

Shri Radha Raman: May I know if the Government intend doing it?

The Deputy Minister of Railways and Transport (**Shri Alagesan**): At present, there is no such idea.

Shri Radha Raman: May I know the considerations for Government giving up the original scheme of a circular railway round about Delhi?

Shri Shah Nawaz Khan: As I just stated in my reply, the original scheme never took concrete shape.

Shri Hoda: In view of the fact that office-going population is increasing in the areas round about Delhi, are Government contemplating to extend the suburban area scheme to many more places round about Delhi?

The Minister of Railways and Transport (**Shri L. B. Shastri**): That is so; we have got such a scheme.

TRAIN ACCIDENT

*699. **Pandit D. N. Tiwary:** Will the Minister of Railways be pleased to refer to the reply given to short notice question No. 5 on the 20th December, 1954 and state:

(a) whether the enquiry into the train collision on the 14th December, 1954 at Hajipur Station on the North Eastern Railway has since been completed; and

(b) if so, the findings thereof?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shah Nawaz Khan**): (a) Yes, Sir.

(b) The provisional finding of the Government Inspector of Railways, Calcutta, who held his statutory enquiry into the accident, is that the collision of No. 322 Down Prayag Passenger with No. 797 Up Goods train at Hajipur was caused due to points for the admission of No. 322 Down not having been correctly set.

पंडित डी. एन. तिवारी : दिन की गलती से एका ट्रेन का उनका खिलाफ काई

कार्रवाई की गई है, और यदि की गई है तो वह क्या है ?

श्री शाहनबाज खां : जी हां, जो आदमी इसके लिए जिम्मेदार थे उनको सस्पेंड कर दिया गया है और उनके खिलाफ कार्रवाई की जा रही है।

पंडित डी० एन० तिवारी : इतने आदिमियों के मरने के बाद क्या सस्पेंशन काफी समझी गई ?

श्री शाहनबाज खां : अभी तक तो कोई फॉसलाकून बात नहीं हुई, मामला चल रहा है।

पंडित डी० एन० तिवारी : इस एक्सीडेंट में कितने आदमी मरे ?

श्री शाहनबाज खां : तीन।

HEALTH CENTRES

*702. **Shri Ibrahim:** Will the Minister of Health be pleased to state the location of the National Extension Blocks where Health Centres are proposed to be established?

The Minister of Health (Rajkumari Amrit Kaur): A statement showing the number of Health Centres proposed to be allotted to various States is laid on the Table of the Lok Sabha. [See Appendix IV, Annexure No. 14]. The selection of the particular National Extension Service Blocks where the Centres will be located will be made by the State Governments.

श्री इब्राहिम : यह जो स्टेटमेंट है इस से पता चलता है कि बिहार में सात सेंटर खोले जाएंगे, क्या मैं जान सकता हूँ कि छोटा नागपुर में भी कोई सेंटर खोला जाएगा ?

राजकुमारी अमृत कौर : जैसा मैं ने अभी कहा कि कहां कहां किसी प्रान्त में यह सेंटर खोले जाएं यह उनकी सरकारों के ऊपर निर्भर है।

श्री इब्राहिम : क्या मैं जान सकता हूँ कि अब हर नेशनल एक्सटेंशन ब्लॉक में हेल्थ

सेंटर की जरूरत महसूस की जाती है तो क्या कारण है कि हर एक ब्लॉक में इस प्रकार का आयोजन नहीं किया गया है ?

राजकुमारी अमृत कौर : यह भी प्रान्तों के ऊपर निर्भर है कि जितने सेंटर वे खोलना चाहते हैं खोल सकते हैं क्योंकि खर्च उनपर भी पड़ता है। उनको हम ने बता दिया है कि केंद्रीय सरकार से इतनी मदद मिलेगी और जितने सेंटर वे खोलना चाहें खोलें।

Shrimati Renu Chakravarty: May I know how much money will be granted by the Centre and how much will have to be got from the States for the establishment of these Health Centres?

Rajkumari Amrit Kaur: The Government of India have agreed to meet the entire non-recurring expenditure from the Centre, namely, equipment, furniture, bedding, clothing, etc. estimated to cost Rs. 23,200 per Centre. The annual recurring expenditure estimated at Rs. 37,500 per Centre will be shared by the Central and State Governments in the following proportions: in the first six months cent per cent from the Centre and in the remaining period of the Plan 66.66 per cent by the Centre and 33.33 per cent by the State. Of course, the subsequent financial responsibility will be entirely that of the State Government.

SUGAR MILLS

*705. **Shri K. C. Sodhia:** Will the Minister of Food and Agriculture be pleased to lay a statement on the Table of the House showing:

(a) the total number of sugar mills at present under the management of authorised controllers;

(b) how long each of them have been under such management;

(c) how far their affairs have improved;

(d) when these are likely to be released from State control; and

(e) whether any charges are levied on these concerns for such management?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) to (e). A statement giving the required information is laid on the Table of the Lok Sabha. [See Appendix IV, Annexure No. 15].

Shri K. C. Sodhia: From the statement, I find that one of the reasons given is the accumulation of arrears of cane price, labour wages and cane cess. What was the total of these in the case of all these mills?

Dr. P. S. Deshmukh: I must ask for notice of the question.

Shri K. C. Sodhia: When do Government intend to give over the controls? What is the likely period?

Dr. P. S. Deshmukh: It is bound to vary according to each factory, that is, the time taken in order to put it on a proper basis.

LOCAL SELF-GOVERNMENT—TRAINING

***709. Shri S. C. Samanta:** Will the Minister of Health be pleased to refer to the reply given to Starred Question No. 60 on the 16th November, 1954 and state:

(a) whether the details of the scheme to send Indians abroad for training in Local Self-Government has since been finalised;

(b) whether any of the international agencies have agreed to render help to the trainees; and

(c) if so, the names of the agencies and the nature of assistance proposed to be given by them?

The Minister of Health (Rajkumari Amrit Kaur): (a) No.

(b) and (c). The matter is still under consideration.

Shri S. C. Samanta: Is it not a fact that on the 10th October last, news appeared in the papers to the effect that those who are experienced in administrative services in local bodies may apply to the Central Health Ministry for scholarships? If so, which is the international body that has come forward to help?

Rajkumari Amrit Kaur: The help is being given under the T. C. A. Plan and we advertised and 109 applications have come in from 19 States.

Shri S. C. Samanta: May I know whether any committee has been set up for holding interviews?

Rajkumari Amrit Kaur: The matter is still under consideration. We have not appointed a committee yet.

WRITTEN ANSWERS TO QUESTIONS MYSTERY DISEASE IN MANGO TREES

*642. { Shri Kasliwal;
 { Shri C. R. Iyyunni;

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

(a) whether Government have received any information regarding a mystery disease which is attacking mango trees all over the country;

(b) if so, whether Government have made any survey regarding the extent of the disease and the loss which the mango crop is likely to suffer; and

(c) the steps Government propose to take to combat this disease?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes. The disease, which has been known to occur in the past, also has been reported from Bombay, Punjab, U.P. and Delhi. It is likely that it may be prevalent in other States as well.

(b) Detailed surveys of the disease on an All-India basis have not been undertaken. A preliminary survey conducted in Uttar Pradesh (which comprises 60 per cent. of mango acreage in India) has, however, revealed that the incidence of this disease in some of the orchards may be as high as 80 per cent. It is also estimated that about 22 per cent. of the seedling plants in nurseries are affected. The highest incidence of the disease in U.P. has been recorded in the western districts.

(c) The matter primarily concerns the State Governments. It is understood that the U.P. Government are considering a scheme to investigate into the causes of the disease to find

suitable remedies against it. No State has approached the Government of India for any assistance in the matter.

RAILWAY LINES

*644. **Shri S. N. Das:** Will the Minister of Railways be pleased to lay a statement on the Table of the House showing:

(a) the names of the new Railway lines for which a final location survey was ordered during the year 1954; and

(b) the names of the Projects, surveys for which were sanctioned during 1954 and in respect of which no decision has yet been arrived at so far?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shahnawaz Khan**): (a) 1. Pathankot—Madhopur;

2. Indore-Wewas—Ujjain; and

3. Barabil—Joda

(b) 1. Rail Connection to serve Hill Coalfields:

2. Sambalpur—Titlagarh;

3. Madhopur—Titlagarh;

4. Ramshai—Binnaguri.

MATERNITY AND CHILD WELFARE SERVICES

*651. **Shri M. R. Krishna:** Will the Minister of Health be pleased to state:

(a) whether any arrangements have been made to send experienced Nursing Sisters to the rural areas to give clinical advice to mothers and children; and

(b) whether Government have any Mobile Baby Clinics operating in the country?

The Minister of Health (**Rajkumari Amrit Kaur**): (a) Clinical advice to mothers and children in rural areas is given by trained Health Visitors and Midwives and not by Nursing Sisters.

(b) There are no separate mobile Baby Clinics operating in the country.

बन्दरगाहों का विकास

*642. **श्री रघुनाथ सिंह:** क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) पंचवर्षीय योजना के अन्तर्गत बम्बई, कलकत्ता, मद्रास, कोचीन और कांचला के बन्दरगाहों के विकास के लिये निश्चित की गई राशि में से अब तक कितना व्यय हुआ है; और

(ख) क्या यह सच है कि अभी तक ५५ प्रतिशत कार्य भी पूरा नहीं हुआ है?

रंलचे तथा परिवहन उपमंत्री (श्री असनोत्तम):

(क) इच्छित सूचना सहित विवरण प्रस्तुत हैं। [दीर्घ परीक्षित ४, अनुबन्ध संख्या १६]

(ख) जी. हां।

NEW RAILWAY LINES

*655. **Shri Ram Shankar Lal:** Will the Minister of Railways be pleased to state:

(a) whether any proposal for the construction of a Railway Line from Barhalganj to Bahrwich via Bansaon, Menhdwal Bansi, Domariganj and Balrampur has been received by Government;

(b) if so, the reaction of the State Government to this proposal; and

(c) the steps taken in the matter?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shahnawaz Khan**): (a) Yes, Sir.

(b) and (c). The State Government have included amongst their recommendations for the construction of new Railway Lines during the Second Five Year Plan period, proposals for the construction of a Railway Line from Balrampur to Sahjanwa via Domariganj, Bansi and Mahndawal and another Railway Line from Sahjanwa to Barhalganj. These proposals would

be duly considered, while selecting new lines for construction during the Second Five Year Plan period.

CONSTRUCTION OF ROADS IN RAJASTHAN

*659. **Shri Morarka:** Will the Minister of Transport be pleased to state:

(a) the total amount sanctioned for building roads in Rajasthan under the First Five Year Plan;

(b) how much of this amount has already been spent; and

(c) whether the State Government has asked for any additional sum for this purpose?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shabnawaz Khan**): (a) and (b). A statement showing the amounts sanctioned or approved by the Government of India for road development in Rajasthan under the First Five Year Plan and the expenditure incurred thereon is laid on the Table of the Sabha. [See Appendix IV, Annexure No. 17].

(c) No.

चीनी की मिल, सिगाँली

*654. **श्री विभूति त्रिभू:** क्या स्नाथ तथा कृषि मंत्री यह बताने की कृपा करेंगे कि क्या सरकार ने चीनी की मिल, सिगाँली (उत्तर बिहार) को १९५४-५५ में अपने ही अधिकारियों की सहायता से चलाने के लिये बिहार सरकार को कोई निर्देश दिया है ?

स्नाथ तथा कृषि मंत्री (श्री ए० पी० जैन): बिहार सरकार की सिफारिश पर केंद्रीय सरकार द्वारा जिल्ला न्यायाधीश, चम्पारन, २० नवम्बर, १९५४ से सिगाँली शहर वर्क्स लिमिटेड, सिगाँली, के अधिकृत निष्पन्नक पद पर नियुक्त किया गया। एक्टिवल सप्लायर्स (टैम्पररी पावर्स) एक्ट, १९४६, के अनुसार उक्त शहर वर्क्स के प्रबन्ध पर निरीक्षणार्थक नियंत्रण करना उसका अन्ततः कर्तव्य है।

MATERNITY BENEFITS TO WOMEN WORKERS

*661. **Shri V. P. Nayar:** Will the Minister of Labour be pleased to state whether Government propose to formulate uniform rules for all the States in the matter of maternity benefits to women workers?

The Deputy Minister of Labour (**Shri Abid Ali**): A draft of model minimum standards for maternity benefit legislation has been prepared and is at present under examination. When it is finalised, it is proposed to request State Governments to adopt the same either by enactment of fresh legislation or by revision of existing laws, where necessary.

TELEPHONE SERVICE

*662. **Dr. Ram Subhag Singh:** Will the Minister of Communications be pleased to state:

(a) whether it is a fact that "wrong connections" given by Exchanges at Delhi, Patna and Calcutta to telephone calls are on the increase;

(b) if so, the reasons therefor; and

(c) the steps Government have taken or propose to take in the matter?

The Deputy Minister of Communications (**Shri Raj Bahadur**): (a) No. It is not a fact as would be seen from the following statistics for 1953-54 and 1954-55.

*Wrong connections
per 100 calls made*

	1953-54	1954-55
Delhi Auto	0.21	0.2
Calcutta Manual to Manual	0.3	0.3
Calcutta Auto to Manual	3.0	1.0
Patna Manual	0.1	0.1

(b) Does not arise.

(c) Wrong connections in automatic areas are generally due to either faulty dials, switches or the number not being dialled properly by the subscribers. In Manual Exchanges, the wrong connections may be due to the number being misunderstood by the operator, or a genuine error on the part of the operator, normally due to heavy rush of work.

Steps taken to minimise wrong connections are intensive routine testing of the equipment and dials, educating the subscribers in correct use of dials, reducing load on the operative staff, by expansion and gradually automatising the manual equipment as at Calcutta. Patna is proposed to be converted to Automatic working by 1957.

JANTA EXPRESS

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

(a) whether Government propose to run the Janta Express between Delhi and Madras daily; and

(b) if so, from what date?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Not at present.

DEVELOPMENT OF RAILWAY SYSTEM

***668. Shri Madhao Reddi:** Will the Minister of Railways be pleased to state:

(a) whether Government have decided to increase by 50 per cent the existing capacity of the entire railway system in the country; and

(b) if so, the steps taken or proposed to be taken therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) During the Second Five Year Plan period line capacity will be augmented generally by 50 per cent over and above that anticipated to be available in 1955-56.

(b) Measures to achieve this end cover doublings of the line, provision

of crossing stations and loop lines, watering facilities, improved signalling arrangements, provision of repair capacity in workshops and sick lines, and augmentation of holdings of rolling stock. Sanction to some of the works under each of these categories has already been accorded and other works are in the planning stage and awaiting finalisation.

DELHI TRANSPORT SERVICE

***669. Shri B. D. Shastri:** Will the Minister of Transport be pleased to state:

(a) the total earnings of the Delhi Transport Service during the current financial year (upto 31st December, 1954);

(b) the total expenditure during the same period; and

(c) how these figures compare with those of the corresponding period for the years 1952-53 and 1953-54?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (c). A statement giving the required information is placed on the Table of the Sabha. [See Appendix IV, Annexure No. 18].

CONTROL OF LEPROSY

***670. Shri S. K. Razmi:** Will the Minister of Health be pleased to state:

(a) whether the committee appointed to recommend steps for the control of leprosy has submitted any report;

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

(c) the action taken or proposed to be taken by Government to implement the recommendations?

The Minister of Health (Bajkumari Amrit Kaur): (a) An interim report has been received. The final report is expected before the end of May, 1955.

(b) and (c). Do not arise, as the final report has not yet been received.

RICE

*671. **Shri V. Missir:** Will the Minister of Food and Agriculture be pleased to state:

(a) the total quantity of surplus rice in the country at present;

(b) whether it is a fact that Government are making attempts to revive the pre-war contracts in the international rice market to dispose of the surplus stock; and

(c) if so, with what result?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (c). On 19.2.55, Government had a stock of about 15.8 lakh tons of rice, a large portion of which is proposed to be maintained as Central Reserve.

Government have, however, permitted export of 2 lakh tons of rice by trade and to facilitate this export the export duty has been reduced from 20 per cent, *ad valorem* to the nominal amount of Rs.-|2|3 per maund. The exports which were negligible in the beginning are now gaining momentum.

CANCELLATION OF RENT ARREARS

*674. **Shri Dasaratha Deb:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the recoveries of arrears of rent from cultivators are being effected forcibly by the Government of Tripura; and

(b) whether Government propose to lay on the Table of the House a copy of the report of the Officer of his Ministry who was deputed to Manipur and Tripura to look into this matter?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Action for recovery of arrears of rent is being taken by Government according to the legal provisions in that respect. Recoveries are not being made by force. The Government is also considering the question of remission of old arrears strictly on merits in suitable cases.

(b) An officer of the Ministry visited Manipur and Tripura some time ago and submitted his report to Government of India and the Administration of Tripura and Manipur. It is not in the public interest to place his reports on the Table of the Sabha.

STRIKE IN LIGNITE MINES IN NEIVELI

*678. **Shri M. S. Gurupadaswamy:** Will the Minister of Labour be pleased to state:

(a) whether it is a fact that workers of lignite mines in Neiveli went on a strike on the 20th January, 1955;

(b) whether it is a fact that some of them were arrested;

(c) if so, the main reasons therefor; and

(d) the number of arrests made in this connection?

The Deputy Minister of Labour (Shri Abid Ali): (a) No. Consequent on the completion of certain excavation work in the Lignite Project, Neiveli, in December, 1954, the Project Authority disbanded some surplus staff during January-February, 1955. A few of the concerned workers stayed away from work of their own accord on 18th January, 1955, and on subsequent days.

(b) to (d). It appears that certain workers were prosecuted under the Police Act. Information as regards the actual number of persons arrested and the reasons for the arrest is not available.

BALAN RAILWAY BRIDGE

*684. **Shri Bhagwat Jha Azad:** Will the Minister of Railways be pleased to state whether Government propose to raise above the highest flood level, the Balan railway bridge near Nirmali and the railway track from Ghoghhardipa to Nirmali?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): The matter is receiving the attention of the Railway administration.

TELCO

*685. Shri S. V. Ramaswamy: Will the Minister of Railways be pleased to state:

(a) the capacity of TELCOs to manufacture Broad Gauge under-frames;

(b) whether the contract with them to manufacture such frames has been terminated;

(c) if so, the reasons therefor; and

(d) what new arrangement has been made for the manufacture of such frames?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) About 400, according to information available.

(b) and (c). TELCO have decided to stop the manufacture of under-frames on the completion of the existing contracts, and apparently propose to utilise this capacity for the manufacture of diesel trucks.

(d) Tenders have been called for supply of underframes and it is expected that other Indian manufacturers will come forward to take up the work.

R.M.S. STAFF

*688. Shri Veeraswamy: Will the Minister of Communications be pleased to state:

(a) whether it is a fact that the R. M. S. staff are not allowed to hold their Union meetings in the premises of their offices; and

(b) if so, the reasons therefor?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) No. The condition for holding Union meetings on Departmental premises apply equally to all arms if the service, viz., Postal, Telegraph Traffic, Telegraph Engineering etc., including R.M.S. The previous permission of the Head of the Office or Divisional Officers has to be invariably obtained in each and every instance and such meetings can only be held on Departmental premises outside office hours.

(b) Does not arise.

ROLLING STOCK

*689. Shri U. M. Trivedi: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that some locomotives and wagons have been recently borrowed from Pakistan; and

(b) if so, how many and on what terms?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) Yes Sir.

(b) 12 Metre Gauge locomotives and 300 Metre Gauge wagons. The terms for hire of locomotives are given in the note placed on the Table of the House. [See Appendix IV annexure No. 19]. The wagons have been loaned on a hire-charge of Rs. 1/6/- (Indian Currency) per wagon per day.

CO-ORDINATION OF RAIL AND SEA TRAFFIC

*700. Shri Raghunath Singh: Will the Minister of Transport be pleased to refer to the reply given to Starred Question No. 1613 on the 23rd December 1954 and state whether a decision has since been taken to co-ordinate the transport of goods by sea and rail?

The Deputy Minister of Railways and Transport (Shri Alagesan): As announced by the Minister while presenting the Railway Budget on the 22nd February 1955, a committee is being set up to go into the matter and make suitable recommendations.

हवाई दर्जे में सोने के लिये स्थान

*301. श्री विभूति मिश्र : क्या रेलवे मंत्री ७ दिसम्बर, १९५४ को दिये गये तारामील प्रश्न संख्या ५५४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हवाई दर्जे के हिस्सों में भी सोने के लिये स्थान को सुरक्षित करने की व्यवस्था लागू करने का विचार है, और

(ख) प्रश्न हां, तो इसके कम तक क्रियान्वित होने की सभावना है ?

रत्नबे तथा परिवहन मंत्री के सभासदों (श्री साहजनबाब खां): (क) जी, नहीं।

(ख) प्रश्न नहीं उठता।

रत्नबे में स्कार्जिटिंग

*७०२. डा० राम सुभग सिंह : क्या रत्नबे मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत स्काउट्स तथा गाइड्स के अधीन भारतीय रत्नों में स्कार्जिटिंग को किस रूप में पुनर्गठित करने का विचार है, उसमें कुल कितने रत्न कर्मचारी भाग लेंगे, और

(ख) यह संस्था कम से कार्य आरम्भ करेगी ?

रत्नबे तथा परिवहन मंत्री के सभासदों (श्री साहजनबाब खां): (क) स्कार्जिटिंग में भाग लेने वाले रत्न कर्मचारियों की अधिकतम संख्या नियत नहीं है। भारत स्काउट्स और गाइड्स के उद्देश्य, नीति और नियमों को मानने वाले सभी रत्न कर्मचारी और उनके लड़के या लड़कियां इस संस्था के सदस्य बन सकते हैं।

(ख) स्कार्जिटिंग के पुनर्गठन का काम पहले ही शुरू किया जा चुका है। उत्तर रत्नबे में तो यह पूरा भी हो चुका है।

RAILWAY WORKSHOP

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

(a) whether the Committee of two Senior Railway Officers who were asked to examine the possibility of making full use of the Railway Workshops have since submitted their Report; and

(b) if so, what are their recommendations?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The Committee have not completed

their investigations and it may be a few months before the final report is available.

(b) Does not arise.

NEW CADRE OF VETERINARIANS

*706. Shri V. Misair: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government have decided to introduce a new cadre of veterinarians with shorter period of training;

(b) if so, the main features of the scheme;

(c) the names of the centres where the training is to be imparted; and

(d) the main advantages of the scheme?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes.

(b) to (d). A statement giving the required information is placed on the Table of the Sabha, [See Appendix IV, annexure No. 20].

AGRICULTURE LOANS IN TRIPURA

*707. Shri Dasaratha Deb: Will the Minister of Food and Agriculture be pleased to state:

(a) the total number of applications received for agricultural loans by the Government of Tripura during 1954-55 so far;

(b) the total number of persons to whom the loans were granted during the above period;

(c) the highest and the lowest limit of the loan given;

(d) whether rent-arrears had been compulsorily deducted from the loans granted; and

(e) if so, under what rules?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) 17,000.

(b) 600.

(c) Ranging between Rs. 100 to Rs. 2,000.

(d) No.

(e) Does not arise.

BIOLOGICAL CONTROL LABORATORY

*708. **Shri B. D. Shastri:** Will the Minister of Food and Agriculture be pleased to state by what time the Biological Control Laboratory proposed to be set up with Canadian assistance is likely to be established?

The Minister of Food and Agriculture (Shri A. P. Jain): The Biological Control Laboratory proposed to be set up with Canadian assistance under the Colombo Plan is likely to be established by the end of 1955-56.

ट्रनों में भीड़

*७१०. **श्री नवल प्रभाकर :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि एसी कितनी रेलवे लाइन हैं जिनके सम्बन्ध में अभी तक ट्रनों में भीड़ होने की शिकायत है ?

रेलवे तथा परिवहन मंत्री के सभासचीब (श्री साहजबाज खां): सभी क्षेत्रीय रेलों के कुछ खंडों पर अधिक भीड़ होने की शिकायतें आयी हैं ।

PLASTIC SURGEON FROM AUSTRALIA

*711. **Shri Madhao Reddi:** Will the Minister of Health be pleased to state:

(a) whether any Plastic Surgeon from Australia has arrived in the country in the last week of January, 1955; and

(b) if so, the main purpose of his visit?

The Minister of Health (Raj Kumari Amrit Kaur): (a) Yes.

(b) The object of his visit is to demonstrate to the Surgeons and Medical Students the newest techniques in plastic surgery and to give lectures in his speciality.

SUGAR-CANE CULTIVATION

*712. **Th. Jugal Kishore Sinha:** Will the Minister of Food and Agriculture be pleased to state:

(a) the acreage of the uncultivated area proposed to be brought under

cultivation of sugar-cane to feed the new sugar-cane factories for which licences have been granted so far; and

(b) the steps Government propose to take to ensure that there will be no diversion of acreage from cereals sugar-cane?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Information has been called for from the State Governments concerned and their reply is awaited.

(b) Measures for development of sugar-cane particularly to improve the yields per acre have been intensified and the additional yield of cane obtained should be adequate to meet more or less the entire demand of two new sugar factories. If there is any diversion, it is not expected to be appreciable.

CITY BOOKING AGENCIES

*713. **Chaudhri Muhammed Shafee:** Will the Minister of Railways be pleased to state:

(a) the number of city booking agencies operated by Government; and

(b) the number of such agencies operated by private contractors?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) 63 City Booking Offices are run departmentally by Railways.

(b) 48 City Booking agencies are run through the agency of contractors.

HOLIDAY ON REPUBLIC DAY

*714. **Shri Tushar Chatterjee:** Will the Minister of Labour be pleased to state:

(a) whether it is a fact that in some of the coal mines the Republic Day was not declared as a paid holiday for labour in 1955; and

(b) if so, the reasons therefor?

The Deputy Minister of Labour (Shri Abd Ali): (a) and (b). It has

been reported that a few Collieries did not observe 26th January, 1955, as a paid holiday because the question whether such holiday should be granted was the subject of an appeal pending before the Labour Appellate Tribunal.

IMPORTED WHEAT

*715. **Shri Gidwani:** Will the Minister of Food and Agriculture be pleased to state:

(a) the amount realised from the sale of imported wheat during the period from 1949-50 to 1953-54 year-wise; and

(b) the amount of loss due to deterioration in storage of wheat during the above period?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). A statement is laid on the Table of the Sabha. [See Appendix IV, annexure No. 21].

AIR-WORTHINESS OF DAKOTAS

*716. **Shri Sarangadhar Das:** Will the Minister of Communications be pleased to state whether Government propose to set up a committee to enquire into the air-worthiness of the Dakotas taking into consideration the number of crashes of Dakotas?

The Deputy Minister of Communications (Shri Raj Bahadur): No, Sir.

PASSENGERS TRAFFIC IN NIGHT MAIL PLANES

*717. **Shri M. S. Gurupadaswamy:** Will the Minister of Communications be pleased to state:

(a) whether any proposal to stop the passenger traffic in Night Mail planes, is under the consideration of Government;

(b) if so, the main reasons therefor; and

(c) by what time a decision is expected to be taken in this regard?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) No, Sir.

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

मजदूरों के लिये रीडियाँ

*091E. श्री भगवत झा आजाद, क्या भ्रम मंत्री यह बताने की कृपा करेंगे कि,

(क) क्या यह सच है कि सरकार अमूक की खानों की मजदूर कल्याण संस्था के द्वारा बिहार की अमूक की खानों में काम करने वाले मजदूरों के लिये मुफ्त रीडियाँ बांटने का विचार करती है,

(ख) यदि हाँ, तो इसमें कितना व्यय होगा; और

(ग) कितने रीडियाँ बांटने का विचार है?

भ्रम उपमंत्री (श्री आशिष जली): (क) जी, हाँ।

(ख) लगभग चौदह हजार पांच सौ रुपये।

(ग) लाउडस्पीकरों सहित सोलह रीडियाँ सेट।

TELCO

*720. **Shri S. V. Ramaswamy:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that TELCOs have reached the target of fifty engines and fifty spare boilers;

(b) whether it is a fact that the TELCOs have been hampered by being called upon to manufacture nine different types of boilers, in small numbers with different delivery dates; and

(c) whether it is a fact that TELCOs have offered to produce seventy-five engines and seventy-five spare boilers if they are given large orders for one or two types of Broad-Gauge boilers?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No, Sir, not on annual basis, although during some months in 1954 the rate has been reached.

(b) No, Sir.

(c) No firm offer has been received but the company are being asked for their manufacturing programme.

ACCIDENTS IN MINES

*721. **Shri Bansal:** Will the Minister of Labour be pleased to refer to reply given to Starred Question No. 53 on the 23rd February, 1955 and state:

(a) whether the incidence of accidents in smaller Mines is greater than in larger Mines; and

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

The Deputy Minister of Labour (Shri Abid Ali): (a) The available information shows that it is not so in the case of coal mines. A statement showing the incidence of fatal and serious accidents in smaller and larger collieries during the year 1954 is placed on the Table of the Sabha. [See Appendix IV, annexure No. 22].

(b) Every effort has been and is being made to maintain the incidence of accidents at the lowest possible minimum. The Indian Coal Mines Regulations, 1926, and the Indian Metalliferous Mines Regulations, 1926, which contain safety provisions, are at present under revision and proposals to increase the inspection staff of Mines Department are also under consideration.

ASSAM-AGARTALA ROAD

*722. **Shri Biren Dutt:** Will the Minister of Transport be pleased to state:

(a) whether the Assam-Agartala road has been opened for all-weather traffic; and

(b) if not, when it is expected to be opened?

The Deputy Minister of Railways and Transport (Shri Alageshu): (a) Yes, for vehicles up to 5-ton load.

(b) Does not arise.

FERTILITY OF SOIL

*723. **Shri Jhulan Sinha:** Will the Minister of Food and Agriculture be pleased to state the steps taken in accordance with the Indo-U.S. Opera-

tional Agreement so far for determining the fertility of the Indian soil?

The Minister of Food and Agriculture (Shri A. P. Jain): Under the Indo-U.S. Operational Agreement, the following Projects have been initiated at the Indian Agricultural Research Institute:—

(a) Soil Survey of Indian soils for rapid classification and mapping of Indian soils.

(b) Development of rapid soil-testing services for advising the farmers on the kind and amount of fertilisers to be used on their soils.

(c) Setting up of a cartographic laboratory for assembly of soil data from soil survey, its collation, interpretation and graphic representation on the base maps for the evaluation of soil fertility status of the Indian soils.

(d) Radio-tracer investigations with soils and fertilisers by using radio-active phosphorus isotope.

(e) Agronomic trials with new fertilisers for the determination of relative crop producing value of different fertilisers.

DRY FARMING

*724. **Shri Chinaiya:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 58 on the 14th February, 1953 and state:

(a) the action taken by Government so far on the resolution of the Indian Council of Agricultural Research passed in their special meeting on the 7th January, 1953 to the effect that dry farming should be given its due share in research, information and education and that the dry and un-irrigated areas be given priority in the development plans;

(b) the number of community projects and extension service block that have been located in dry and un-irrigated areas since then; and

(c) the number of tube-wells constructed and minor irrigation works

completed in such areas in the same period?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) A statement is laid on the Table of the Sabha. [See Appendix IV, annexure No. 23].

(b) Information is being collected and will be placed on the Table of the Sabha when ready.

(c) A statement is laid on the Table of the Sabha. [See Appendix IV, annexure No. 24].

POST-GRADUATE STUDENTS IN U.S.A.

*725. **Shri Bada Ram:** Will the Minister of Health be pleased to state:

(a) the number of Indian students who were sent to U.S.A. for Post-graduate Medical Education during the year 1954-55;

(b) the total amount spent on their education; and

(c) whether there is any proposal to increase the amount in the coming year?

The Minister of Health (Rajkumari Amrit Kaur): (a) Seven students were sent to the U.S.A. for Post-graduate Medical Education during 1954-55 by the Government of India—all under the T.C.A. programme.

(b) No expenditure was incurred by the Government of India as the scholars were sent under the T.C.A. Programme.

(c) Does not arise.

दिल्ली में बनस्पति तथा पशु चिकित्सा का
उद्यान

*७२६. डा० राम सुभग सिंह : क्या स्वास्थ्य तथा कृषि मंत्री १५ दिसम्बर, १९५४ को दिये गये सार्वजनिक प्रश्न संख्या १२१० के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या नई दिल्ली में पुराने किले के समीप एक बनस्पति तथा पशु चिकित्सा

का उद्यान बनाने का कार्य आरम्भ हो गया है ?

(ख) यदि नहीं, तो यह काम कब तक आरम्भ होगा;

(ग) इस पर अनुमानतः कितना व्यय होगा, और

(घ) इस कार्य के कब तक पूर्ण हो जाने की संभावना है ?

साथ साथ कृषि मंत्री (श्री ए० पी० जैन):

(क) जी, नहीं ।

(ख) शीघ्र ही ।

(ग) ४ लाख, ६० हजार रुपये ।

(घ) १९५५-५६ के अन्त तक ।

EMPLOYEES' STATE INSURANCE SCHEME

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

(a) whether it is a fact that it was originally decided to enforce the Employees' State Insurance Act, 1948 in the City of Ahmedabad from the 26th January, 1955;

(b) if so, the reasons for deferring the enforcement; and

(c) when it is likely to be enforced there?

The Deputy Minister of Labour (Shri Abid Ali): (a) No, there was no such decision. The State Government and the Employees' State Insurance Corporation were considering whether the Employees' State Insurance Scheme could not be brought into force in Ahmedabad from the 26th January, 1955.

(b) Implementation of the scheme in Ahmedabad had to be deferred as the employees there desired that the medical care under the Scheme should be extended to the families of insurable workers also from the very beginning.

(c) As soon as the question of inclusion of families under the Scheme has been settled.

TEA GARDEN LABOUR IN TRIPURA

*728. { Shri Dasaratha Deb:
Shri Biren Dutt:

Will the Minister of Labour be pleased to state:

(a) the rate of wages given to tea garden labour of Tripura in 1950-51 and 1954-55;

(b) whether the wages given to tea labour in Tripura are lower than those prevailing in Assam and West Bengal; and

(c) whether Government have since revised the wages of tea garden labour in Tripura?

The Deputy Minister of Labour (Shri Abid Ali): (a) During 1950-51, the prevalent average rates were 10 annas 3 pies for men, 7 annas 6 pies for women and 4 annas 7 pies for children. The rates given during 1954-55 varied from 14 annas to Re. 1-2-0 for men, 9 annas to Re. 1 for women, and 5 annas to 9 annas for children.

(b) Yes.

(c) The Government of Tripura have, as required under the Act, set up an Advisory Committee for the purpose and the report of the Committee is awaited.

NATIONAL HIGHWAYS

*729. Th. Jugal Kishore Sinha: Will the Minister of Transport be pleased to state the progress of work on the National Highways falling within the jurisdiction of the Bihar State, under the First Five Year Plan?

The Deputy Minister of Railways and Transport (Shri Alagesan): A statement showing progress made on National Highway works in Bihar State from the commencement of the current Five Year Plan upto 31st December, 1954, is placed on the Table of the Sabha. [See Appendix IV, annexure No. 25].

P. & T. MOTOR SERVICES, CALCUTTA

155. Shri Ramananda Das: Will the Minister of Communications be pleased to state:

(a) whether Government are aware that a lower selection grade clerk who has no technical knowledge is allowed very often to officiate as Manager, Post and Telegraph Motor Services, Calcutta superseding the claims of many senior qualified Inspectors in the Circle; and

(b) if so, the reasons therefor?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) and (b). In the interest of administrative convenience a lower selection grade Inspector belonging to the P. & T. Transport Service, Calcutta, was given charge of the post of Manager on two occasions. The post of Manager, P. & T. Motor Service is a gazetted Class II post, recruitment for which is made through the Union Public Service Commission. There is no leave reserve for these posts. The Lower Selection Grade Inspector belonged to the Mail Motor Organization and as the appointments were of short duration, it was not considered feasible to make any other arrangements.

MAIL VANS

156. Shri Ramananda Das: Will the Minister of Communications be pleased to state:

(a) whether Government are aware that although a number of new chassis have been purchased and brought down to Calcutta several months ago, no steps have been taken for building the bodies of the same in spite of the fact that the delivery of mails in Calcutta is seriously hampered on account of unserviceable vans being still put into use;

(b) whether Government are aware that the tyres and the parts of the new chassis are rotting due to their being left uncared for; and

(c) if the answers to parts (a) and (b) above be in the affirmative, the steps Government propose to take in the matter?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Ten new chassis have been received by the Postmaster-General, Calcutta and action has been taken to build the bodies as quickly as possible. The delivery of mails is being arranged with the help of the existing vehicles and no difficulty has been experienced on this account.

(b) No. The chassis have been properly parked and are regularly attended to.

(c) Does not arise.

CONFIRMATION OF R.M.S. EMPLOYEES

157. Shri Ramananda Das: Will the Minister of Communications be pleased to state:

(a) whether it is a fact that permanent or quasi-permanent orders have not been issued so far in favour of staff who have put in long service in the Posts and Telegraphs Motor Services, Calcutta; and

(b) if so, whether Government will expedite the matter?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The Mail Motor Service at Calcutta still continues to be a temporary organization pending completion of the examination of the question whether it should be made permanent. In the circumstances, no staff of this organization has been made permanent but quasi-permanency certificates have been issued in respect of some staff and will be issued shortly in respect of others who are eligible.

(b) Yes. The Postmaster General, Calcutta has been asked to finalise the pending cases quickly.

ROADS AND SECOND FIVE YEAR PLAN

158. Shri Karni Singhji: Will the Minister of Transport be pleased to state:

(a) whether any programme for the construction of asphalt and metalled roads has been included in the Second Five Year Plan;

(b) if so, the mileage of the roads to be constructed; and

(c) whether Government will lay on the Table of the House a copy of the development scheme in this behalf?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (c). The programme for the development of National Highways and State Roads during the Second Five Year Plan period will be finalised after receipt of proposals from all the State Governments.

AGRICULTURAL COLLEGE IN RAJASTHAN

159. Shri Karni Singhji: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Government of Rajasthan has approached the Central Government for financial aid for the opening of an Agricultural College in the North West Rajasthan; and

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

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes.

(b) The proposal has been received only recently and is at present under consideration of the Government of India.

RAILWAY PASSES FOR M.Ps.

160. Shri Tushar Chatterjea: Will the Minister of Railways be pleased to state whether the Railway Pass held by Members of Parliament is valid on private-owned Railway also?

The Deputy Minister of Railways and Transport (Shri Alagesan): Yes.

CENTRAL RESEARCH INSTITUTE, KASAUJI

161. Dr. Satyawadi: Will the Minister of Health be pleased to state:

(a) the number of employees of each category in the Central Research Institute, Kasauli;

(b) the number of Scheduled Castes employees among them?

The Minister of Health (Rajkumari Amrit Kaur): (a) and (b). A statement is laid on the Table of the Sabha. [See Appendix IV, annexure No. 26].

RAILWAY SERVICE COMMISSIONS

162. **Dr. Satyawadi:** Will the Minister of Railways be pleased to state the names of the personnel of the various Railway Service Commissions?

The Deputy Minister of Railways and Transport (Shri Alagesan): The names of personnel of the Railway Service Commissions and the Railways for which the Commissions function are as follows:—

Railway Service Commission situated at	Name of Chairmen and Members	Railways for which functioning
Calcutta.	Chairman Vacant. Member—Shri Mohendralal Das. Temporary additional Member in lieu of post of Chairman—G. D. BORWANKAR.	Eastern Railway the Pandu region of the North-Eastern Railway and the Chittaranjan Locomotive Works.
Bombay.	Chairman—Shri N. K. Misra. Member—Lala Jagannath.	Western and Central Railways excluding the Secunderabad Division.
Madras.	Chairman—Shri D. R. Carmody. Member—Shri K. Kodandapani Pillai.	Southern Railway, the Integral Coach Factory and the Secunderabad Division of the Central Railway.
Allahabad	Chairman—Shri Raghukul Tilak. Member—Shri V. Jagannath.	Northern Railway and the ex-O. T. Railway portion of the North Eastern Railway.

MINIMUM WAGES ACT

163. **Dr. Satyawadi:** Will the Minister of Labour be pleased to lay on the Table of the House a statement showing the minimum wages fixed under the Minimum Wages Act, 1948 for the employees under the local authorities in different States?

The Deputy Minister of Labour (Shri Abid Ali): Notifications showing the minimum rates of wages fixed under the Minimum Wages Act, 1948, for employees under local authorities in different States, so far as the Central Government are concerned, are placed on the Table of the Sabha. [Placed in the Library. See No. S-71/55].

RAILWAY LINES IN SECOND FIVE YEAR PLAN

164. **Shri K. S. Gounder:** Will the Minister of Railways be pleased to state:

(a) whether the Government of Madras have recommended a list of new Railway Lines for construction in the State during the Second Five Year Plan period;

(b) if so, the details thereof; and

(c) the order of priority in which the lines have been recommended?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir.

(b) and (c). No Sir, it is not usual to lay such correspondence on the Table of the House.

DELHI SUBURBAN TRAINS

165 { **Shri Radha Raman:**
Seth Govind Das:
Shri T. B. Vittal Rao:
Th. Lakshman Singh Charak:
Shri Naval Prabhakar:

Will the Minister of Railways be pleased to state:

(a) the total number of persons who have travelled by the local train service recently started between New Delhi and Vinay Nagar during the

period 1st January to the 28th February, 1955; and

(b) the total income from and expenditure incurred on this service since its opening upto the 28th February, 1955?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 94,359.

(b) Income—Rs. 14,768.

Expenditure:

Cost of staff employed—Rs. 3,790.

Cost of haulage (inclusive of interest charges)—Rs. 34,222.

Total—Rs. 38,012.

RAILWAY EMPLOYEES

166. Shri Radha Raman: Will the Minister of Railways be pleased to state:

(a) the number of matriculates working as peons in the Railway Board for more than a year as on the 28th February, 1955; and

(b) whether there is any proposal to promote such persons who have worked for more than three years as Daftries?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Three.

(b) No.

T.B. HOSPITALS AND SANATORIA

167. Shri Morarka: Will the Minister of Health be pleased to lay a statement on the Table of the House showing:

(a) the number of Tuberculosis hospitals and sanatoria in each State;

(b) the number of them run by Missionaries; and

(c) the total grant given by Government to these institutions in 1954-55?

The Minister of Health (Rajkumari Amrit Kaur): (a) to (c). A statement is laid on the Table of the Sabha. [See Appendix IV, annexure No. 27].

रेलवे कर्मचारियों की मांगें

१६८. श्री बिभूति मिश्र : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर पूर्व रेलवे यार्ड स्टाफ कॉन्सिल ने २० दिसम्बर, १९५४ को फुलवरिया (बराँनी) में हुई अपनी बैठक में कुछ मांगें पेश की हैं; और

(ख) यदि हाँ, तो उनकी मुख्य मांगें क्या हैं तथा उन पर क्या निरन्धय किया गया है ?

रेलवे तथा परिवहन उपमंत्री (श्री अलगेसन):

(क) पूर्वोक्त रेलवे के यार्ड स्टाफ कॉन्सिल की ओर से कोई मांग नहीं आयी है।

(ख) प्रश्न नहीं उठता।

दीमक से हानि

**१६९. { श्री बिभूति मिश्र:
श्री जग्गी:**

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

(क) क्या सरकार ने दीमक से होने वाली हानि बचाने के लिये किसी आँध का पता लगाया है ;

(ख) यदि हाँ, तो उस का नाम क्या है ;

(ग) उस का उपयोग किस तरह किया जाता है ; और

(घ) क्या इस के लिये नये कीट नाशक पदार्थों का पता लगाने के लिये दाय-बणा की जा रही है ?

खाद्य तथा कृषि मंत्री (श्री ए० वी० जैन):
(क) से (घ). एक टिप्पण, जिसमें आवश्यक सूचना निविष्ट की गयी है, सदन के पटल पर रखा गया है। [बिहारे वरीकृत ४, अनुबन्ध संख्या २८]।

COMPENSATION TO WORKERS

170. Shri V. P. Nayar: Will the Minister of Labour be pleased to state:

(a) how many cases of death of workers due to accidents while in the course of employment have been reported in 1953 and 1954;

(b) the number of permanent and temporary disablement cases during the above period as a result thereof; and

(c) the total amount of compensation paid in each category?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (c). A statement giving the available information for the year 1953 is laid on the Table of the Sabha [See Appendix IV, annexure No. 29]. No information for the year 1954 is yet available.

PRICES OF SUGAR AND SUGARCANE

171. Shri Jhunjhunwala: Will the Minister of Food and Agriculture be pleased to state:

(a) the prices and production of sugarcane and sugar from 1940 to 1954;

(b) whether Government have fixed any ratio between the price of sugarcane and that of sugar; and

(c) if so, whether it varies from State to State or is uniform everywhere?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (c). A statement giving the prices, production of sugarcane and sugar, and the ratio between the price of sugar and that of cane is laid on the Table of the Lok Sabha. [See Appendix IV, Annexure No. 30].

Government have not fixed any ratio between the price of sugarcane and that of sugar.

The ratio between the prices of sugar and cane vary from region to region and from year to year depending upon, besides the cane price and the taxes, the duration of crushing season and recovery of sugar from cane

CHITTARANJAN LOCOMOTIVE WORKS

172. Shri K. C. Sodhia: Will the Minister of Railways be pleased to state:

(a) the total amount invested by Government in the Chittaranjan Locomotive Works up to date;

(b) its total assets and working capital;

(c) the total value of locomotive's or other material supplied by the Chittaranjan Locomotive Works to the Railway Administration since its inception; and

(d) how Government determine that the Works are running on sound commercial lines?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (d). A statement containing the information is attached. [See Appendix IV, annexure No. 31].

DELHI TRANSPORT SERVICE

173. Shri Sarangadhar Das: Will the Minister of Transport be pleased to state:

(a) whether it is a fact that ticketless travelling in Delhi Transport Service has been declared recently a legal offence;

(b) if so, the amount of penalty that has been fixed for the offenders;

(c) whether any new checking staff has been recruited for this purpose; and

(d) the number of cases of ticketless travelling detected so far since the enforcement of the new rule?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) Fine upto Rs. 50 or in default simple imprisonment which may extend to 15 days.

(c) No.

(d) Not available, as the intention is to enforce the rule on completion of the procedural arrangements for the tend to 15 days.

MALARIA

174. **Shri D. C. Sharma:** Will the Minister of Health be pleased to state:

(a) the estimated number of persons suffering from Malaria in India at present;

(b) whether the incidence of this disease is on the increase since 1952;

(c) if so, the causes therefor; and

(d) the names of the regions in which the incidence of Malaria is the highest?

The Minister of Health (Rajkumari Amrit Kaur): (a) Malaria not being a notifiable disease, reliable statistics of malaria morbidity are not available. However, it is roughly estimated that about 75 million persons suffer from malaria in India every year.

(b) No.

(c) Does not arise.

(d) The incidence of malaria is highest in the following regions:—

(1) Uttar Pradesh Terai & Eastern parts.

(2) The foot-hill regions of Bihar.

(3) The foot-hill regions of West Bengal.

(4) Some parts of Orissa.

(5) Some parts of Madhya Pradesh.

(6) Assam Terai.

RAILWAY EMPLOYEES

175. **Shri D. C. Sharma:** Will the Minister of Railways be pleased to state:

(a) the number of posts on the Northern Railway carrying a salary of Rs. 200 to Rs. 300 p.m.; and

(b) the mode of recruitment to these posts?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 957.

(b) Practically all the posts are filled by promotion of selected staff in

service, the exceptions being posts requiring special experience which the staff available for promotion do not possess. For these categories, men are either recruited through the Railway Service Commission, or obtained on deputation. The number of such posts is about 3 per cent. of the total.

STOCK OF FOODGRAINS

176. **Shri D. C. Sharma:** Will the Minister of Food and Agriculture be pleased to state the quantities of different kinds of cereals in Government stock at the end of January, 1955?

The Minister of Food and Agriculture (Shri A. P. Jain): A statement is placed on the Table of the Sabha. [See Appendix IV, Annexure No. 32].

REHABILITATION OF Joomias

177. **Shri Dasaratha Deb:** Will the Minister of Food and Agriculture be pleased to state:

(a) the total number of applications received by the Government of Tripura from the landless tribal Joomias for rehabilitation loans and for allotment of land upto February, 1955;

(b) the number of landless tribal Joomias granted rehabilitation loans and land upto February, 1955;

(c) whether any amount was charged as *shelami* for the settlement of Khas land and if so, the highest amount charged; and

(d) whether Government propose to give settlement of Khas land free of cost to the tribal Joomias as recommended by the Tribal Commissioner in his report?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The total number of applications received by the Government of Tripura is 3,000.

(b) 1,100 Joomia families have been granted lands. Out of these allottees, 296 families have been granted rehabilitation loan and 104 families have been given grants under the Tribal Welfare Scheme.

(c) No money is charged for the land allotted to the *Joomias* under the Tribal Welfare scheme. As regards the settlement of land to the *Joomias* by the Revenue authorities, no money is charged for the settlement of first five *Kanias* of *Khas Land* (2 Acres); but for any additional land above five *Kanias* a sum of Rs. 2/-/- is charged per *Kani* as *selami*.

(d) Under the Tribal Welfare scheme *Joomias* are granted land free of cost.

EMPLOYMENT EXCHANGE IN TRIPURA

178. **Shri Dasaratha Deb:** Will the Minister of Labour be pleased to state:

(a) whether Government are aware that the number of unemployed persons is increasing in Tripura;

(b) if so, the steps taken to enrol them; and

(c) whether Government propose to open an Employment Exchange Bureau in Tripura in the near future?

The Deputy Minister of Labour (Shri Abid Ali): (a) There is no specific information that the number of unemployed in Tripura as such is increasing.

(b) The Sub-Regional Employment Exchange, Shillong, has been authorised to register persons from Tripura who wish to use the Employment Service for employment assistance.

(c) The question of establishing an Employment Exchange in Tripura is under consideration, and the State authorities are being addressed in the matter.

AERODROME AT CHANDIGARH

179. **Sri D. C. Sharma:** Will the Minister of Communications be pleased to state by what time the construction of the aerodrome at Chandigarh is expected to be completed?

The Deputy Minister of Communications (Shri Raj Bahadur): By the end of 1955.

NEW RAILWAY LINES

180. **Shri Sarangadhar Das:** Will the Minister of Railways be pleased to state:

(a) whether any recommendation for the inclusion of certain schemes for new railway lines have been received from the Andhra Government;

(b) if so, the names of these lines; and

(c) whether any decision has been taken thereon?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No, Sir.

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

NATIONAL MALARIA CONTROL PROGRAMME IN BIHAR

181. **Th. Jugal Kishore Sinha:** Will the Minister of Health be pleased to state the measure of success achieved so far in the Bihar State under the National Malaria Control Programme?

The Minister of Health (Rajkumari Amrit Kaur): Seven malaria control units have been in operation in Bihar since 1953-54 affording protection to roughly seven million people. The records available indicate that there has been a reduction of about 17 per cent. in the spleen rate and 24 per cent. in the parasite rate. The number of malaria cases treated has dropped by 39,279.

RAILWAY TRAINS

182. **Th. Jugal Kishore Sinha:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 1248 on the 15th December, 1954 and state:

(a) the particulars of the trains in the case of which the punctuality drive has been intensified on the North Eastern Railway in 1954;

(b) whether there is any proposal to alter the timings of 333 Up and 334 Down trains as a result thereof; and

(c) the number of occasions on which disciplinary action has been

taken against the staff for avoidable detentions of trains during 1954?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) (i) 814 Down Kanpur-Katihar Passenger train.

(ii) 211 Up Agra Fort-Kathgodam Express.

(iii) 303 Up/304 Down Manihari Ghat-Amingaon Link Express trains.

(iv) 302 Down Avadh Tirhut Mail train.

(v) 315 Up/316 Down Janata Passenger trains.

(b) Yes.

(c) Information is being collected and will be laid on the Table of the House in due course.

TRANSPORT CHARGES ON CATTLE

183. Shri Nand Lal Sharma: Will the Minister of Railways be pleased to state:

(a) whether the Railway Department reduced any freight charges on dry cattle consigned from Howrah, Bombay and Madras; and

(b) if so, the reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) To salvage dry cattle and preserve the cattle wealth of the country.

RAILWAY EMPLOYEES

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

(a) the total number of employees of the Northern Railway suspended during the year 1954;

(b) how many of them are still under suspension; and

(c) the main reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 705.

(b) 200 on 31-12-1954.

(c) The main reasons are infringement of safety rules and orders and serious misconduct arising out of corruption, involvement in Court and Police cases, being under the influence of drink while on duty, etc.

AJMER-PUSHKAR RAIL LINK

185. Pandit M. B. Bhargava: Will the Minister of Railways be pleased to state:

(a) whether Government have any proposal to connect Pushkar with Ajmer by rail;

(b) whether a survey for the purpose has been made;

(c) if not, the time by which the proposal is likely to be considered and finalised; and

(d) whether Government would consider the inclusion of constructing Railway line connecting Ajmer with Merta City via Pushkar, in the Second Five Year Plan?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

(d) Yes, Sir. This will be considered along with other proposals.

मीन क्षेत्र का विकास

१८६. श्री कृष्णाकाश जोशी : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में समुद्री तथा अन्तर्देशीय मीन क्षेत्रों का विकास करने के लिये सरकार ने १९५४ में क्या क्या कार्यवाही की, और

(ख) उक्त अवधि में इन प्रयोगों पर कितनी राशि व्यय की गई ?

खाद्य तथा कृषि मंत्री (श्री ए० बी० जैन):
(क) तथा (ख). सभा में एक विवरण

वस्तुतः हैं। [बी.सि.स. वी.रि.सि.स. ४, अनुबन्ध संख्या २२]।

CENTRAL RESEARCH INSTITUTE
KASAUJI

187. Dr. Satyawadi: Will the Minister of Health be pleased to state:

(a) the total amount spent on the winter uniforms of class IV Employees of the Central Research Institute, Kasauli during the years 1951 and 1952; and

(b) the number of employees to whom the winter uniforms were given during the period?

The Minister of Health (Rajkumari Amrit Kaur): (a) Rs. 6,751.

(b) 175.

केंद्रीय गवेषणा संस्था, कसाँली

१८८. डा० सत्यवादी : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) केंद्रीय गवेषणा संस्था, कसाँली, के कर्मचारियों की चिकित्सा पर १९४७ से १९५४ तक प्रति वर्ष कितनी राशि व्यय की गई ;

(ख) स्थानीय अस्पतालों को संस्था के कर्मचारियों की चिकित्सा के लिये संस्था द्वारा प्रति वर्ष कितनी राशि दी गई ;

(ग) क्या यह सच है कि उस के पदाधिकारियों तथा अन्य कर्मचारियों की चिकित्सा दो अलग अलग अस्पतालों में की जाती है ;

(घ) यदि हाँ, तो ऐसे पदाधिकारियों तथा कर्मचारियों की संख्या अलग अलग कितनी हैं ;

(ङ) क्या यह सच है कि संस्था में भी एक औषधालय (डिस्पेंसरी) है ;

(च) यदि हाँ, तो उस के कर्मचारियों के वेतन पर तथा दवाओं पर १९४७ से

१९५४ तक कितनी राशि व्यय की गई, और

(छ) उस में कितने बीमारों की चिकित्सा की गई ?

स्वास्थ्य मंत्री (राजकुमारी अमृत कौर):
(क)

वर्ष	खर्च की हुई राशि
	₹० आ० पा०
१९४७ से १९५२ तक	कुछ नहीं
१९५२	२१७-४-२
१९५२	४२५-९-०
१९५४	१,२५८-११-०

(ख) २,५०० रुपये प्रति वर्ष।

(ग) जी, हाँ।

(घ) क्रमशः १२ व २५७।

(ङ) जी, हाँ।

(च) इस सम्बन्ध में अन्य खर्च नहीं करना पड़ता है।

(छ) मानव-रोगी: ६८९ (१९४७ से १९५४ तक) पर्यु: ५० से ६० तक प्रति दिन।

खाद्यान्न का भंडार

१८९. श्री नवल प्रभाकर : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि केंद्रीय सरकार के विभिन्न खाद्यान्न भंडारों में, राज्यवार, अभी कितना अन्न है ?

खाद्य तथा कृषि मंत्री (श्री ए० पी० जैन): सभा के पटल पर एक विवरण रखा गया है। [बी.सि.स. वी.रि.सि.स. ४, अनुबन्ध संख्या २४]।

BURMA DEBT

190. Dr. Ram Subhag Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that according to the terms of the rice agreement with Burma, India is entitled to a rebate equivalent to the difference in price if Burma exported rice to any other country at a lower price;

(b) whether it is also a fact that Burma is now exporting rice to Ceylon at a much cheaper rate; and

(c) if so, whether Government will ask for the rebate in price?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No, Sir.

(b) We are not aware of the terms of purchase of Burma rice by the Government of Ceylon.

(c) Does not arise.

केंद्रीय सड़क निधि से अनुदान

१६१. श्री अनिलसिंह सिंह : क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) विभिन्न राज्य सरकारों को नयी सड़कों बनाने तथा पुरानी सड़कों को काम लायक रखने के लिये केंद्रीय सड़क निधि से पिछले पांच वर्षों में अनुदान तथा अन्य रूप में कितनी राशि दी गई है ; और

(ख) इस राशि से राज्यवार कितने मील की नयी सड़कें बनी हैं तथा पुरानी सड़कें सुधारी गई हैं ?

रंलखे तथा परिवहन उपबंधी (श्री अल्लवेल्लन):

(क) केंद्रीय सड़क निधि मध्यतः नई सड़कों के निर्माण तथा विद्यमान सड़कों के सुधार के लिये है। पिछले पांच वर्षों में उनके हितार्थ जो राशि विभिन्न राज्यों में वितरित की गई है उसका व्यौरा साथ जगाये हुए विवरण में दिया गया है। [बीसवें परिशिष्ट ४, अनुबन्ध संख्या ३५]।

(ख) यह सूचना अप्राप्त है।

RECRUITMENT ON SOUTHERN RAILWAY

192. Shri Veeraswamy: Will the Minister of Railways be pleased to state:

(a) the categories of posts for which applications were invited in 1954 on the Southern Railway;

(b) the number of applications received and the number of applicants called for interview;

(c) the number of the Scheduled Caste candidates among them;

(d) the number of persons selected; and

(e) the number of Scheduled Caste candidates among them?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (e). Information is being collected and will be laid on the Table of the House.

'अपने टेलीफोन का स्वामित्व प्राप्त कीजिये' योजना

१६२. श्री छाबर : क्या जंचार मंत्री यह बताने की कृपा करेंगे कि :

(क) किन किन स्थानों पर 'अपने टेलीफोन का स्वामित्व प्राप्त कीजिये' योजना चालू की गई है।

(ख) उन स्थानों पर टेलीफोन के लिये कितने व्यक्तियों ने आवेदन दिये हैं ;

(ग) कितने व्यक्तियों को टेलीफोन दिये गये हैं ; और

(घ) इस योजना के अन्तर्गत जमा की गई धनराशि किस प्रकार व्यय की गई ?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The "Own your Telephone" scheme was introduced at 22 stations but was subsequently withdrawn at 11 places. At present the Scheme is in operation at 11 stations. The names of these Stations are given in the attached Statement. [See Appendix IV, Annexure No. 36.]

(b) and (c). Statement attached shows the required information. [See Appendix IV, annexure No. 36.]

(d) The advance rentals realised under the Scheme are credited in the first instance to revenue Receipts of the Department. An equivalent amount is contributed from grant for Working Expenses to a Telephone Development Fund. The amount in the fund is utilized for the expansion of Telephone facilities in the country.

रैलगाड़ीयों का संट चलना

१६४. श्री कामर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५४ में दिल्ली-बम्बई मार्ग पर चलने वाली परिचामी रेलवे की गाड़ीयां कितनी बार रतलाम स्टेशन पर दर से पहुंचीं और वे ऑसतन कितने घंटे दर से आईं, और

(ख) कितनी बार इन गाड़ीयों के यात्रियों को रतलाम स्टेशन पर इन्टोर या अजमेर जाने वाली गाड़ीयां नहीं मिल सकीं ?

रेलवे तथा परिचहन उपमंत्री (श्री अलमोदान) :

(क) तथा (ख). आवश्यक सूचना नीचे दी गयी है :-

(1)

गाड़ी का नम्बर	कितनी	देर से
	बार रतलाम	पहुंचने
	में देर से	का औस्त
	पहुंची	समय
		मिनट
३१ डाउन फ्रन्टियर मेल	३२६	२७
३२ अप फ्रन्टियर मेल	२१५	२४
३३ डाउन देहरादून एक्सप्रेस	१६५	२८
३४ अप देहरादून एक्सप्रेस	२३२	२४

(ii)

गाड़ी का नम्बर	इन्टोर और अजमेर जाने वाली गाड़ीयों से कितनी बार मेल न हो सका			
	इन्टोर		अजमेर	
	दिल्ली बम्बई से	दिल्ली बम्बई से	दिल्ली बम्बई से	दिल्ली बम्बई से
३१ डाउन फ्रन्टियर मेल	-	२५	-	१५
३२ अप फ्रन्टियर मेल	८	-	९	-
३३ डाउन देहरादून एक्सप्रेस	-	४	-	५

३४ अप

देहरादून एक्सप्रेस १५ - १३ -
जोड़ २३ २९ २२ '२०

T.B. AMONG POSTAL EMPLOYEES

195. Shri Ram Dass: Will the Minister of Communications be pleased to state:

(a) the number of postal employees category-wise, who contracted T.B. during 1953-54 and in 1954 upto the 31st December; and

(b) the number amongst them admitted to T.B. hospitals?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) and (b). The information is being collected from Circle Offices and will be placed on the Table of the Sabha as soon as it is available.

TELEGRAPH CENTENARY EXHIBITION

196. Shri Ram Dass: Will the Minister of Communications be pleased to state:

(a) the number of visitors to the Telegraph Centenary Exhibition who availed themselves of the special telegraph service called "Send Your Own Greeting Messages"; and

(b) the income derived therefrom?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Three thousand and nine visitors availed of the service.

(b) Rs. 752/4/-.

गन्ना उपकर (सैंड)

१६७. श्री अजीतरुह सिंह : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश तथा बिहार की राज्य सरकारों ने गन्ना उपकर निधि के प्रारम्भ से ३१ दिसम्बर, १९५४ तक गन्ना उपकर से कितनी राशि प्राप्त की है, और

(ख) उस उपकर से प्राप्त राशि का कितना प्रतिशत भाग उन राज्यों में गन्ने की खेती के सुधार तथा गन्ना उत्पन्न करने वालों को बचने की सुविधाएँ प्रदान करने के लिए खर्च किया गया है ?

स्वायत्त तथा कृषि मंत्री (श्री ए० पी० जैन): (क) तथा (ख). अपेक्षित सूचनादर्शक एक विवरण लोक सभा के पटल पर रख दिया गया है। [बुधवार परिशिष्ट ४, अनुबन्ध संख्या २७]।

B.C.G. IN KOZHIKODE TOWN

198. **Shri Kelappan:** Will the Minister of Health be pleased to state:

(a) whether B.C.G. inoculation was conducted in the town of Kozhikode (Malabar) recently; and

(b) what percentage of the tested persons was found negative?

The Minister of Health (Rajkumari Amrit Kaur): (a) Yes.

(b) 30 per cent.

MOHANPUR-CHACHU BAZAR ROAD IN TRIPURA

199. **Shri Biren Dutt:** Will the Minister of Transport be pleased to state:

(a) whether Government propose to construct a road from Mohanpur to Chachu-bazar in the Sadar Division of Tripura; and

(b) if so, when the construction work will start in this regard?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). The information is being collected and will be laid on the Table of the Sabha in due course.

मिट्टी का कटाव

२००. श्री आर० एन० सिंह: क्या स्वायत्त तथा कृषि मंत्री यह अवार्न की क्या करेंगे कि:

(क) विभिन्न राज्यों के किन किन स्थानों में मिट्टी का कटाव तेजी से हो रहा है; और

(ख) इस प्रकार मिट्टी का कटाव प्रतिवर्ष कितना होता है?

स्वायत्त तथा कृषि मंत्री (श्री ए० पी० जैन): (क) तथा (ख). पृथ्वी गर्भ सूचना तुरन्त प्राप्त नहीं हो सकती। जहाँ ही राज्य सरकारों

से यह प्राप्त होगी, लोक सभा के पटल पर रख दी जायेगी।

ROLLING STOCK MAINTENANCE DEPOTS

201. **Shri Waghmare:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the spare parts and materials supplied to the carriage and wagon maintenance depots in course of monthly imprest indent or on emergent indent is insufficient for their requirement;

(b) if so, what steps Government propose to take to improve the situation;

(c) the percentage of non-supply of materials in monthly imprest indent during 1953-54;

(d) whether it is a fact that a very limited carriage and wagon maintenance depots are equipped with

(i) pneumatic tools which are required for efficient rivetting of axle, guards, underframe patches, etc. which work is a daily routine job in carriages and wagon sheds; and

(ii) other machine tools such as welding sets, burners, electric drills and finishing equipments; and

(e) if so, what steps Government are taking to provide the carriage and wagon sheds with the machine tools?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir.

(b) The Railways have been asked to exercise their power of emergency purchases where necessary to ensure proper supplies of materials.

(c) The information has been called for from railways and will be laid on the Table of the House when received.

(d) Yes, but arrangements are being made for the major and central carriage and wagon depots which are required to deal with major repairs to

be provided with pneumatic tools, welding sets and other machine tools needed for this work.

(e) Standard scales of equipment have been laid down for carriage and wagon depots according to their size.

INTEGRAL COACH FACTORY PERAMBUR

202. **Shri Veeraswamy:** Will the Minister of Railways be pleased to state:

(a) whether the recruitment of workers and other staff for the Integral Coach Factory, Perambur, is being made at present; and

(b) if so, the number of scheduled caste candidates so far recruited as workers and to other posts in that Factory?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) 57.

RECRUITMENT OF STAFF

203. **Shri Veeraswamy:** Will the Minister of Railways be pleased to state:

(a) the number of unskilled workers recruited in the Golden Rock and Perambur Workshops (separately) on the Southern Railway during the past six months; and

(b) the number belonging to the Scheduled Castes amongst them?

The Deputy Minister of Railways and Transport (Shri Alagesan):

(a) Golden Rock Workshop	...	730
Perambur Workshop	...	422
(b) Golden Rock Workshop	...	111
Perambur Workshop	...	101

THEFT OF GOLD BARS

204. { **Dr. Ram Subhag Singh:**
Shri Gidwani:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a theft of about one maund of gold was committed in the early hours of the 23rd February, 1955, from the 72-Down Parcel Express between Allahabad and Vindhyachal Stations on Northern Railway;

(b) if so, whether it is also a fact that the gold cases were placed in the train at Allahabad;

(c) at which station the theft was detected; and

(d) whether any arrest has been made so far in this regard?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) Yes.

(c) Vindhyachal station.

(d) No arrest has been made so far.

PASSENGER AMENITIES

205. **Shri M. Islamuddin:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that in the Katihar-Section a number of passengers travel on the foot-board for want of accommodation in the trains; and

(b) if so, whether Government propose to provide more coaches on this Section?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes; on some occasions during the harvest season and *melas*, from November to January.

(b) Yes; this matter is under our consideration and as more rolling stock becomes available, this will be done.

10th March, 1955

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

VOLUME I, 1955

(21st February to 12th March, 1955)



सत्यमेव जयते



NINTH SESSION, 1955

(Vol. I contains Nos. 1—15)

LOK SABHA SECRETARIAT
NEW DELHI

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LOK SABHA

Thursday, 10th March, 1955.

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair.]

QUESTIONS AND ANSWERS

(See Part I)

12 NOON.

PAPERS LAID ON THE TABLE

LETTERS BETWEEN GOVERNMENTS OF INDIA AND U. K. ON TRANSFER OF LIABILITY REGARDING PAYMENT OF STERLING PENSIONS.

The Minister of Finance (Shri C. D. Deshmukh): I beg to lay on the Table copies of the letters exchanged between the Government of India and the Government of United Kingdom on the subject of the transfer of the liability in regard to the payment of sterling pensions. (See Appendix IV, annexure No. 38.)

ELECTION TO COMMITTEE

CENTRAL ADVISORY COMMITTEE OF NATIONAL CADET CORPS

Mr. Speaker: I have to inform the House that the following Members have been elected to serve on the Central Advisory Committee of the National Cadet Corps.

1. Pandit Sheo Narayan Fotedar.
2. Shri Choithram Partabrai Gidwani.

DEMANDS* FOR GRANTS FOR 1955-56—RAILWAYS

Mr. Speaker: I would like to know what procedure the House would like to adopt. Are all the Demands to be placed simultaneously or are they to be placed one after another?

Several Hon. Members: All the Demands together.

Mr. Speaker: That will mean that we shall have to allot some time for general discussion on all Demands, and then, if the House so likes—it is not compulsory—we can go to the cut motions.

Shri Nambiar (Mayuram): We have finished Demand No. 1 and we have got the other Demands and for all Demands we have not got cut motions. Only for certain Demands we have cut motions. So, we can put all those Demands which have got cut motions and discuss them, and then we can pass on to the rest.

Mr. Speaker: Yes but even then, there is the question about the allocation of time for a general discussion of Demands in respect of which there are cut motions. That allocation of time will be necessary if you desire to have a general discussion.

Shri Nambiar: Not necessary.

Mr. Speaker: Then, that means, if no time has to be reserved for general discussion and the Demands in respect of which there are cut motions should be placed straightway to be taken with the cut motions, we proceed with the discussion of the cut motions only. That is how it will happen. So, I shall now place before the House all the Demands in respect

*Moved with the recommendation of the President.

[Mr. Speaker.]

of which there are cut motions. I believe a selection of the cut motions has also been made. So, then, we will take those cut motions one by one, and the discussion in respect of cut motions will be only with reference to the points made out in the cut motions.

Dr. Rama Rao (Kakinada): That means all the Demands and the cut motions together?

Mr. Speaker: No. We are placing before the House for consideration all the Demands in respect of which there have been cut motions. I enquired as to whether some time was needed for a general discussion. It has been suggested to me that no time is required for general discussion, and therefore, we now proceed straight to the cut motions in respect of those Demands.

The Deputy Minister of Railways and Transport (Shri Alagesan): Has the reply to follow the discussion on each Demand, or, what is the procedure?

Mr. Speaker: I would leave it to the convenience of Members. If they think that all cut motions should be discussed, then, of course, the reply may be given and that procedure may be followed.

Shri Alagesan: At the end?

Mr. Speaker: That is what I mean: at the end. Is it suitable?

Shri Rane (Bhusaval): After the discussion, the hon. Minister may reply. All the other Demands may be put together with all the cut motions moved, and the hon. Minister may reply at the end.

Mr. Speaker: If time is taken up in the discussion of the Demands in respect of which there are cut motions, the others will be put to the vote at the end, without any further discussion.

Shri Raghavachari (Penukonda): There were particular local grievances—one by each Member—which were answered, and the memorandum placed on the Table of the House last time. A similar procedure may be followed this year also. Yesterday, when this question came up the Railway Minister was heard to say that it will mean some inconvenience, and that the other Ministries do not do so. But my submission is that this is a Ministry whose activities are spread over the whole country. There are also local grievances. Therefore, it will be helpful if the old practice is continued this year also.

Shri Nambiar: We would like to add that it is only on that understanding that we have dropped many cut motions. Otherwise, we would have pressed for more. Therefore, that privilege may be given.

Shri Alagesan: That is not correctly representing the matter—that the cut motions were dropped on that account. We are prepared to have any number of cut motions to be discussed.

Mr. Speaker: Apart from that, we followed a particular practice last year, and I would like to know what particular, specific objection the Minister has to follow the practice which we followed last year. I believe for the purpose of giving hon. Members an opportunity of bringing to the notice of the Railway Ministry certain specific local grievances, it was considered—if I mistake not—at that time that it was no use taking up the time of the House, for that purpose; nor does it become possible at the end to reply to every local grievance. Therefore, it was considered proper that, if Members give a short statement,—as I said, I believe last time,—not exceeding ten lines or so—the Railway Ministry may give replies and they will be placed on the Table of the House. Only one memorandum should be given by each Member.

Dr. Suresh Chandra (Aurangabad): They were never replied to last time.

Mr. Speaker: They were placed on the Table, and they go in the proceedings of the House.

Shri Jhunjhunwala (Bhagalpur Central): They were replied to.

Mr. Speaker: I know that.

The Minister of Railways and Transport (Shri L. B. Shastri): Of course, the memorandum was given, but those ten lines sometimes require ten pages for replying, and I can tell you that it has increased the work of the Railway Board considerably. We are trying to meet as many points as possible here. Then, from the Railway Board, we had made it a point to reply to the other points which are referred to in this House—those points which I am not or the Deputy Minister is not able to cover. So, we have been replying or sending some communication to the Members even if this system of memorandum is not adopted. We propose to do it even now. So, I request you—of course we accepted it last time and it was the wish of the House not to adopt that system this year, because it is unnecessary. I am always prepared—even if the hon. Members so desire and if they write to me for anything else—to reply to them and give them the necessary and relevant facts and figures.

Dr. Suresh Chandra: In spite of the best effort and the will of the hon. Minister, many of the points, and the local grievances of the Members, received from the constituencies which we represent, are not replied to or covered in the replies of the Minister. We do not know what the answer is and what the position of the Ministry is.

Shri Raghavachari: The hon. Minister says that he tried his best to answer; that he will communicate some kind of answers with regard to the objections that have been mentioned

in the cut motions, and that the Railway Board will reply. He says that if this memorandum is to be placed on the Table of the House, it will increase enormously the work of the Board. The one course that he proposes to adopt now equally requires all the time to place these matters before the House or in answering to particular Members. Therefore, the old practice that you adopted last year will be very helpful and will certainly afford a chance for local grievances being brought specifically to the notice of the Government.

Shri L. B. Shastri: I think there is some difference. When they are asked to submit memoranda of ten lines, each Member considers it his duty or feels that he may be falling in his duty if he does not submit a memorandum, whereas if they are to address letters to the Minister they will think over it and write only if they have ready some material and not otherwise. As I said I am always prepared to reply to all the points raised in such letters. I am sorry that one of the Members from this side was saying that no replies were received, while, as I have said before, I take pretty good care to reply to all the Members of the Parliament, and I do not know if any letter has been sent by him which has not been replied to (*Interruption*).

Mr. Speaker: Order, order. Let us not discuss this matter any further. I will go by the sense of the House in this matter, but I think I should state my reactions in the historical background.....

Shri L. B. Shastri: The House is bound to go by your opinion.

Mr. Speaker: Not necessarily. I just wanted to state the historical background as to how this practice of submitting memoranda came into existence. I think it was not only last year, but year before last

An Hon. Member: Only last year.

Mr. Speaker: Year before last, very probably, it was felt that, during the time at the disposal of the House and looking to the wide network of the railways and therefore, the number of local grievances, it was not possible for hon. Members to get an opportunity of mentioning these points in their speeches. In fact, nobody could say that a Member will necessarily get a chance of speaking on any Cut Motion and therefore, the mention of a local grievance, which may be small when compared to the length and breadth of India, but very important from the point of view of the local population, may not be mentioned in the House at all. It was for this reason that we tried this device and in order to restrict the abuse of this device, a restriction of ten lines was placed and we said that only one point could be raised by one Member. I am prepared to go further this time and say that the grievances have to be purely local in their character and in case any memorandum contains any general or wider points as the hon. Minister says, the Chair will revise it and delete any general things contained in the memoranda. I think that will meet the wishes of the Railway Minister and he may not have to go into a statement of ten pages for just replying to a memorandum relating to a small point of local importance and of local necessity.

That is how we adopted the procedure of submitting memoranda. Looking at it from another point of view also, I may say that there need be no apprehension that every Member, because there is an opportunity, will give a memorandum.

An Hon. Member: No no.

Mr. Speaker: In fact, last year we received 110 memoranda only.

Shri L. B. Shastri: Only?

Mr. Speaker: Out of 499 Members we got only 110 memoranda. I mention that only to show that every Member will not give a memorandum.

Then there is also another aspect. If opportunity is to be given to the Members to address a letter outside this House—rather Chamber—to the Railway Minister, nothing prevents a Member from writing a letter which may cover a much wider ground than a memorandum on a local grievance and that will perhaps entail greater work. But, that is not my concern. I am only trying to meet the reactions of the Railway Minister. Then, nothing prevents a Member from tabling a question also. Therefore, all that can be said in the memorandum might be given in the same way to the Railway Minister for explanation or for giving facts. As such I do not think we need entertain any fear of the Government work being bulky. If that becomes bulky the House will certainly sanction additional staff to cope with that bulk. That is my reaction and now I will put it to the House.

Shri L. B. Shastri: If that is your wish I am prepared to accept it. You need not put it to the House.

Mr. Speaker: So, the old procedure stands with the additional safeguard or condition that, in case any memorandum consists of more than one point or contains any general question, that memorandum will be disallowed. Then, we must have a time limit fixed for submission of these memoranda. It is not as if it goes on from day to day.

Some Hon. Members: Tomorrow.

Mr. Speaker: Even today, because I presume that every Member who has come here for discussion is prepared with his list of grievances.

Shri Namblar: Today we are all busy with the Demands and all that. Therefore, I think, tomorrow will be alright.

Mr. Speaker: So let us fix it as 5 P.M. tomorrow. So, in case the memorandum is not received before 5 o'clock positively tomorrow, it will not be taken into consideration.

Shri Jhulan Sinha (Saran North): Received where?

Mr. Speaker: At the Notice Office as usual.

The House will now resume further discussion on the Demands for Grants in respect of Railways. Demand No. 1 has already been voted in full on the 7th March, 1955. Discussion on the remaining Demands will now be taken up. All those Demands will be disposed of by about 4.45 P.M. including the reply of the hon. Railway Minister also. Then the relevant Appropriation Bill will be considered and put to the vote of the House.

As regards Cut Motions, we have already discussed that point.

Thereafter the House will discuss the Demands for Grants on Account for 1955-56. These Demands as well as the Appropriation (Vote on Account) Bill will be disposed of by 5.0 P.M. I may say, whenever a Vote on Account is asked for, the practice has been not to discuss it because the very idea of having a Vote on Account is to gain one month more for a detailed discussion on all the Demands. Hon. Members will find that these Demands or Vote on Account will be only for one month's expenditure and not for all the twelve months, that is one-twelfth of the total Budget as presented to the House. So, there will be, for all practical purposes, formal matters—Appropriation Bill following Demands voted on Account.

The Working Journalists (Industrial Disputes) Bill will be taken up at 5.0 P.M. as already indicated in the List of Business. The Business Advisory Committee has suggested that one hour may be allotted for the consideration and passing of this Bill. The question of making available further time has, however, been left to be decided by the House.

Now Demands Nos. 4, 5, 6, 9, 9-A, 12-A, 15 and 18 and all the Cut Motions list of which has already been circulated to Members in respect of each Demand, will be taken up for consideration. Some Cut Motions in respect of some Demands were received later and therefore, they have not been included in the list circulated to hon. Members. In Demand No. 12-B, List No. 9, Cut Motion No. 356 is not included. Hon. Members will kindly make note of this.

Also, Cut Motion No. 327 in List No. 8 (Demand No. 15) and Cut Motion No. 329 in List No. 8 (Demand No. 16) Hon. Members may move the following cut motions after the Demands are placed before the House:

Nos. 139, 140, 141, 142, 143, 146, 148, 149, 236, 237, 238, 239, 240, 241, 151, 152, 154, 156, 157, 159, 160, 243, 244, 245, 246, 161, 251, 252, 258, 259, 260, 326, 162, 163, 262, 356, 167, 327, 357, 329, 172, 173, 175, 176, 177, 268, 269, 270, 271, 272, 273, 274, 275, 306, 331.

DEMAND NO. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 30,84,41,000 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 'Ordinary Working Expenses—Administration'."

DEMAND NO. 5—ORDINARY WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 75,39,48,000 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 'Ordinary Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

Mr. Speaker: Motion is:

“That a sum not exceeding Rs. 48,14,96,000 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 Ordinary Working Expenses—‘Operating Staff.’”

DEMAND NO. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Speaker: Motion is:

“That a sum not exceeding Rs. 36,02,69,000 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 ‘Ordinary Working Expenses—Miscellaneous Expenses.’”

DEMAND NO. 9-A—ORDINARY WORKING EXPENSES—LABOUR WELFARE

Mr. Speaker: Motion is:

“That a sum not exceeding Rs. 5,08,31,000 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 ‘Ordinary Working Expenses—Labour Welfare.’”

DEMAND NO. 12-A—OPEN LINE WORKS —(REVENUE)—LABOUR WELFARE

Mr. Speaker: Motion is:

“That a sum not exceeding Rs. 1,07,45,000 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 ‘Open Line Works (Revenue)—Labour Welfare.’”

DEMAND NO. 15—CONSTRUCTION OF NEW LINES—CAPITAL AND DEPRECIATION RESERVE FUND

Mr. Speaker: Motion is:

“That a sum not exceeding Rs. 5,65,87,000 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 ‘Construction of New Lines—Capital and Depreciation Reserve Fund.’”

DEMAND NO. 18—OPEN LINE WORKS—DEVELOPMENT FUND

Mr. Speaker: Motion is:

“That a sum not exceeding Rs. 12,34,44,000 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 ‘Open Line Works—Development Fund.’”

Continuous keeping in the same posts of officers against whom serious allegations of corruption and malpractices were reported to the Corruption Enquiry Committee on the Southern Railway

Shri Namblar: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses—Administration’ be reduced by Rs. 100.”

Refusal to restore concession enjoyed by railway workers going on duty after crossing Cauvery bridge on the Southern Railway who are not provided with quarters

Shri Namblar: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses—Administration’ be reduced by Rs. 100.”

Refusal by officers to receive deputation of workers and their collective representations in person and in writing

Shri Namblar: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses—Administration’ be reduced by Rs. 100.”

Increased anti-labour activities of the X-Branch of the Security force on the Railways

Shri Nambiar: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses—Administration’ be reduced by Rs. 100.”

Threat of utilising the armed security force against labour and trade union activities

Shri Nambiar: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses—Administration’ be reduced by Rs. 100.”

Heavy increase in House-Rent of Class III and Class IV staff and introduction of additional conservency charge of one per cent. on the Southern Railway

Shri Nambiar: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses—Administration’ be reduced by Rs. 100.”

Inclusion of Loco Sheds in the scope of the Factories Act

Shri Nambiar: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses—Administration’ be reduced by Rs. 100.”

Need for restoration of Public holidays to staff and workmen on open lines

Shri Nambiar: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses—Administration’ be reduced by Rs. 100.”

Dress for sweepers of the Railway Colonies on Southern Railway and for all sweepers of Medical Department on the Eastern Railway

Shri Nambiar: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses—Administration’ be reduced by Rs. 100.”

Transfer of Railwaymen, disregarding educational facilities for children and their language difficulties

Shri Nambiar: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses—Administration’ be reduced by Rs. 100.”

Reversion of non-matric Signallers of Nainpur District—Eastern Railway

Shri Nambiar: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses—Administration’ be reduced by Rs. 100.”

Reduction in the supply of free food to stall-keepers, carriers etc. in the departmentally run railway refreshment rooms of Southern Railway from the 1st March, 1955

Shri Nambiar: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses—Administration’ be reduced by Rs. 100.”

Collapse of a railway auxiliary water tank at Shoranur—Southern Railway—On the 19th February, 1955 killing a boy and injuring five other children in the railway colony

Shri Nambiar: I beg to move:

“That the demand under the head ‘Ordinary Working Expenses—Administration’ be reduced by Rs. 100.”

Increase in working hours of gangmen working on ex-B. N. Railway

Shri Nambiar: I beg to move:

“That the demand under the head ‘*Ordinary Working Expenses—Administration*’ be reduced by Rs. 100.”

Refusal to confirm temporary promotions granted in the Central Workshop, Golden Rocks

Shri Nambiar: I beg to move:

“That the demand under the head ‘*Ordinary Working Expenses—Repairs and Maintenance*’ be reduced by Rs. 100.”

Threat of application of “Acting allowance” Rules to temporarily promoted artisans and workmen by cutting their emoluments on leave account on Southern Railway

Shri Nambiar: I beg to move:

“That the demand under the head ‘*Ordinary Working Expenses—Repairs and Maintenance*’ be reduced by Rs. 100.”

Over-looking of seniority in promotions of Foremen in Machine shop, Saw Mills, Engineering shop and Power House of the Central Workshop, Golden Rock

Shri Nambiar: I beg to move:

“That the demand under the head ‘*Ordinary Working Expenses—Repairs and Maintenance*’ be reduced by Rs. 100.”

Punishment by increment-cuts, reversions and transfers awarded in the District Mechanical Engineers office, Villupuram, (Southern Railway)

Shri Nambiar: I beg to move:

“That the demand under the head ‘*Ordinary Working Expenses—Repairs and Maintenance*’ be reduced by Rs. 100.”

Inadequacy of artisans and labourers in loco sheds and consequent denial of Leave and Off-days

Shri Nambiar: I beg to move:

“That the demand under the head ‘*Ordinary Working Expenses Repairs and Maintenance*’ be reduced by Rs. 100.”

Necessity of increasing the number of Leave-reserve Staff in Class III category

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

“That the demand under the head ‘*Ordinary Working Expenses—Operating Staff*’ be reduced by Rs. 100.”

Inadequate pay-scale of Assistant Station Masters and Station Masters (Lower Grade) of E. Ry

Shri Tushar Chatterjea: I beg to move:

“That the demand under the head ‘*Ordinary Working Expenses—Operating Staff*’ be reduced by Rs. 100.”

Discrimination between matriculate and non-matriculate Firemen and Drivers with respect to fixation of pay

Shri Nambiar: I beg to move:

“That the demand under the head ‘*Ordinary Working Expenses—Operating Staff*’ be reduced by Rs. 100.”

Inordinate delay in carrying goods and parcels and carrying consignments to wrong destinations resulting in loss and hardship to businessmen and consumers

Shri Nambiar: I beg to move:

“That the demand under the head ‘*Ordinary Working Expenses—Operating Staff*’ be reduced by Rs. 100.”

Treating Travelling Ticket Examiners as "Running Staff"

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Need to stop the system of contract labour for transshipment and loading and unloading work in goods and tranship yards

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Non-receipt of Provident Fund Certificate by subscribers of Howrah Division, E. Railway

Shri Tushar Chatterjea: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100."

Compensation for injuries and deaths in accidents to passengers and Railway servants

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100."

Payment of full contribution to provident fund and gratuities to all staff on retirement or termination of service, without any cut for "unsatisfactory service"

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100."

Inadequacy of medical facilities, health and welfare services, education, canteen and other amenities provided for Railwaymen

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Need to restore free medical aid rendered previously to dependants of Railwaymen

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Unsatisfactory working of the canteen in the Central Railway Workshop Golden Rock (S. Railway)

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Inadequacy of Medical and Health services made available to Railway Staff

Dr. Rama Rao: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Delay in the construction of 150 quarters for accounts staff at Secunderabad

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

"That the demand under the head 'Open Line Works—(Revenue)—Labour Welfare' be reduced by Rs. 100."

Necessity for providing electric connection for quarters at Lallaguda and Secunderabad—Central Railway

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

“That the demand under the head ‘Open Line Works—(Revenue) Labour Welfare’ be reduced by Rs. 100.”

Provision for sanitation, water supply and lighting arrangements for Class IV staff at Kharagpur

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

“That the demand under the head ‘Open Line Works—(Revenue)—Labour Welfare’ be reduced by Rs. 100.”

Construction of new level crossings at Samloti and Mangwal Stations on the Kangra Valley Railway Section of the Northern Railway

Shri Hem Raj (Kangra): I beg to move:

“That the demand under the head ‘Open Line Works—(Revenue)—other than Labour Welfare’ be reduced by Rs. 100.”

Failure of Government to restore the dismantled line of Kakinada—Kopalli—Southern Railway

Dr. Rama Rao: I beg to move:

“That the demand under the head ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

A new line to link Siruguppa in Mysore State with Kurnool in Andhra State via Adoni and Yemmiganur by broad gauge

Shri Gadilingana Gowd (Kurnool): I beg to move:

“That the demand under the head ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

Conversion of narrow gauge line between Parasia and Nagpur into broad gauge

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

“That the demand under the head ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

Want of proper lighting arrangement at Stations like Dankuni (E. Railway)

Shri Tushar Chatterjea: I beg to move:

“That the demand under the head ‘Open Line Works—Development Fund’ be reduced by Rs. 100.”

Need for raised platform at important Stations like Bankura (E. Rly.)

Shri Tushar Chatterjea: I beg to move:

“That the demand under the head ‘Open Line Works—Development Fund’ be reduced by Rs. 100.”

Necessity of repair of broken switch boards in carriages of E. Rly

Shri Tushar Chatterjea: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Absence of lavatories in the rakes running between Howrah and Burdwan (E. Rly)

Shri Tushar Chatterjea: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Need for better arrangement for train cleaning

Shri Tushar Chatterjea: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Remodelling of goods-sheds at Tanjore and other stations on Southern Railway

Shri Namblar: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Provision of an overbridge at Golden Rock Railway Station for passengers going to Senthannirpuram—Southern Railway

Shri Namblar: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Provision of a Cart and Jutka stand behind the refreshment room at Mayavaram Station on Southern Railway

Shri Namblar: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Failure to make adequate arrangement for water supply at Chandrakona Road Station in the Eastern Railways

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Non-appointment of additional staff for additional developmental work under the Five Year Plan for the Railways

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Overtime allowance in the integrated Eastern Railways

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Introduction of new rate fixation in workshop at Kharagpur

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100"

Delay in settlement of Provident Fund, gratuity, and other dues in respect of Railway employees

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Insufficient lighting arrangements at certain stations and trains between Howrah and Bankura

Shri N. B. Chowdhury: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Poor type of lavatories provided on platforms and waiting rooms

Dr. Rama Rao: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Mr. Speaker: All these Demands and the cut motions moved so far are now before the House and discussion on them may now proceed.

Shri Hem Raj: I have given a Cut Motion. I may be given a chance to speak only for five minutes to represent the case of the backward areas.

Mr. Speaker: He may just send a slip.

Shri D. C. Sharma (Hoshiarpur): On the last occasion it was said that the time for the Journalists' Bill should be extended. I am told that two hours were taken in the Rajya Sabha for discussing this Bill. May I submit that about two hours or two hours and fifteen minutes should be given for discussing this Bill?

Mr. Speaker: The point will be, in the first place, let us not be guided only by the time taken in the Rajya Sabha. We have had the benefit of discussions there and perhaps the arguments need not be repeated here and less time may be taken. But that

is a different matter. At the end of the day the House may see what further time it wants. It may be considered at that time. We sit up to six today.

Shri D. C. Sharma: May I know if every person who took part in the general discussion on the Railway Budget will be given time to speak on the Demands also? Secondly, may I know if a time-limit for discussion of these Demands will be fixed, because I have found that some Members have been speaking for thirty, thirty-five or forty minutes on these Demands. In the interests of the House a time-limit for discussion of these Demands should be fixed.

Mr. Speaker: The position, I believe, should be clear. As regards the first suggestion as to whether people who wish to speak and who have spoken already during the course of the General Discussion will get a chance or not, I should not like to commit myself to anything, but I can only say that only those who happen to catch the eye of the Speaker will get a chance. However, I think it is a desirable convention that if people have talked generally during the debate they should not have chances of speaking over and over again and they should reserve some time for those who wish to advance something in respect of Cut Motions to the Demands specially or specifically. But that should be a matter of understanding and Members who have spoken once should not make an attempt to catch the Speaker's eye. But that is a different matter.

Then as regards the other question raised by the hon. Member, the position is clear this way. We are now only taking Cut Motions and there is not going to be a general discussion. I clarified that position, and no general discussion was required. Therefore, the Cut Motions being there, the discussion will be only in respect of the Cut Motions. But, in view of the restricted scope of the discussion in respect of Cut Motions, it will be better if we could agree to some time-limit in respect of each speech.

Dr. Rama Rao: Ten minutes.

Mr. Speaker: I take it the Cut Motions are all being discussed together. So ten minutes for a speaker.

Shri Nambiar: For those who have more Cut Motions?

An Hon. Member: They should cut their time.

Mr. Speaker: If they have more Cut Motions they will condense their speeches within the time. Otherwise the difficulty will be.....

Shri Nambiar: Ninety per cent are my Cut Motions!

Mr. Speaker: The hon. Member might get some more time by way of consideration. But each Member should have a chance of saying something that he wants to say. And I am sure the hon. Member who wants more time will be liberal enough to spare some of his time for other friends.

Shri Sarangadhar Das (Dhenkanal-West-Cuttack): May I submit that my Cut Motion No. 362 in List 9 has not been included?

Mr. Speaker: I will see that.

Dr. Rama Rao: My Cut Motion No. 326 is to discuss the inadequacy of medical and Health services made available to the railway staff. Then my Cut Motion No. 167 is for discussing the failure of Government to restore the dismantled line of Kakinada-Kotipalli on the Southern Railway. This line was removed during the war. Then the last Cut Motion on which I want to speak is No. 331 regarding the poor type of lavatories provided on platforms and waiting rooms.

[MR. DEPUTY-SPEAKER in the Chair.]

The report says that Government are paying a lot of attention to the health and welfare of the railway staff. But as the figures given on page 245 of Volume II of the Report prove, practically in all the listed diseases there has been an increase in the number of attacks and in almost all of them an

increase in the number of deaths. I will give a few examples. The incidence of tuberculosis has increased from 5,200 (I am giving round figures) to 6,100; enteric fever which, as hon. Members know, comes under the typhoid group from 3,200 to 6,000; cholera from 179 to 287, and deaths in cholera from 37 to 48. Of course there are other diseases. The incidence of malaria has risen from 2,36,000 to 2,63,000. I am not quoting the figures for other diseases. But practically in all diseases listed here there is an increase, and an inexcusable increase in the number of attacks in these diseases.

While the increase in the staff is practically 2½ per cent, the increase of occurrence of disease is very high. So this does not show any improvement in the state of health of the railway staff or any improvement in the services rendered by the Railway Administration.

I will take one or two other items. You know that x-ray is one of the ways, in fact the best way, of detecting tuberculosis at a very early stage. Our railways have fifty-four x-ray plants for the whole of the country. And as you know, on the Southern Railway which covers a distance of six thousand miles, there are six x-ray plants. You will understand the importance of this if I tell you that many towns in Andhra have about half a dozen x-ray plants with private medical practitioners. Of course, any institutional x-ray plant is more costly, but I am only trying to impress upon the Railway Administration the importance of having an adequate number of x-ray plants.

Shri Alagesan: Does every village possess half a dozen x-ray plants?

Dr. Rama Rao: I wish they did! I said many of the towns in Andhra, like Bezwada, Rajahmundry and Kakinada have half a dozen x-ray plants for the private medical practitioners. When that is so, there is no excuse for the Southern Railway covering a distance of six thousand miles to have only

[Dr. Rama Rao.]

six x-ray plants. In respect of tuberculosis the importance lies in detecting the disease early, and as shown by their own statistics its incidence is rising.

Regarding beds necessary for the tuberculosis patients of the railway staff, I shall read a portion of the reply given by the hon. Deputy Minister, Shri Alagesan on 19th November, 1952. I shall also give the latest figures. The relevant portion is:

"The Tuberculosis Adviser has estimated that this group will need about 3,000 to 4,000 beds (for tuberculosis people) and has suggested that a provision of 1,000 beds be fixed as the target for all Indian Railways for the next 5 years. (He has suggested a lower number knowing the metal of which the railways are made.) The Chief Medical Officers of Railways have, however, informed the Board that for the Indian Railways excluding the ex-Indian State Railways about 600 beds would be necessary for giving hospital or sanatorium treatment to all railway patients who need them."

"It has been decided—" of course, they give the number of beds available at that time, but I shall give the latest figures—

"that the beds should be provided in properly equipped TB hospitals which should be constructed in suitable places..."

This is the record of the railways. The specialist thinks that 3000 beds are necessary. He recommends 1000 beds. The Chief Medical Officer says that at least 600 beds should be provided on the greater railways. The Minister promised 300 beds. Now, the latest figure is about 151 beds available, after four years. I could not readily place my finger on the speech; I think sometime in 1952 the Railway Minister promised 200 beds. Now, the total number is 151 including the beds reserved in other institutions. This shows a very

sorry state of affairs. On the whole, as I had mentioned on a previous occasion, probably the railways think that medical aid is something like charity. They must get out of this idea. It is their duty as responsible employers, as the Government, looking after the health of the people in general, to provide for their own staff, which they are not doing. In this connection. I think that if the health services of the railways are transferred to the Health Ministry, there may be a better standard of medical aid. I think the department concerned will think more in terms of health than in terms of iron and steel. In view of the shortness of time, I won't say more. But, I think instead of inadequacy, I should call it criminal negligence of health services.

Now, I shall proceed to the other questions. This is an old story about the Kakinada-Kotipalli line. I have been pressing this matter ever since the beginning of this Parliament. But, the Railway Board has not done anything. They have informed me that the estimates show a loss on the investment. You know it goes to the delta district, East Godavari. The length of the line is 26 miles. Actually, it serves a much bigger area. The other terminus of Kotipalli is on the bank of the Godavari and from there there is a big delta, which has no railway. So, the people, for crossing the river, catch the train here. I hope the Railway Ministry will consider having this dismantled line restored as quickly as possible.

Lastly, I come to this very unpleasant subject, the poor type of lavatories provided on platforms and waiting rooms. I congratulate our valiant Parliamentary Secretary—unfortunately, he is not here—Major General Shahnawaz Khan, who had very boldly entered into a third class lavatory in a railway platform. I say valiant because it requires greater courage to enter a third class lavatory in a railway platform than to face the enemy's bombardment. That is a very difficult thing. Probably, the hon.

Parliamentary Secretary has not realised this. It is quite good of him to have done this. I would like every Minister and big officer to enter a third class lavatory in a platform and see how it is. The point that I am trying to draw attention to is the primitive type of latrine which the Railway Ministry has provided. To keep them clean is one matter. To give them a proper modern scientific latrine is another matter. I am told that in the whole of the railways, there is not a single sanitary engineer. I do not know. I personally do not believe such an unbelievable thing. I would like to know from the Railway Minister how many sanitary engineers the railways have, particularly, the Southern Railway.

Shri Nambiar: None.

Dr. Rama Rao: If there is no sanitary engineer, I should be surprised. I was speaking about latrines. In these days of scientific progress when minute bacteria are going to do a lot of service and mother earth is ready to absorb a good deal of matter, why not use the septic tank latrine? Of course, we see one here or there. What excuse have the railways for not providing the modern scientific latrines in all stations? There are various cheap types also for small way-side stations. You can have cheaper latrines. There is no excuse for the railways or for any responsible authority for not providing scientific modern latrines. It is a very big problem. I must confess that it is an obsession with me: this question of latrines. In States like Madras and the Andhra, and also in some other States, they refuse to give licence to a cinema house which does not provide for a septic tank latrine. I cannot refuse permission to the train stopping at any station. I think somebody who is responsible should be prosecuted for doing things in a primitive manner so far as this matter is concerned. It is a very important thing not only for the convenience of the passengers. It is a matter of health. Particularly, hook worm and other diseases are caused on account of these unscientific and

insanitary latrines. Congress Ministers open many things, some of them very ridiculous, and have their names engraved there. I would like to mention that Minister who first opened a public convenience in Madras. I think it was Shri V. V. Giri. His name would be remembered by every one who uses that. I should like to see the Ministers names on things.....

Shri Alagesan: I may inform the hon. Member that the hon. Minister who opened the first public convenience in Madras was Dr. Rajen.

Dr. Rama Rao: I am thankful for the information. That shows a doctor's better sense. Instead of having their names engraved on every three-yard or six-yard bridge or some coffee hotel, the most sensible thing that a Minister can open is a public convenience. I think many people would be more grateful to that Minister who does it. Seriously speaking, I once more plead with all the emphasis at my command and request the Railway Minister to see that that a septic tank latrine, or some modern modification which costs less, be installed in every railway station and platform.

Shrimati Ammu Swaminadhan (Dindigul): I thank the Chair for giving me this opportunity to speak.

Now that we are on the question of sanitation, I would like to point out to the Minister that I have had opportunities of travelling in the Southern Railway fairly often during the last few months and I found the bath room in a very appalling condition not only in the third class compartments, but also in the second class compartments. If you touch the tap, water runs down your arm; no water goes into the basin. If you ask the railway people as to why they were not repaired, they say, we have not had time. Somehow, the Southern Railway seems to have all the oldest compartments that they have in their sheds. They must have been used for how many years, I do not know. As far as I can see, the Grand Trunk Express which goes to

[Shrimati Ammu Swaminadhan]

Madras and the Southern Railway which goes down south seem to have the worst compartments. I have had opportunities of travelling in other trains also, from Delhi to Bombay from Madras to Bombay, etc. They are not really in such a bad condition as the trains that we people in the South travel mostly by. I travelled from here to Madras in the Grand Trunk Express two months ago and I can't tell you how bad the conditions were in that compartment. The women's compartment is invariably just above the worst kind of wheels that are their. To be sitting inside that compartment itself is a most painful job. I can understand that as there is only one compartment reserved for women and not many women use this compartment, perhaps they give us the worst compartment and put it over the wheels. That I can find excuse for, but there is really no excuse for not repairing the bathroom, the taps etc., and the running of water can be made proper.

As to the third class women's compartment, I can say by what I saw in the train going down to Madras, that at every big station a number of women got out of the women's third class compartment and they bathed in the tap on the platform. It was not a very nice sight for us to see, having to take their bath out in the open when so many people were looking on, but I suppose there was no way for them even to have a proper wash in the bath rooms which are provided for in the third class. I hope the hon. Minister for Railways will see to it that these trains going down south and trains which are running in the south are better kept up.

The train from Madras to Mangalore is another very overcrowded train, especially in the third and inter classes. I have been hearing a great deal about the trains not being overcrowded these days, but I find they are just as badly overcrowded as before. I think certain steps should be taken by the Ministry of Railways to see that more

people use the Janata, because I hear from people who sometimes travel by the Janata that there is much more room in the Janata trains, and also that the compartments are very much better. So, I hope that something will be done to see that more people travel by the Janata trains which are really convenient for travelling long distances. The Express from Madras to Mangalore really should be better maintained. What I find is that the maintenance is not at all done properly and everything goes wrong in those trains. In my compartment I put the bolt on, but it could not be opened again, and a man had to come the other way round and he had to use actually a hammer to open it. That shows that it was completely rusted and nobody had done anything about it.

I just wanted to bring these few things to the observation of the Railway Minister, and hope something will be done to make things better in the Southern Railway and also in the Grand Trunk Express going down from here to the south.

One other point. About three or four years ago I spoke about the level-crossing difficulties in Madras City itself and also at Dindigul town, and the hon. Railway Minister promised that the overhead bridges would be built before very long. The Deputy Minister for Railways comes from Madras and I hope he will see that these difficulties are overcome by having the overbridge built or started to be built before very long. I am sure that he knows the difficulties that the people in the City of Madras experience because they do not have this overbridge in the City. And he has also, I was told, had the same difficulty himself in having to wait for nearly 40 minutes or so at one of the level-crossings in Malabar. The station is Shoranur, and that is the one crossing where everybody has to wait for a very long time. I think it will be better if these overbridges are built soon, and I hope it will be done during the next Five Year Plan when so many amenities for passengers and also for

the roads are given, and I am sure that the hon. Railway Minister will keep this in mind and these things will be improved.

श्री राधा रमण (दिल्ली नगर): सभा-पति जी, मैं आपका बड़ा धन्यवाद करता हूँ कि आपने मुझे थोड़ा सा समय रेलवे की डिमांड्स पर बोलने को दिया।

मैं इस थोड़े समय में दो तीन बातों की तरफ अपने माननीय मंत्री, रेलवे, का ध्यान खींचना चाहता हूँ।

पहली बात जो मुझे देखने को मिली है वह यह है कि इस समय जो कोचेज रेलवे मिनिस्ट्री बनवा रही है और खास तौर पर थर्ड क्लास वालों के लिये, उन कोचेज में कुछ ऐसा ढंग रखा गया है कि ऊपर नीचे तीन सीटें रखी गई हैं, और बीच बीच में जगह इतनी कम है कि जो यात्री सफ़र करते हैं उनको काफ़ी दिक्कत होती है। जो इस वक्त सैकिड क्लास के कम्पार्टमेंट हैं वह भले ही खुशनुमा हैं, देखने में अच्छे लगते हैं, लेकिन अगर सैकिड क्लास का यात्री उन में सफ़र करता है तो वह देखता है कि चार सीटें एक छोटे से खाने में बनाई गई हैं जिसमें बैठना दुश्वार होता है और सामान रखना तो और भी मुश्किल होता है। मुझे ऐसा लगता है कि ये कोचेज बनाते वक्त हमने कुछ इंग्लिस्तान और दूसरे उन मुल्कों का कि जहां सरदी बहुत पड़ती है ख्याल रखा है, और इस बात का ख्याल नहीं रखा कि हिन्दुस्तान के लोगों को इन रेलगाड़ियों में सफ़र करते वक्त किन खास चीजों की जरूरत होती है। आप जानते हैं कि विलायत में जो यात्री सफ़र करते हैं ज्यादातर वह अपने साथ बहुत ज्यादा सामान भी नहीं रखते हैं, यहां तक कि बिस्तर बगैरह भी उनको जगह जगह मिल जाते हैं। लेकिन हिन्दुस्तान का तरीका कुछ अलग है, और उसके मुताबिक में समझता

हूँ कि यह जो कम्पार्टमेंट थर्ड क्लास के या सैकिड क्लास के बनाये गये हैं यह असुविधाजनक हैं, और उनमें इस बात का ख्याल रखा जाना अच्छा होगा कि हमारे देश के यात्रियों को ज्यादा सुविधा मिले और सीटों के बीच में जो जगहें हों वह ज्यादा हों। इससे पहले जो कम्पार्टमेंट थे वे ज्यादा अच्छे थे। अब जो बने ह वे बिल्कुल खाने से हैं, और मैं समझता हूँ कि अगर उनको जारी रखेंगे तो इससे हम लोगों को तकलीफें होंगी।

इसके अलावा मैं रेलवे के मुलाजिमीन की वर्दी के बारे में जिक्र करना चाहता हूँ। ये मुलाजिमीन सारे देश में फैले हुये हैं। मैं ने पिछली बार भी इस बात का जिक्र किया था। मैं यह अर्ज करना चाहता हूँ कि उनकी वर्दी के बारे में हमने कोई तबदीली नहीं की है। मैं देखता हूँ कि उनकी वही अंग्रेजीनुमा वर्दी चली आती है। मेरा अपना ख्याल यह है कि अब इस बदले हुये वातावरण में हम यह बहुत अच्छा करेंगे अगर इन वर्दियों को, जो अंग्रेजी सरकार के वक्त में उनको दी गई थीं और उसी तर्ज की चली आ रही हैं, बदल कर कुछ हिन्दुस्तानी ढंग हम उनके अन्दर लायें। और उसके साथ साथ अगर हम वर्दियों में खादी का भी प्रचार करें तो वह बहुत अच्छा होगा। मैं ने बहुत सी लाइनों पर यही देखा है कि खुले गले के कोट का और पतलून का रिवाज है। मैं पतलून और खुले गले के कोट के खिलाफ नहीं हूँ लेकिन मैं यह जरूर समझता हूँ कि उन वर्दियों में एक परिवर्तन होने की आवश्यकता है कि जो हमारे देश के अनुसार हो और देशवासियों को ज्यादा प्रियकर भी। इसलिये मैं यह चाहता हूँ कि हमारे रेलवे के मंत्री इस विषय पर विचार करें और वर्दियों में एक मुनासिब परिवर्तन करें और उसके लिये कपड़ा भी जहां तक हो सके वह खादी का इस्तेमाल करें। हम खादी का प्रचार अपने देश में करना चाहते हैं और उसके जरिये

[श्री राधा रमण]

हम बहुत गरीबों का फायदा भी कर सकते हैं।

तीसरी चीज जो मैं आपके सामने रखना चाहता हूँ वह यह है कि अमूमन यह देखने में आया है कि हमारे स्टेशनों पर जितने भी भोजनालय हैं ये ठेकेदारों की तरफ से चलाये जाते हैं। उसका नतीजा यह होता है कि वह ठेकेदार दूसरे ठेकेदार रखते हैं। यानी जो बेंडर है वे भी ठेकेदार हैं और जो स्टेशन पर भोजनालय हैं उनको भी ठेकेदार चलाते हैं। इसका नतीजा यह होता है कि भोजन जितना पवित्र और स्वच्छ और सस्ता होना चाहिये वह नहीं होता। सरकार ने एक कीमत रख दी है और उस कीमत में भी ठेकेदार को बचत की गुंजाइश है और जो उसके नीचे के ठेकेदार होते हैं उनके लिये भी बचत की गुंजाइश होती है। इसलिये मेरी रेलवे मंत्री से प्रार्थना है कि इसके लिये वह कोआपरेटिव ढंग रखें और हर स्टेशन पर जहाँ वह ठेकेदार रखते हैं वहाँ कोआपरेटिव मोसाइटियां बना दें जिनके जरिये से यह भोजनालय चलें, तो शायद हमको पवित्र भोजन भी मिल सके, उसकी क्वालिटी में भी कुछ सुधार हो और वह सस्ता भी मिल सके।

इस बहस के दौरान में यह जिक्र आया था कि कहीं कहीं सरकार ने अपने आप भी भोजनालय खोले हैं और उस तजब्वे को भी सरकार कर रही है। उसमें कुछ ऐसा भी बताया गया कि जितना वक्त और खर्च उसमें लगता है उतना सरकार को उससे फायदा नहीं होता। लेकिन अगर ऐसी चीज नहीं है, अगर ऐसा हो तो बहुत ही ठीक है, अगर सरकार इसको अपने ऊपर ले ले, अपने तहत में इसे ले और भोजन की शुद्धता, पवित्रता और सस्तेपन को देखे तो मुझे इसमें कोई छन्देह नहीं है कि वह चीज सब मे अच्छी होगी और उत्तम होगी लेकिन

अगर ऐसा न कर सके तो मेरी यह प्रार्थना जरूर है कि वह इस कोआपरेटिव के सिस्टम को सारे हिन्दुस्तान के अन्दर ट्राई करके देखे, क्योंकि मैं समझता हूँ कि ऐसा करने से जरूर भोजन अच्छा भी मिलेगा और सस्ता भी मिलेगा।

आखिर में मैं यह अर्ज करना चाहता हूँ कि देहली के चन्द स्टेशन्ज जो आस पास के हैं मुबबन, उनके सम्बन्ध में मैंने एक बार पहले भी मंत्री महोदय का ध्यान दिलाया था लेकिन उस सिलसिले में शायद धनाभाव से या प्रायरीटी न मिलने के कारण कुछ वदम आगे नहीं बढ़ा लेकिन मेरा अपना ख्याल यह है कि अक्त आ गया है कि जब हमें इस काम को पूरा करना है। हम राजधानी के अंदर रहते हैं और राजधानी के आस पास के स्टेशनों की अवस्था अगर गन्दी देखते हैं तो वह कुछ मुनासिब बात नहीं मालूम होती। शाहदरा एक छोटा सा टाउन था, गांव के मुआफिक था, लेकिन अब वह एक शहर बन गया है और करीब करीब उसकी ५०,६० हजार की आबादी है। अगर आप वहाँ जाकर देखें तो आप पायेंगे कि उस रेलवे स्टेशन पर यात्रियों के बैठने के वास्ते माकल इंतजाम नहीं है न कोई वहाँ पर सैंकिड क्लास का वॉटिंग रूम है और थर्ड क्लास का तो कहना ही क्या। सारा शाहदरा का स्टेशन सच पूछा जाय तो एक गांव के लिए आज से बहुत वर्ष पहले तैयार किया गया था लेकिन शाहदरा की इस बढ़ती हुई आबादी को और वहाँ की आमद रफ्त को देखते हुए मैं यह समझता हूँ कि उस स्टेशन में जल्दी से जल्दी परिवर्तन करने की आवश्यकता है और खास तौर पर उन मामलों में कि जिन मामलों से वहाँ के लोगों को कम से कम सुविधा जो रेल को देनी चाहिये वह मिल सके। इसी तरह से मैं देखता हूँ कि मन्जी मंडी का स्टेशन भी

काफी रीनक की जगह हो गयी है और काफी वहां पर यात्री चढ़ते और उतरते हैं और सब्जी मंडी के स्टेशन पर जो ब्राज से बीस वर्ष पहले या तीस वर्ष पहले सुविधाएं दी गई थीं वह न के बराबर हैं और ब्राज जब कि वह राजधानी के इतने करीब है तो उस स्टेशन की भी कुछ सुधि लेनी चाहिए और वहां पर यात्रियों की सुविधा के लिए उचित व्यवस्था होनी चाहिए। जो कम से कम सुविधाएं एक पैसंजर ट्रैफिक के लिए जरूरी हैं, वह वहां होनी चाहिए। इसी तरह से मैं अपने रेलवे मंत्री महोदय का ध्यान सराय। कहेला रेलवे स्टेशन की तरफ दिला जाना चाहूंगा मैं समझता हूँ कि ये बहुत विशेष स्टेशन है जिनकी तरफ मंत्री महोदय का ध्यान जाना चाहिए, और उसमें खास तौर पर पैसंजर्स की एमिनीटीज का जो सवाल है, उसकी तरफ उनका ध्यान जाना चाहिए और उसे हल करना चाहिए।

एक आखिरी बात जो मैं कहूंगा उसके बारे में पहले मंत्री महोदय ने यकीन दिलाया था कि लेविल क्रॉसिंग देहात के आस पास जो है जिन में बाज ओकात पैसंजर्स को और बेहकिल्स को दस-दस और पन्द्र, पन्द्रह मिनट खड़े रहना पड़ता है, आना-जाना बंद हो जाता है, मैं चाहता हूँ कि मंत्री महोदय उस तरफ भी ध्यान देंगे क्योंकि देहली काफी बढ़ गया है और इसकी आबादी दिनों दिन बढ़ती जाती है और इसकी आबादी कम होने की कोई आशा भी नहीं है। इसलिए इस बढ़ती हुई आबादी को ध्यान में रखते हुए हमें इन लेविल क्रॉसिंग्स के परऊ या तो ओवर ब्रिज बनाना चाहिए या ग्रन्डर ब्रिज बनाना चाहिए जल्द से जल्द और अगर इसकी तरफ ध्यान दिया गया है तो मैं कहूंगा कि यह नाकाफी है और इस ओर और ज्यादा ध्यान दिया जाना चाहिए। मैं एक

बार फिर धन्यवाद देता हूँ, मौका देने के लिये और उन डिमांड्स की जो रेलवे मिनिस्टर साहब ने रखी हैं, उनकी ताईद करता हूँ।

Shri Kakkai (Madurai—Reserved—Sch. Castes): At the outset, I would request the hon. Minister to consider the question of constructing the new line between Madurai and Karaikudi via Tiruppattur and Melur. I hope the Madras Government also will recommend the construction of this line. We have spent enough already on the survey of this line. The line has been surveyed, and marking stones have also been laid, but the line has not been taken up so far. I have been repeating this request for the last three years, but nothing seems to have been done so far. This being a very important line, I would request that it should be taken on hand during this year at least.

The area in which this line would lie is one of the most backward areas. The people who are living in this area belong to the backward community, and most of them are uneducated. If Government could take up the construction of this line, it will prove very useful to the people in this area. As I have stated on a former occasion, there are a number of colleges in Madurai and Karaikudi, and the construction of this line will help the poor students in this area to go and study in those colleges. Further, there are important temples also in this area.

Mr. Deputy-Speaker: Is it from Dhanushkodi to Rameswaram?

Shri Kakkai: From Madurai to Karaikudi, via Melur and Tiruppattur. The distance involved is only about 50 miles. The construction of this line will not involve much expenditure. I think it will need only about a crore of rupees.

Further, during the festival time, since there is not an adequate number of buses running, the passengers are obliged to wait for hours together. If this new line is constructed, it will help the passengers very much. So, I would request the hon. Minister to include the construction of this new

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line in the next Five Year Plan at least, and help the people who are in this backward area.

Shri Nambiar: I have got a large number of cut motions in my name under almost all these Demands, and since I do not want to repeat all these cut motions every time, I shall try to summarise the contents of my cut motions under five main points.

I would first request the hon. Minister to tell us why he has changed the allotment of Rs. 7.14 crores for the next year from the Development Fund to the Revenue Reserve Fund. I think you, Sir, were there in the Railway Convention Committee, when we discussed this point threadbare, and it was more or less recommended strongly that the Development Fund should be increased and strengthened. But to our surprise we find that this money that is coming as surplus in the next year has been allotted to the Revenue Reserve Fund. The hon. Minister owes an explanation to the House as to why he has done so.

The second point which I would like to bring to his notice is that there is serious corruption and malpractice going on among the officers and high officials in the railways. It is necessary that steps are taken to eradicate these malpractices.

Thirdly, there is an increased attempt to ill-treat and harass the employees in the railways.

Mr. Deputy-Speaker: In all cases where corruption and malpractices are attributed to very high officers, though their names need not be given, indications should be given as to what are the specific heads under which these charges are there. Otherwise, a general charge helps nobody.

Shri Nambiar: I shall explain the points later. I am now giving only the main points on which the hon. Minister may be pleased to enlighten us.

About ill-treatment, I have got a large number of complaints with me, which show that the attitude of the

officials has not improved, and they are in the habit of ill-treating the staff by various methods which I shall presently substantiate.

The fourth point that I would like to bring to his notice is that the maintenance of track and rolling-stock is in a very bad condition. In many cases, the repairs of engines and carriages are not satisfactory, and the permanent way also, including bridges, is in a very bad condition. Something must be done to improve matters in this regard.

Lastly, there is the serious inadequacy of staff welfare measures. This also requires attention.

Coming to the first point, namely the allotment of Rs. 7.14 crores to the Revenue Reserve Fund, I would like to bring to the notice of the House para 29 of the Railway Convention Committee's Report, wherein it is stated:

"The Committee were given to understand that in the next five years, there would be no funds left to be appropriated to the Development Fund for financing development expenditure, if the rate of dividend were maintained at four per cent on the capital-at-charge."

And the Committee goes on to say:

"The Committee are, however, anxious that paucity of funds should not be put forward as a plea for staggering expenditure on development purposes, or neglecting this unimportant aspect of railway operations."

1 P.M.

With regard to the Revenue Reserve Fund, on page 18, it is said:

"The Committee consider that it will be idle either to prescribe any minimum limit for the balance in this fund or to extend its scope so as to include amortisation of capital. This should wait till better days come".

These two paragraphs, put together, make it clear that the purpose of the

Railway Convention Committee was that the Development Fund was to be improved. On the other hand, they dismissed the idea of any additional amount to be allotted to the Revenue Reserve Fund. In the face of this categorical recommendation, the Railway Ministry has changed it completely and whatever is left is added to the Revenue Reserve Fund. Till now the House has not been told as to why this change has been made.

I now come to the point regarding corruption of officials. I mean certain officials. I do not want to condemn all the officers or officials alike, but there are cases where allegations were brought against certain officials. These were brought to the notice of the Corruption Inquiry Committee and the Railway Board. What steps have been taken in these cases? For instance, I know of two cases—I do not want to mention names. There were two officers against whom there were charges. This was in the Golden Rock workshop. The charges are mainly on these issues: with regard to recruitment, corruption is alleged; with regard to promotions, corruption is alleged. Then against certain doctors, there is a charge of receiving bribes for medical fitness certificates and also for grant of leave. This complaint is heard not only on one railway but on many railways. This is a general pattern of complaint with regard to doctors. I do not know how far the Railway Ministry has inquired into these cases.

Mr. Deputy-Speaker: Is there not a Corruption Inquiry Committee?

Shri Nambiar: The scope of the Committee is a little limited. It did not go into these matters. Corruption which is prevalent amongst the staff is not included within the terms of reference of the Committee. It dealt with corrupt practices in dealing with the public.

A railway employee, if he wants to get leave, will have to pay something to the doctor. That is the state of affairs. If he wants a fitness certi-

ificate, then also he will have to pay something. This is the sort of thing that is going on.

Shri L. B. Shastri: These are not excluded from the terms of reference of the Corruption Inquiry Committee.

Mr. Deputy-Speaker: Have they submitted a report?

Shri L. B. Shastri: No, they have not so far.

Mr. Deputy-Speaker: These matters were referred to them.

Shri L. B. Shastri: Yes, similar things have been referred to them, I am not aware of the details, but in a general way, I have come to know that these things have been referred to them.

Shri U. M. Trivedi (Chittor): May I know whether the Minister is very right in this? I do not think that the terms of reference included internal corruption.

Shri L. B. Shastri: The matter was referred to me again. I said I had no objection if they wanted to go into that also.

Mr. Deputy-Speaker: The terms of reference had been extended.

Shri Nambiar: With regard to ill treatment meted out to the staff, I would refer to specific cases; I have also brought them to the notice of the hon. Minister. On the Southern Railway, there was an instance where railwaymen were allowed to cross a railway bridge while going on duty. It was the Cauveri bridge, within two miles of Erode. The railwaymen were not given quarters in Erode; so they had to live in a place away from the place of work. They were residing on the other side of the Cauveri bridge and from time immemorial, from the very inception of the railway, and even during war time, these 400 men were allowed to cross the bridge while coming on duty. Recently, that has been stopped and there is no bridge through which they could come. They were not given quarters near their place of work. This is an instance

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which I again bring to the notice of the Minister. I have already brought this to his notice earlier, but nothing has been done.

I will also quote another instance. This relates to indiscriminate transfers. Now, when the railways have been merged into one, if people are transferred indiscriminately, it is very difficult for their children to continue their education. Apart from the difficulty regarding language, there are many other difficulties. Recently four gangmen were transferred from Pollachi to Pampan, that is, near Dhanushkodi. A relieving Station Master and a clerk were transferred to a place three to four hundred miles off. The reason given for this was that they gave evidence in court in which they did not do according to what the police wanted them to do. This is the state of affairs. I am not saying that there are thousands of such cases, but there are umpteen cases like that. I have given only one instance.

Then again, if the railwaymen want to make any representations either individually or collectively, they are not allowed to do so. After all, this is a nationalised industry and the railwaymen are the main workers who conduct the whole show. The officers must at least give a patient hearing to a worker if he wants to say something. If they come in a body, the officers say: 'No'. The right to make a collective representation and present a memorandum is a right which they should have. Even in Parliament, we are receiving memoranda from the public collectively. But these railway officers would not allow the staff to make a representation collectively. If ten or twenty or a hundred workmen collectively make a written representation to the officer, he returns it saying 'No collective representation is entertained'. I do not know what sort of democracy this is where we have lost the right of collective representation. This is the sort of thing that is going on.

With regard to repairs and maintenance, I want to submit that loco

sheds are not brought within the purview of the Factories Act. Though there was much agitation for it, they are still refusing it. But they have allowed a sort of overtime allowance beyond 48 hours work recently. But still the loco sheds are not brought within the purview of the Factories Act. I do not know what exactly is the reason for this. The staff are suffering and they do not get overtime allowance according to rules under the Factories Act. They do not also get factory holidays. They have got other difficulties. In case of an accident, they do not get the entire benefit of the Factories Act. Therefore, I would request that this must be taken into consideration.

With regard to maintenance of the depot and maintenance of locomotives and carriages, I have to submit that there is a serious deficiency. Just now an hon. lady Member related her experience with regard to carriages. Perhaps she might have travelled only in the south and found this out. But it is more or less the same state of affairs on all the railways. Maintenance is very bad. So also is the case with regard to engines. The engines stop more often between stations than in stations. I have got experience especially in regard to the loco shed at Erode where they have something like 48 engines condemned in all places and dumped there. These trains always stopped between stations. It is a notorious fact. They stop between stations not at the command of the driver but automatically. Engine failures are on the increase—that is the railway term used for it. This is due to bad maintenance. Of course, there is shortage of staff, shortage of material and also shortage of tools. You will be surprised to know that tools will not fit into the nut; the spanner will not fit into the nut. There will be a different variety of nut supplied and a different variety of spanner supplied. Railwaymen always carry these spanners to the loco foreman and ask for a spanner which will fit in, he will say 'There is no

spanner available'. These are the practical difficulties of the staff.

Mr. Deputy-Speaker: How far are the workers co-operating?

Shri Nambiar: They are doing their best. If the workmen are not co-operating, how are they using a spanner which does not fit in? Sometimes they cut a piece and adjust it there. Workmen have shown me how they are doing it. They are doing their best. In spite of that, they get charge-sheets for any failure of the engine on the way.

Shri C. R. Narasimhan (Krishnagiri): A case of good workmen complaining about bad tools!

Shri Nambiar: That may be true. Here we are sitting in Parliament and we go on arguing without tools, but they are not like that.

Mr. Deputy-Speaker: Our tools are only our mouths.

The Minister of Commerce (Shri Karmarkar): They have other tools outside.

Shri Nambiar: With regard to maintenance of loco sheds, invariably, in several loco sheds they do not have proper coal-yards. When they take coal in the rainy season particularly and get mud and sand along with it the coal gets into the engine and forms a clinker, and the engine starts giving trouble, and it stops on the way. These are the practical difficulties. I do not know whether the Minister ever visited the places and saw these things, and if at all they were brought to his notice. But I can say this that the officers generally do not see these things...

Mr. Deputy-Speaker: Are there not Local Advisory Committees?

Shri Nambiar: These Advisory Committees do not go into these questions. They only consider where a latrine is to be put, where the shade is to be given, where the fan is to be put etc.

With regard to the maintenance of locomotives, the Advisory Committee does not go into the question. That

must be done only by the administrative authorities and not by this Committee.

There is no Works Committee. Why should there not be such a Committee? If there is a Works Committee, the workers could bring forward all these arguments, as for example, lack of materials, tools etc., and the practical difficulties from their point of view. Such Committees do not function, either for the workshop or for the loco shed, and the staff also are not taken into confidence. If there is any failure of the engine, the charge-sheet is issued to the driver and the worker who attended on it last, but they would not be consulted and they are not called in to find out why the failure took place. The Railway authorities do not get personal knowledge of the situation from these people. They keep these workmen as outcasts and deal with them in a bureaucratic manner. They do not take these people into confidence. After the Avadi Session of the Congress at which the Resolution on the socialistic pattern of society was adopted, I think these things will change. Let us wait and see. Anyhow, some improvement in these respects is required.

Coming to the increase of the work load of the staff, this is a very serious point. Vacancies are not generally filled up. If a vacancy occurs, it is made to prolong and on account of that, shortage of staff arises. Instead of giving workers less hours of work, they have increased it from 8 hours to 12 hours and many stations have been converted into 12-hour duty stations. Such intermittent duty is to be allowed in the case of those workers whose nature of work is a bit less and they get five periods of half an hour rest during the 12 hours of work. Without applying that rule, they have converted 8-hour duty posts into 12-hour duty posts in order to reduce staff and extract more work out of them. Recently I have been to Gooty which is a very important loco centre and where several trains are moving. It has been converted into a 12-hour duty station.

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So also Tanjore, Chingleput and many other stations have been converted into 12-hour duty stations. This has increased the work load and so the quality of attendance on the train at the station is reduced. For instance, the Trivandrum Express, which passes through Chingleput, used to be attended to by the staff at Chingleput and because of the 12-hour duty, they cannot now attend to these trains and therefore they can go with some mistake on the axle box or somewhere and get derailed or get into serious accidents in the night. If you want to avoid accidents, you have to go into these matters. I am sure Shri Shah Nawaz Khan will have come across these points when he went into this question of accidents some time ago. Recently, I have been through the ex-B.N.R. section of the Eastern Railway and there the working hours of the gangmen have been increased from 8 hours to 8 hours 40 minutes per day by the orders of the Chief Engineer. This is absolutely wrong. Eight-hour duty is fixed throughout the Indian Railways, but here, by the orders of a particular officer, it has been increased to 8 hours 40 minutes per day.

Mr. Deputy-Speaker: When does he commence his work? Is it when he leaves his house or when he comes to the spot?

Shri Nambiar: He starts his works at 7 and goes on till 12. Again he starts at 2 and ends it at 5. Gangmen are residing far away and so they sometimes start at 6 or 6-30 in the morning from their houses and they reach back home only at 7 or 7-30 at night. I am not counting that time now. The working hours as such were fixed at 8, but it has been increased to 8 hours 40 minutes in that section of the Railway and I would request the hon. Railway Minister to go into it.

Inadequate leave reserves is the next thing. When there is an urgent necessity at home, the worker applies for leave but as there is no leave reserve he is refused leave and sometimes compelled to be absent with serious

consequences later on. The question of inadequate leave reserves and increase in work load should be looked into seriously.

With regard to staff welfare measures, Shri Rama Rao has made it very clear that there is so much of inadequacy in the matter of medical facilities. On the question of T.B. he said that more beds should be provided. What I would submit is that with regard to T.B. patients, the Railway Administration do grant leave as soon as they are known to be suffering from T.B. the leave generally is for six months or a year. At present, the leave is with no pay and what happens is that the worker got T.B. due to malnutrition and when he is undergoing treatment, whatever wage was given to him is stopped and he is sure to die in 90 per cent of T.B. cases, the railwaymen never come back to duty but they go to the next world and that is the unfortunate situation. Imagine that a man who is already suffering from malnutrition gets no pay for 12 months or so. How can he look after himself and also his family? Naturally he never comes back to duty and that is the pathetic situation with regard to railwaymen suffering from T.B. I would request that in the case of a railwayman who is reported to be suffering from T.B., he should be given a minimum period of leave for 6 or 12 months with full pay. The Railway Minister has got a duty to save the lives of the workers and their families and it can be done only if they are given leave with full pay for a certain minimum period. I hope the hon. Railway Minister will certainly consider this sympathetically.

With regard to medical examination for staff in loco sheds and workshops at the age of 45 or 50, I do not know why it is necessary. I can understand a medical examination of that nature in the case of driver, fire-man or station master, on whom the responsibility of the safety of the lines depends. But if a fitter inside the loco shed or a workshop is to be examined

at his 45th year or 50th year and condemned because his eye-sight is weak, what is the way out for him? Therefore, I would submit that for indoor staff like loco shed men and workshop men, there need not be such a medical test at the age of 45 or 50. I find nowhere in the world this sort of medical examination. I hope that this point will also be given consideration by the Railway Minister.

Mr. Deputy-Speaker: Does he suggest no examination at all or only a lenient medical examination?

Shri Nambiar: No examination for eye-sight is required.

Mr. Deputy-Speaker: Can a blind man do work in the loco shed?

Shri Nambiar: He is working already.

Mr. Deputy-Speaker: Therefore, all that the hon. Member means evidently is that there should not be such a rigorous standard of examination as in the case of the station master or the driver.

Shri Nambiar: After all, he may have some defect in eye-sight at that age. That is only natural but that can be corrected and he can be given glasses. He should be given leave and other amenities so that he may improve his eye-sight. In many cases, the idea is to remove the worker from service by this means and thereby reduce the expenditure of the Railways. A worker at 45 will be drawing more than Rs. 100 and if he is declared unfit as a result of the medical examination and another recruited in his place, there will be a saving of about Rs. 45 because the new recruit will only be started on Rs. 55. I object to this sort of victimization of staff.

I would submit a few points with regard to my own constituency on the question of remodelling of stations.

Shri L. B. Shastri: The hon. Member's time may be limited or else he may get tired.

Shri Nambiar: If I am not tired of sending in about a hundred cut

motions, how could I be tired of speaking on it?

Mr. Deputy-Speaker: It is a gentle reminder to me that I have allowed too much time for the hon. Member.

Shri Nambiar: I am finishing presently. As you all know, Tanjore is the granary of the South, but in Railways in Tanjore District there are not sufficient goods sheds to keep the paddy and rice safe. Paddy and rice bags are lying in the open, exposed to rain and sun. Koradacheri is a very famous centre which exports rice and paddy and it requires a goods shed. Remodelling of certain stations is also required. With regard to over-bridges, I would submit that most of the stations in the Tanjore District require attention and even with regard to level crossings most of the stations in the Tanjore District are very bad. Take the case of Needamangalam, Tiruvalur, Koradacheri and Kumbakonam stations.

Shri Alagesan: I can very well sympathise with Shri Nambiar for talking about his constituency at this stage, but I thought he would speak for the whole of the Railways.

Shri Nambiar: This remodelling should be made possible and traffic should be allowed to proceed smoothly. I am speaking not for my constituency alone but for the Tanjore district which is the granary of the south and which exports so much of rice for consumption in the whole of South India and sometimes that rice comes to Delhi also. So, facilities may be given at these stations which deal with so much of goods every day. Therefore, I submit that these points may be considered and sympathetic action be taken and the staff also be helped. This is my request.

श्री हेम राज : उपाध्यक्ष महोदय, मैं आपका धन्यवाद करता हूँ कि आपने मुझे बोलने का मौका दिया है।

पिछले साल जिस समय माननीय मंत्री जी ने हमें यह आश्वासन दिया था कि मेम्बे-

[श्री हेम राज]

रेंटम दिये जायें तो मैंने भी एक मेमोरेंडम दिया था। उसका जो जवाब उनकी तरफ से आया उसके लिए मैंने समझा कि मुझे उनको धन्यवाद देना चाहिये। उसके बाद जो रेलवे बोर्ड का जवाब मेरे पास आया उसमें यह था कि उस मेमोरेंडम के मुताल्लिक फाइनेन्शियल लाइबिलिटीज लोकल बाडीज पर मुनहसिर करती हैं। उसके बाद मैंने रेलवे ऐक्ट को पढ़ने की कोशिश की और उस ऐक्ट में जहां एकोमोडेशन वर्क्स का जिक्र आता है वहां पर एक जो सेक्शन है उसमें यह दिया गया है कि जिस समय रेलवे लाइन निकले उसके दस साल के अन्दर जो काम हो वह तो रेलवे डिपार्टमेंट अपने खर्च पर कर देगा और दस साल के बाद जो भी एकोमोडेशन वर्क्स होने हों उनके लिये जिम्मेवारी आयद होती है लोकल बाडीज पर या स्टेट गवर्नमेंट पर। आज आपने हमारे राज्य को एक कल्याणकारी राज्य में तबदील कर दिया है। यह ऐक्ट सन् १८६० में बना था। उस वक्त अंग्रेज कभी नहीं चाहता था कि हर जगह डेवेलप हो जाये। आज आपने लोगों में एक नया उत्साह पैदा किया है और यह भी खुशकिस्मती है कि जहां हमारे रेलवे मंत्री, डिप्टी मिनिस्टर और पालियामेंटरी सेक्रेटरी रेलवे विभाग से सम्बन्ध रखते हैं वहां पर वे ट्रांसपोर्ट विभाग से भी सम्बन्ध रखते हैं। और वे रेलवे के साथ साथ ट्रांसपोर्ट विभाग के भी कर्तवर्त्ता हैं। या तो यह होना चाहिये कि यह जो एकोमोडेशन वर्क्स के मुताल्लिक धारार्ये हैं उनको आप जमाने के मुताबिक चेंज कर दें, या अगर इतनी जल्दी नहीं चेंज कर सकते हैं तो ट्रांसपोर्ट डिपार्टमेंट में से कुछ रुपया इस काम के लिये निकालने की कोशिश करें। लेकिन मेरी प्रार्थना है कि जहां तक हो सके इन एकोमोडेशन रूल्स को आप तबदील कर दें। आपने देखा है कि आपने फाइव इअर प्लान में रोड्स के मुताल्लिक एक पैरा दिया

है जोकि इस प्रकार है :

“As regards village roads, the broad aim should be to connect the more important villages with the marketing centres and district headquarters. The absence of sufficient mileage on village roads is a serious drawback in the system of communications. The State Governments should pay special attention to the construction and maintenance of these roads and for that purpose, enlist the co-operation of the villagers. In certain States, village roads are in fact being developed with the active co-operation of the villagers themselves who contribute a portion of the cost of construction by way of free labour, free gift of land or money”.

ऐसे हालात हैं जिन में आज आगे आकर लोगों ने सड़कें बनाई हैं, अपना श्रमदान दिया है और हजारों रुपये का काम किया है। इसके मुताल्लिक में पिछले साल आपके नोटिस में यह लाया था कि समलोटी में जो कि कांगड़ा मंदिर, नगरोटा, बगवा के दरम्यान है, लोगों ने एक सड़क बनाई है और वहां पर लोगों ने श्रमदान देकर ८० हजार रुपये का काम किया है। लेकिन वहां पर लेवल क्रॉसिंग का सवाल आता है। जब तक वह रेलवे क्रॉसिंग नहीं बनता तब तक उस सड़क पर बाहर से मोटर नहीं आ सकती। और जो गांव पहाड़ों की कन्दराओं में बसे हुये हैं उन से न कोई चीज बाहर आ सकती है और न बाहर से वहां जा सकती है। इसी प्रकार एक और रेलवे क्रॉसिंग है जो कि अनूर और मंगवाल रेलवे स्टेशनों के दरम्यान है। वहां पर भी एक रेलवे क्रॉसिंग है। वहां पर भी लोगों ने श्रमदान करके चालीस हजार, पचास हजार का काम किया है और उस सड़क को मोटररेबिल बना दिया है। मेरी प्रार्थना है कि उस रेलवे क्रॉसिंग को डी० क्लास से तबदील करके सी० क्लास

कर दिया जाये। अगर ऐसा हो जाये तो वह मोटरबिल हो जायेगा। लेकिन आपके जवाब से पता चलता है कि जो आपके एकोमोडेशन वर्क्स रूल्स का सेक्शन है वह बीच में हायल होता है। इसलिये मैं आपसे प्रार्थना करता हूँ कि या तो आप उस सेक्शन को तबदील कीजिये, और अगर इतनी जल्दी तबदील न कर सकें तो आप ट्रांसपोर्ट मिनिस्टर भी हैं उस विभाग में से जो रुपया आपने विलेज रोड्स के लिये रखा है उस में से कुछ निकाल कर इसका इन्तिजाम करें और इन एकोमोडेशन वर्क्स को पूरा करें जो कि इस वास्ते अघूरे पड़े हैं क्योंकि लोकल बाडीज को इनके लिये रुपया देना पड़ता है। उन लोगों को जो श्रमदान करना था वह तो उन्होंने कर दिया। लेकिन अब उनके पास रुपया नहीं है। इसलिये मैं आपसे प्रार्थना करना चाहता हूँ कि आप ट्रांसपोर्ट के मुहकमे से कुछ रुपया निकाल कर उस रेलवे क्रासिंग को कुशादा कर दीजिये ताकि मोटरें उस सडक पर जा सकें।

इसके साथ साथ मैं ने आप से एक और प्रार्थना की थी और वह यह है कि हमारे यहां के दो स्टेशनों के मुताल्लिक। इस बारे में मैंने रेलवे मंत्री जी को पत्र भी लिखा था और जो यहां पर भाषण दिया था उसमें भी कहा था। एक स्टेशन के मुताल्लिक तो मैं ने यहां एक सवाल भी किया था और मुझे यह जवाब मिला था कि पंचरहस स्टेशन मंजूर हो गया है। वहां पर एक दफ्ता स्टाफ भी गया था लेकिन वापस आ गया। एक साल हो गया लेकिन अभी तक वह स्टेशन खुल नहीं पाया।

इसी प्रकार मुलह स्टेशन जो कि एक फ्लेग स्टेशन है मंजूर हो गया था। लेकिन वह स्टेशन भी अभी तक नहीं जारी हुआ है।

एक बात और मैं आपके ध्यान में लाना चाहता हूँ। यह वेंडर सिस्टम के मुताल्लिक

है। आपने आशा दिलाई है कि आप इसमें रिफार्म कर देंगे। आपने यह भी कहा है कि हर एक स्टेशन पर आप एक वेंडर रखेंगे, बाकी नहीं रखेंगे। आजकल यह होता है कि एक वेंडर होता है उसके नीचे दस या पन्द्रह और वेंडर होते हैं जिन में से हर एक से वह दो दो रुपया रोज लेता है। इस तरह से वह रोज-इन छोटे वेंडरों से २५ या ३० रुपया वसूल कर लेता है। ऐसी हालत में हम कैसे यह आशा कर सकते हैं कि हमको जो स्टेशनों पर खुराक मिलेगी वह अच्छी मिलेगी। इसलिये मेरी आपसे यह प्रार्थना है कि जो तजवीज आपके सामने राघारमण जी ने की है उसके मुताबिक वहां पर जो सब वेंडर्स हैं उन की हर स्टेशन पर कोआपरेटिव सोसाइटी बना दी जाये ताकि वह खुद उसमें काम करें और हमको हर स्टेशन पर अच्छी खुराक मिल सके।

इन शब्दों के साथ मैं एक बार फिर आपको बन्धुवाद देता हूँ कि आपने मुझे बोलने का मौका दिया और मैं अपने माननीय मंत्री जी से भी यह आशा रखता हूँ कि वह इस बात का जरूरी तौर पर ध्यान रखेंगे कि यह जो एकोमोडेशन वर्क्स हैं इन के लिये कहीं न कहीं से पैसा निकाल कर इनको भी जल्दी से जल्दी पूरा करने की कोशिश करेंगे।

Shri Matthen (Thiruvellah): The Madura-Bodinayakanur line which, I believe the hon. Deputy Minister knows more than perhaps the hon. Minister, has been recently restored to traffic. This line was constructed before the war and it was dismantled and subsequently restored. This line, passing through a very scarcely populated area, has never been a remunerative proposition. Even now, there are people who wonder whether the operational cost would be met by the running of this line but the traffic is very poor. There is, however, one important factor which can convert this line into a very useful line for my

[Shri Matthen]

State as well. From Bodinayakanur to Devikulam the headquarters of the district, the distance is hardly 20 miles. Of course, the line has to pass through very difficult ghat section. I tell you, if this line can be extended from Devikulam to Cochin Harbour it is going to be a very very promising proposition. Sir, half way to Devikulam is a very populated area and the line will be an earning one. The second part of this line is a very important plantation district of my State and the line from Cochin to Devikulam will be a very very profitable line.

There is another importance to this line. You know that Malabar and Travancore-Cochin are all very populated and rice-eating areas. These places were so far supplied with rice from Burma. Now, on account of our drive for self-sufficiency, we grow more rice than we need. I am told the requirements of Travancore-Cochin and Malabar come to 2000 to 3000 tons a day. We have to cope with this demand through Shencottah ghat section or through Dindigul-Olavakot, when once the import from Burma is stopped. But, if a cross-section is taken now to the west coast through Devikulam to Cochin, it can certainly supply all the rice that Travancore-Cochin needs. The rice has to come either from Tanjore or from the Delta Districts of the Andhra State. In either case the most economical transport is by rail and these two ghat sections I am told are unable to cope with the traffic. Therefore, if the hon. Minister will consider this proposition, it will be a good thing. I am afraid this proposition has never been seriously considered by the Railway Board—I mean extending this line from Bodinayakanur to Devikulam and from Devikulam to Cochin. Of course, I admit it is a difficult section, but my request to the hon. Minister is to instruct the Railway Board to study this question and see the possibilities of constructing this line. By this it can save all the money which it will need for the transport of rice through the ghat sections and for

which the lines will have to be strengthened. All that expenditure can be avoided.

There is one thing more. If this line is constructed, it will bring Cochin within 100 miles of Madura. As it is, it is more than 250 miles via Shencottah. I do not know whether I have impressed the hon. Minister about the importance of taking up this line, but I would very earnestly request the hon. Minister to undertake a study of this proposition of extending the line from Bodinayakanur to Devikulam and Devikulam to Cochin. It will also considerably strengthen and feed the Cochin Harbour.

My friend Shri A. M. Thomas pressed the hon. Minister about the electrification of the new line from Ernakulam to Quilon. Sir, that line has to be electrified one day or the other and the sooner it is done the better because there is too much traffic. It is not so much of goods traffic as passenger traffic. I may say that due to the great efficiency of the motor system in the State you need Stations at almost every 4 or 5 miles and these steam locomotives can never take power and speed so soon as the electric locomotives. If for any reason—I am sure the hon. Minister will electrify the line on account of the large supply of electricity in the State—there is any delay in electrifying the line, I would earnestly request him to introduce diesel engine as they take speed in as much time as the electric trains do. Therefore, I would earnestly request him to try this new line with diesel engines. I may say that the trains are always crowded in this line. The same applies to the line from Quilon to Trivandrum as well and also from Cochin to Shoranur and Shoranur to Calicut. If the hon. Minister finds it difficult to have electric-driven engines, it will be very very helpful if diesel engines are provided. When the lines are electrified—and I am sure it will be done very soon—these engines can be diverted to some other lines.

पंडित डी० एन० तिवारी (सारन दक्षिण) : उपाध्यक्ष महोदय, मैं अपने रेलवे के मंत्री महोदय से कुछ मांग नहीं करना चाहता हूँ क्योंकि, मंत्री महोदय, हमने देखा है कि वे हम लोगों की छोटी मांगों को मंजूर करके संतोष दे देते हैं और बड़ी मांगों को भुलवा देते हैं। मैं मांग क्या पेश करूँ। हम लोग नार्थ बिहार के रहने वाले एक ऐसे एरिया में रहते हैं जहाँ बराबर ही बौटलनेक बना रहता है और वहाँ पर चलने वाली गाड़ियों की दशा बंसी ही खराब है। पुराने जमाने में इस रेलवे का नाम था बी० एन० डबल्यू० आर०, लोग इसको बेहूदा और नालायक रेलवे कहा करते थे, उसके बाद इसकी सक्सेसर हुई एन० ई० आर० यानी नेवर ऐंडिंग ट्रवल रेलवे

श्री एल० बी० शास्त्री : फिर ओ० टी० आर० पड़ा।

पंडित डी० एन० तिवारी : जी हाँ, ओ० टी० आर० यानी वाहिद्यात रेलवे ऐसा लोगों ने उसका नाम रख लिया था। मैं कुछ विशेष आपसे नहीं कहना चाहता हूँ, सिर्फ यह मांग करता हूँ कि उस रेलवे की तरफ ज्यादा तवज्जह दी जाये। पुराने जमाने में जब कम्पनी के जिम्मे रेलवे थी तो एक संतोष तो था कि किराया तब कम लगता था लेकिन आजकल किराया भी आपने बढ़ा लिया और कई सालों से ज्यादा किराया ले रहे हैं, बाकी सब दूसरी रेलवेज के बराबर ले रहे हैं लेकिन सुविधा के नाम पर वहाँ पर सबसे कम सुविधा है और आज की बात नहीं है, पुरानी बात चली आ रही है, इसलिये जरा सा इस पर ख्याल कीजिये, कि इतना पैसा हम लोगों से लेते हैं, तो उसके मुताबिक सुविधा भी सब जगहों के समान हम लोगों को मिले। मैं आप बतलाऊँ कि सन् १९४२ में एक स्कूल जलाया गया था जिसके लिये चार चार बार कोयले का परमिट स्टेट गवर्नमेंट ने दिया था लेकिन

वह आ नहीं सका क्योंकि गाड़ियाँ ही नहीं आती हैं उस पार से और हम लोगों को जो चीजें मिलती हैं वह हर जगह के मुक़ाबले में सवाये दाम में मिलती हैं। हमारी जिन्दगी की जरूरियात जैसे सीमेंट, लोहा इत्यादि पर रिवर क्रौस करने में काफ़ी ट्रान्सपोर्ट चाञ्च बैठ जाते हैं और इस कारण वहाँ पर चीजें और जगहों की अपेक्षा महंगी रहती है। खास कर इस जमाने में जब आप कोहामा ब्रिज बनाना चाहते हैं तो यह ट्रान्सपोर्ट की समस्या और डिफ़िकल्टी अभी भी बंसी बनी रहेगी। आपने रोपवेज गंगा के ऊपर बीच में बनाने को कहा था वह भी मैटीरियलाइज नहीं किया और कब तक वह बन कर तैयार हो जायेगा यह नहीं कहा जा सकता।

श्री एल० बी० शास्त्री : कहां बनाने के लिये कहा था ?

पंडित डी० एन० तिवारी : गाजीपुर में बीच गंगा के ऊपर रोपवेज बनाने को कहा था, हम लोगों ने तो आपसे कहा था कि अगर यह दिग्घा में बन जाता तो ज्यादा अच्छा होता, खैर, बिहार प्रांत में न सही, उत्तर प्रदेश में ही बने ताकि इस पार से उस पार जाने में, ब्राड गेज से मीटर गेज में आने जाने में सुविधा हो

श्री आर० एन० सिंह (जिला गाजीपुर पूर्व व जिला बलिया-दक्षिण पश्चिम) : वह रोपवेज आदमी के जाने के लिये नहीं है, माल के लिये है।

पंडित डी० एन० तिवारी : ठीक है, आदमी तो मोटर से या बैलगाड़ी से चला जायेगा। उसमें उतनी दिक्कत नहीं है, हाँ, माल ढोने वाली गाड़ियों के सम्बंध में काफ़ी दिक्कत है और गड़बड़ है, और वे समय पर नहीं आतीं, इनकी व्यवस्था को दुरुस्त किया जाये तो अच्छा है।

[पंडित डी० एन० तिवारी]

अब मैं कुछ दूसरी बातों की तरफ सदन और मंत्री महोदय का ध्यान दिलाना चाहता हूँ। उस दिन रेलवे के जनरल बजट पर बोलते हुये माननीय डिप्टी मिनिस्टर ने कहा था कि बहुत केशों के रिप्रेजेन्टेशन्स हमारे पास पार्लियामेंट के मेम्बरों के द्वारा आते हैं। मैं आपसे कहूँ कि जितने हम लोगों के पास क्लेज आते हैं उनका शतांश (सोवा हिस्सा) भी मैं आपके यहां नहीं भेजता। आपके अफसरान डिवीजन तीन और डिवीजन चार के लोगों को बहुत दिक् करते हैं और सहानुभूतिपूर्वक उन के साथ बर्ताव नहीं करते हैं और उनके क्लेज को ठीक से नहीं देखते हैं जिसके कारण वे बेचारे अपनी फरियाद ले कर हम लोगों तक पहुंचते हैं। हम लोगों का उनके साथ डाइरेक्ट टच होता है और हमारी उन से और उनके घर वालों से बातें होती हैं और हम उनकी तकलीफों और हार्डशिप्स को महसूस करते हैं, आप मिनिस्टर हैं और काय ब्यस्तता के कारण उन से आपका कम मिलना हो पाता है और उनकी पहुंच आप तक आसानी से नहीं हो पाती है लेकिन हम लोग तो अपने इलाकों में गालियां सुनते हैं कि हमारे ऊपर यह जुल्म हो रहा है और वह जुल्म हो रहा है। मैं आपको बतलाऊँ कि सन् १९५३ की बात है, मेरा एक लड़का जो छपरा में बकील है वह छपरा से आ रहा था। लखनऊ में उस से ज्यादा पैसा ले लिया गया। मैंने उसकी रिपोर्टें डिप्टी मिनिस्टर साहब से की। आज दो वर्ष हो गये, अभी तक वह मामला तय नहीं हुआ। एक मर्तबा एन्वयरी हुई उसमें कह दिया गया कि कोई ज्यादाती नहीं हुई, किराया ठीक चाजं किया गया है, लेकिन जब मैंने उनको फेअर एण्ड डिस्टन्स टेबूल दिखलाया तो उन्होंने माना कि गलत चाजं हुआ था। बात यह है कि जो एन्वयरी करने वाले आफिसर थे उन्होंने एन्वयरी की।

जो आदमी दोषी था उसने जैसा कहा वैसी ही रिपोर्ट उस आफिसर ने दे दी। जो भी एन्वयरिंग आफिसर होते हैं उन सब का यही हाल है। मुझे इस मामले में बताया गया कि "सूटेबुल ऐक्शन हैज बीन टेकन"। मैंने पूछा कि क्या सूटेबुल ऐक्शन लिया गया, लेकिन सात आठ महीने हो गये हैं, उसका कोई जवाब नहीं आया। ऐसी बातें होती हैं। अभी कुछ दिन हुये मैं पटना स्टेशन पर पूछने के लिये गया कि ट्रेन आने में कितनी देर है। पहले लिखा हुआ था कि ७० मिनट आने में देर है, उसके बाद लिखा गया कि १२० मिनट हैं। मैंने जाकर एन्वयरी क्लर्क से पूछा कि अभी गाड़ी आने में और कितना टाइम लगेगा और गाड़ी कहां पर है? उसने असिस्टेंट स्टेशन मास्टर से फोन पर पूछा तो मैं सुन रहा था, वहां से जवाब आया कि "ट्रेन इज आन दि लाइन"। मैंने पूछा "ट्रेन इज आन दि लाइन" के क्या माने? तो फिर वही जवाब आता है। मैंने कम्प्लेंट बुक में लिख दिया। मैंने सुना कि उसकी एन्वयरी हुई थी और एन्वयरी क्लर्क को मजा हो गई। मुझे इसकी चिट्ठी भी मिली लेकिन जिसने "ट्रेन इज आन दि लाइन" जवाब दिया था उसे सजा नहीं हुई। तो कुमूर तो बड़े लोग करते हैं और सजा पाते हैं छोटे लोग। ऐसी बातें हुआ करती हैं, जिसका एक उदाहरण मैंने आपको दिया।

दूसरी बात जो मैं आपके सामन रखना चाहता हूँ वह घाट से घाट बुकिंग के बारे में है। हमारे जिले में पहलेजा घाट से डिघ्या घाट और महेन्द्र घाट तक जाने के लिये रोज सैकड़ों की तादाद में लोग जाते हैं। लेकिन उनको टिकट नहीं मिलता है। हर टिकट पर उनको चार आने पैसे अधिक लगते हैं। टी०टी० ई० लोग उनका टिकट पहलेजा घाट से नहीं बल्कि सोनपुर से बनाते हैं और हर

टिकट पर २ आना नान बुकिंग के चार्ज देने पड़ते हैं। इस तरह से बड़े आदमी तो ४ आने पैसे अधिक दे देते हैं, दूसरे जो लोग होते हैं वह यह कोशिश करते हैं कि कम पैसे दे कर टिकट कलेक्टरों से मिल कर चले जायें। जो ईमानदार आदमी हैं उनको सजा होती है हर टिकट पर ४ आने देने की श्रौर जो बेईमान आदमी हैं वह कम पैसे दे कर चले जाते हैं श्रौर इस तरह से रोज रोज रेलवे को घाटा होता है। लोगों को रोज घाट टु घाट जाना होता है। लेकिन इसकी बुकिंग नहीं होती है। वहां से कई रिप्रिजेंटेशन आये हैं, लेकिन अभी कुछ नहीं किया गया।

अब मैं दो एक बातें स्टाफ के बारे में कहना चाहता हूँ। मैंने सुना कि रेलवे बोर्ड की तरफ से या किसी अफसर की तरफ से एक सर्कुलर गया कि क्लास ३ श्रौर ४ के लिये जो कंजर्वंसी अरेन्जमेंट था उसका पेमेन्ट अब तक जो रेलवे की तरफ से होता था वह अब वहां के जो क्लास ३ श्रौर ४ के एम्प्लायीज हैं उनको देना पड़ेगा, जैसे पाखाना साफ करने या नाली साफ करने का खर्च। यह सर्कुलर गया है, लेकिन उसी सर्कुलर में जो क्लास १ श्रौर २ अफिसर हैं उनके लिये वह सुविधा जारी है। मेरी समझ में नहीं आया कि क्लास ३ श्रौर ४ क्यों उसमें से हटा दिये गये श्रौर बाकी के लिये वह जारी क्यों रखी गई। अगर कोई बचत की ही बात करनी थी तो चाहिये तो यह था कि जो क्लास १ श्रौर २ के अफिसर हैं, जो बड़े आदमी हैं उनको उसमें से हटाना चाहिये था, जो गरीब हैं उनको उसमें से क्यों हटाया गया श्रौर उनको क्यों मजबूर किया जाता है कि वह इसके लिये पैसा खुद दें? इस बात की आपको जांच करानी चाहिये।

चौथा श्रीवान्स मिनिस्टीरियल स्टाफ के लोगों के अपप्रोडिग के विषय में। रेलवे

पे कमीशन ने २५ परसेंट अपप्रोडिग का प्रिन्सिपल फिक्स किया है, लेकिन अभी भी वह प्रिन्सिपल देखा नहीं जाता है कि काम में आया या नहीं। जो मनमाना ग्रेड पहले से चला आता है वही कायम है। मैंने मिनिस्टर साहब को पत्र लिखा था। रेलवे बोर्ड से जवाब आया कि हां, गलती हुई, १९५३ के बाद अभी तक इस तरफ ध्यान नहीं दिया गया लेकिन अब इसको तय कर दिया जायेगा। इसको भी करीब ६, ७ महीने हो गये हैं लेकिन अब तक मेरे पास वहां से चिट्ठियां आती हैं कि वह ठीक नहीं हुआ है। हम लोग जो चिट्ठियां आपको लिखते हैं तो बहुत परेशान होने के बाद, पता लगा लेने के बाद, बहुत मोच समझ कर उसकी जांच कर लेने के बाद। लेकिन आपकी तरफ से जवाब तो बहुत प्राम्द आता है, कि चिट्ठी मिली, लेकिन उसपर कार्यवाही देर में होती है, कहा नहीं जा सकता। अभी मेरे पास आखिरी चिट्ठी तीन महीने पहले डिप्टी जनरल मैनेजर के पास गई है कि “व्हाट ऐक्शन हैज बीन टेकन”। लेकिन उसका ठीक जवाब अभी तक नहीं आया है। डिप्टी मिनिस्टर साहब जानते हैं, हमारी करेस्पान्डेन्स जारी है, मैंने अपने लड़के के सम्बन्ध में जो पूछा था कि “व्हाट सूटेबुल ऐक्शन हैज बीन टेकन”, उसका कोई जवाब नहीं आया है। आपने हम लोगों से कहा था कि हम लोग आपको बहुत कम चिट्ठी लिखा करें, कम लोगों के केसेज लिया करें। तो हम तो आपको लिखना ही नहीं चाहते, लेकिन अगर अफसर लोग देखा करें कि जो रिप्रिजेंटेशन उनके यहां जाते हैं उन पर ठीक से कार्यवाही की जाती है या नहीं, तो हम लोगों को क्या पड़ी है कि हम लोग आपके पास लिखा करें, क्यों लिखें? हम लोग तो कभी नहीं चाहते हैं कि ऐसा करें।

श्री एल० बी० शास्त्री : एक बात में साफ कर देना चाहता हूँ। यह स्थल आपको

[श्री एल० बी० शास्त्री]

ठीक नहीं है कि हम आपसे कहते हैं कि आप शिकायतें लिख कर न भेजें, जिसका आपने अभी जिक्र किया। ऐसी बात नहीं है। आप दस बार भेजें, बीस बार भेजें। लेकिन शायद जो डिप्टी मिनिस्टर ने कहा था वह यह था कि स्टाफ के मामलों में कभी कभी ऐसा होता है कि एक ही रिप्रेजेंटेशन मिनिस्टर के पास, प्राइम मिनिस्टर के पास, रेलवे बोर्ड के पास, प्रेसीडेंट के पास और पार्लियामेंट के सदस्यों के पास जाता है और नतीजा यह होता है कि इस कदर वह चीज दुहराई जाती है कि जिसकी कोई सीमा नहीं है।

दूसरी बात में एक सैकिंड में यह रख देना चाहता हूँ कि आपके पास एक ही साइड होती है, केस की दूसरी साइड नहीं होती। हम बात को गलत समझें या सही, लेकिन हमारे सामने दूसरा पक्ष भी आता है। इसतरह हम केस के सही फैसले पर पहुंचने के लिये कोशिश करते हैं कि ठीक फैसले पर पहुंचें। कोई भी शिकायत हो, सही या गलत, जब वह आपके सामने पहुंचती है तो आपके सामने स्वयं जो शिकायत करने वाला कहता है वही रहता है। इसलिये आप जरूर अपनी बात हमें लिख दें, लेकिन यह आशा करना कि हर स्टाफ मैटर पर हम आपकी तबियत के मुताबिक जवाब देंगे, बड़ी मुश्किल बात है।

पंडित डी० एन० तिवारी : हम लोग तो तबियत का जवाब नहीं चाहते। इसमें कोई मुबालिगा नहीं है कि सैकड़ों केसेज को छोड़ कर बहुत प्रेस किये जाने के बाद हम आपको लिखते हैं। जब विद्वान हो जाता है कि बात ठीक है, उसके बाद लिखते हैं, और वह भी क्यों? कहीं कहीं पर पार्लियामेंट के मेम्बरस लेबर यूनियंस और लोकल रेलवे यूनियन के प्रेजिडेंट हैं, उनको इस कारण से आपको लिखना पड़ता है। ऐसे कई केसेज

में ने रेलवे बोर्ड के सामने और जोमल जनरल मैनेजर के सामने रिप्रेजेंट किये हैं, उसका जवाब भी मैं समझता हूँ कि चिट्ठी पहुंचने के बाद आ जाता है, लेकिन उस पर कार्यवाही दो वर्ष, तीन वर्ष तक शायद नहीं होती। क्या दिक्कत है, यह मेरी समझ में नहीं आता है।

मैं तो इधर उधर की बातों में फंस गया। मुझे तो कुछ अपने यहां की बातें कहनी हैं और वह रेलवे लाइन्स के बारे में हैं। बिहार गवर्नमेंट ने भी एक स्कीम भेजी है, लेकिन पुराने जमाने की बात को, जिसको हमारे पार्लियामेन्टी सेक्रेटरी साहब ने यह कह कर टाल दिया कि उस समय से आज तक नदी में बहुत पानी बह गया, मैं ने समझा कि शायद वह स्कीम्स भी उसमें बह गयीं। लेकिन अब मालूम हुआ कि वे अभी भी मौजूद हैं, और पुरानी स्कीम्स जिनकी नाप जोख भी हो चुकी है, सिर्फ फाइनेन्शियल स्ट्रिंजेंसी के कारण रोक दी गई थीं। अब नई नई स्कीमें ली जा रही हैं और पुरानी स्कीमों को कोई पूछता ही नहीं। वे रद्दी की टोकरी में ही पड़ी हैं। मैं अर्ज करना चाहता हूँ कि यह जो पुरानी स्कीमें हैं ये नई स्कीमों से ज्यादा जरूरी हैं। हमारे जिले में और यू० पी० में भी बगरा और छितीनीघाट को मिलाने के लिये एक पुल था, वह पुल बह गया और अब वहां पर कोई पुल नहीं है। उसके लिये सर्वे करके रेलवे डिपार्टमेंट ने सिदवलिया से गोविन्दगंज की स्कीम दी। वह स्कीम पास हो गई लेकिन उसको अभी तक काम में नहीं लाया गया है क्योंकि रेलवे वाले कहते हैं कि रुपया नहीं है। मैं अर्ज करना चाहता हूँ कि अब उस स्कीम को भी देख लीजिये और उसको जल्दी से जल्दी अमल में लाइये। इस बक्त तीन चार सौ मील का चक्कर लगा कर मोतिहारी जाना पड़ता है और उस स्कीम के पूरा हो जाने से

२० या २५ मील का ही चक्कर पड़ेगा । अब जब कि आप इतनी और स्कीमें चालू करने वाले हैं मेरी प्रार्थना है कि आप उम स्कीम को भी निकाल कर देखिये और जो आज तक पैसे न होने के कारण पूरी नहीं हो सकी उसको पूरा करने की कोशिश कीजिये ।

Mr. Deputy-Speaker: Pandit Thakur Das Bhargava.

Shri Dabhi (Kaira North): I want to bring to your notice one point. I request that those Members who have not already spoken on the Budget should be given now an opportunity to speak.

Mr. Deputy-Speaker: The hon. Member has not spoken.

Shri Dabhi: I have not spoken. My point is that such of the Members should have an opportunity to speak now. Some have spoken twice.

Pandit Thakur Das Bhargava (Gurgaon): I have not spoken so far.

Shri Dabhi: I never thought of Pandit Thakur Das Bhargava at all. Generally I say that some Members have had more than one opportunity. Another point is that some regions are altogether neglected. That also must be taken into consideration. I have always complained that nobody from Gujrat is allowed to speak.

Mr. Deputy-Speaker: Certainly, I will call the hon. Member. I have got 19 names here. I have called 8. I intend calling the others also. I am calling from this side and that and trying to distribute the time. Sometimes I forget to what particular area an hon. Member belongs. Moreover, I was not present here. nor do I know who has taken part earlier in the debate. Therefore, I appeal to hon. Members themselves to put a restraint on themselves.

Shri L. B. Shastri: Shri Nambiar should have exercised that restraint; but he did not.

Shri Nambiar: At different stages only.

Mr. Deputy-Speaker: First Pandit Thakur Das Bhargava will speak, then I shall call Shri Dabhi.

Shri Neswi (Dharwar South): I have also a grievance. From Karnataka, Members have not got a chance to speak.

Mr. Deputy-Speaker: I will call Shri Neswi also.

पंडित ठाकुर दास भागवत : जनाब डिप्टी स्पीकर साहब, इस रेलवे के बजट पर बोलते हुये एक बात की तो बड़ी खुशी है कि कम से कम जहां कहीं भी में गया हूं मैंने रेलवे के इन्तिजाम में और दूसरी जगहों पर सिवाय तरक्की के कुछ नहीं देखा । हिसार का स्टेशन आज गुलजार बना हुआ है जो कि पहले बिल्कुल वीरान पड़ा था । वहां पर अब एक फव्वारा भी लगा दिया गया है जो शायद बहुत से स्टेशनों को नसीब नहीं हुआ होगा । वहां पर ऐसा उम्दा प्लेटफार्म बना है जैसा कि मैं समझता हूं कि सारे सूबे भर में कहीं नहीं है । इसके लिये मैं रेलवे मिनिस्टर साहब को बधाई देता हूं । लेकिन इसके साथ ही साथ मैं रेलवे मिनिस्टर, डिप्टी मिनिस्टर और पार्लियामेंट्री सेक्रेटरी साहब की एक बात को भूल नहीं सकता, उसमें उनका कोई कसूर नहीं है । सच बात तो यह है कि यह तीनों ही बड़े खतरनाक आदमी हैं । ये जबान के इतने मीठे हैं और इतनी सादगी से बोलते हैं कि आप उनकी तरफ खिंचे चले जाते हैं । इन्होंने चार करोड़ रुपये हम से छीन भी लिये और उनको हमने यह रुपया खुशी खुशी दे भी दिया और हम चाहते हैं कि अगर हमारे पास और रुपया हो तो वो भी हम उनको दे दें ताकि देश के अन्दर ज्यादा उन्नति हो । इसके साथ ही साथ हम यह देखते हैं कि जितनी भी जिम्मेदारी इन पर आती है ये स्टेट गवर्नमेंट्स पर फेंकना चाहते हैं । जनावेवाला हमने कांस्टीट्यूशन बनाया इस गज से कि हर एक आदमी को

[पंडित ठाकुर दास भागंब]

जस्टिस मिले लेकिन उसमें हम यह दफा लिखनी भल गये कि बैंकवर्ड एरियाज को और दूसरे एरियाज को बराबर की सहूलियतें दी जायेंगी। मैं समझता हूँ कि हर एक गवर्नमेंट आफ इंडिया के मिनिस्टर का यह फर्ज है कि वह बैंकवर्ड एरियाज को ऊँचा उठाने की हर मुमकिन कोशिश करे। हमने जब पहला पांच साला प्लान बनाया तो उसमें हमने कई चीजों को ध्यान में रखा। उस वक्त हमने फंड प्राब्लेम को सौल्व करना था और यह देखते हुये हमने कम्युनिटी प्राजेक्ट उन क्षेत्रों में शुरू कीं जहाँ कि जमीनें अच्छी थीं। इस प्रकार हम फूड प्राब्लेम सौल्व करने में कामयाब भी हो गये। अब हम दूसरा पांच साला प्लान तैयार कर रहे हैं। इसके बारे में मैं अर्ज करना चाहता हूँ कि इस में बैंकवर्ड एरियाज की तरफ ज्यादा ध्यान दिया जाना चाहिये। इससे उन लोगों में उत्साह पैदा होगा और वे भी महसूस करेंगे कि हमारी भलाई की तरफ भी कोई ध्यान दिया जा रहा है। मैं बड़े अदब से अर्ज करना चाहता हूँ कि इस सिलसिले में यह न देखिये कि स्टेट गवर्नमेंट किसी इलाके में रेलवे लाइन खोलने की सिफारिश करे तो आप उस पर ऐक्शन लें। यह शायद रेलवे मिनिस्टर के पास एक बहुत ही अच्छा तरीका इस बात से बचने का है कि क्योंकि स्टेट गवर्नमेंट ने इसके बारे में कोई सिफारिश नहीं की इसलिये हम भी कुछ नहीं कर सकते। मैं समझता हूँ ऐसी बात कह कर आप इसाफ नहीं करते और न ही यह कोई कायदे की बात है। पंजाब में जो सब से पिछड़ा हुआ इलाका है उसको मैं रिप्रेजेन्ट करता हूँ। संस्कृत में एक श्लोक है :

काव्येषु नाटकं रम्यं, तत्रापि च शकुंतला
इत्यादि। अर्थात् काव्यों में नाटक अच्छा होता है, नाटकों में भी शकुन्तला, शकुन्तला

में भी चौथा अध्याय और चौथे अध्याय में भी चार श्लोक। तो क्या मैं कह सकता हूँ सारे A States में से पंजाब सब से ज्यादा पिछड़ा हुआ इलाका है, इंडस्ट्रीज के लिहाज से, रेलवे के लिहाज से, सड़कों के लिहाज से और हर दूसरे लिहाज से उस पंजाब में हरियाना प्रान्त पिछड़ा हुआ है और हरियाना प्रान्त में गुड़गावां जिला और गुड़गावां जिले में मेरी कांस्टीट्यूएँसी।

Mr. Deputy-Speaker: What a bathos to compare Kalidasa with this.

पंडित ठाकुर दास भागंब : गुड़गांव के स्टेशन से लेकर और अलवर तक बिल्कुल चटयल मैदान का मैदान है। वहाँ पर न तो रेलवे है और न ही कोई सड़कें। अगर छोटी सी एक सड़क कहीं नजर आती भी है वह भी इतनी बड़ी है कि मोटर का एक पहिया इस सड़क पर रहता है और दूसरा सड़क के दूसरी तरफ। मैं रेलवे मिनिस्टर साहब व इस महकमे के अधिकारियों की खिदमत में अर्ज करना चाहता हूँ कि वे इस इलाके की तरफ भी ध्यान दें। उन के जिम्मे सरकारी रेलें ही नहीं हैं बल्कि उनके जिम्मे ट्रांसपोर्ट सर्विस का डिपार्टमेंट भी है, और उनका यह फर्ज है कि जिस इलाके में रेल का नामों निशान भी नहीं है वहाँ भी कुछ इन्फ्राम किया जाये। पिछले सात सालों में यहाँ के लोग यह मांग करते आ रहे हैं कि यहाँ पर भी कुछ होना चाहिये लेकिन हमारी सरकार ने इसकी तरफ कोई ध्यान नहीं दिया। हमें हमेशा यही कहा गया है कि पंजाब सरकार ने इसके बारे में कोई सिफारिश नहीं की। मैं अदब से अर्ज करना चाहता हूँ कि इस बदकिस्मत इलाके की तरफ भी निगाह उठा कर देखिये और इसके साथ भी कोई इन्साफ कीजिये। मेरी गुजारिश है कि एक रेलवे लाइन खोलिये जो अलवर से होडल को,

अलवर से पलवल को या अलवर से गुडगांव को मिला दे। इस इलाके में आप छोटी मीटर लाइन ही अगर दे सकते हैं तो वह ही दे दीजिये। किसी इलाके की तरक्की के लिये सड़कें और रेलें जरूरी चीजें हैं लेकिन बद-किस्मती से यहां पर इन दोनों में से कोई भी नहीं है। जहां यह चीजें नहीं होतीं वह इलाका पिछड़ा हुआ रहता है। अगर आप इस इलाके के साथ कोई इन्फाफ करना चाहते हैं तो आप पंजाब गवर्नमेंट की सिफारिश को न देखिये। आप खुद ही इन्फाफ कीजिये मैं आप से बतौर एपेलेट कोर्ट के अपील करता हूँ कि आप स्टेट गवर्नमेंट की सिफारिश की परवाह न करके हमारे इस इलाके की तरफ देखिये। और अगर यह इलाका जो भी आपने क्राइटेरियन रखे हैं उन सब से पूरा उतरे तो आप वहां पर रेलवे लाइन खोलिये। मैं आपसे रोहतक-गोहाणा रेलवे के बारे में भी कुछ अर्ज करना चाहता हूँ। जो वहां पर रेलवे लाइन थी वह लड़ाई के जमाने में डिसमेंटल कर दी गई थी। अब आप जो लाइनें इस तरह से डिसमेंटल की गई थीं उनको फिर से चालू करने के बारे में सोच विचार कर रहे हैं। हमें कोई ऐतराज नहीं है अगर पंजाब सरकार चंडीगढ़ के लिये कोई रेलवे लाइन बिछाना चाहती है, वह ऐसा शौक से कर सकती है। लेकिन जो लाइनें लड़ाई के दिनों में डिसमेंटल कर दी गई थीं उनको पहले बहाल करना चाहिये। हमें बताया गया है कि आप इस पर सोच विचार कर रहे हैं और इन सब केसेज को रिव्यू कर रहे हैं। अभी तक, मैं पूछता हूँ क्यों इस इलाके की तरफ ध्यान नहीं दिया गया है। इस पिछड़े हुये इलाके ने क्या कसूर किया है। क्या मैं आपकी तबज्जह इस जिम्न में भिवानी से रोहतक तक जो २८ मील की एक लाइन १९२८ में मंजूर हुई है उसकी तरफ दिला सकता हूँ। उसके लिए

तीन लाख रुपया रखा गया था। उसके बनने का प्रोजेजल था लेकिन वह आज तक कोल्ड स्टोरेज में पड़ी हुई है। इसके लिये अगर आप स्टेट गवर्नमेंट की सिफारिश चाहेंगे तो मैं आपसे ऐसी उम्मीद करूँगे कि मैं चील का पेशाब या बंग का दूध ला दूँ। स्टेट गवर्नमेंट ने न कभी हमारे इलाके पर तबज्जह की है और न करेगी। हमारी यह जो हालत है यह हमारे लिये डबल पाइज्न है। अबल तो हमारी स्टेट गवर्नमेंट हमारे लिये कुछ नहीं करती और फिर आप यह शर्त लगाते हैं कि अगर स्टेट गवर्नमेंट सिफारिश करेगी तो आपसे मैं कहता हूँ कि हमारा और आपका जो ताल्लुक है उसके बीच मैं आप स्टेट गवर्नमेंट को मत आने दीजिये।

2 P.M.

श्री एल० बी० शास्त्री : मेरी जो राय आपकी गवर्नमेंट के बारे में है वह तो इससे बेहतर है।

पंडित ठाकुर दास भार्गव : आपको रीयलेटीज से इगनोरेंस मुबारिक हो कि इधर आप देखते ही नहीं हैं।

मैं एक बात की तरफ और आपकी तबज्जह दिलाना चाहता हूँ। सन् १९३८-३९ में एक छोटी सी रेलवे ट्रेन हरयाना एक्सप्रेस (Haryana Express) हिसार से दिल्ली डाइरेक्ट आती थी। हिसार का दिल्ली से सी मील का फासला है। इस फासले को यह गाड़ी साढ़े चार घंटे में पूरा करती थी। वहां से साढ़े छः बजे चलती थी और यहां साढ़े दस बजे आती थी और यहां से साढ़े चार बजे चलती थी और ९ बजे वहां पहुंच जाती थी। उस वक्त किराया दिल्ली से रोहतक का एक रुपया ६ आना था और अगर कोई आने जाने का वापसी टिकट लेता था तो एक रुपया १० आना लगता था। तो आप उसका आज के दिन से मुकाबला

[पंडित ठाकुर दास भार्गव]

कीजिये । अब हालत यह है कि इस सी मील को आपकी गाड़ी ६ या १० घंटे में तय करती है, पहले यह फासला साढ़े चार घंटे में तय होता था । उसके बारे में जब श्री आसफअली रेलवे मिनिस्टर थे उन से भी सवाल किया गया था और बाद में भी सवाल किये गये । हमें उम्मीदें दिलाई गईं । मैं यह बतलाना चाहता हूँ कि हमारा हिंसार का इलाका यह उम्मीद रखता है कि अब पहले से हमारी सुनवाई ज्यादा होगी मैं चाहता हूँ कि आप एक मीठी गाड़ी हिंसार से दिल्ली तक या सिरसा से दिल्ली तक मंजूर फरमा दें । मैं किराये के वास्ते कुछ नहीं कहना चाहता क्योंकि यह इकानामिक मामला है । उस वक्त तो आपका लारीज से कम्पटीशन था इसलिए किराया कम था । लेकिन आज मैं यह नहीं कहता कि आप किराया बहुत कम कीजिये । लेकिन कम से कम हमको वह ट्रेन तो दीजिये । मैं अदब से अर्ज करना चाहता हूँ कि आपने हिन्दुस्तान के तमाम इलाकों को तीन तीन रेलें दी हुई हैं । लेकिन यह हिंसार का बैंकवर्ड इलाका ऐसा है कि रेलवे भी उसकी तरफ वचक्यह नहीं देती । हमारे इलाके में कहीं तो आपने डेढ़ रेल दी है और कहीं दो । सिरसा तक ही गाड़ी जाती है भटिंडा तक नहीं जाती । जाखल से हिंसार तक अब तक धापन दो ट्रेनों दी हैं । इधर तो गवर्नमेंट न भाखरा डैम बनाया है और सब जगह नई नई मंडियां बनाने की तजवीज की है । लेकिन हिंसार के लिये रेलवे के पास कोई इम्मीजियेट (immediate) तजवीज तो नहीं है लेकिन छोटी मोटी रेलवे खोलने की तजवीजें हैं ताकि भाखरा डैम की पैदावार और जगह लाई जा सके । लेकिन आज हमको आप तीन के बजाये दो ही ट्रेनें दे रहे हैं ।

जहां तक (through) ट्रेन्स का सवाल है एक ट्रेन भी ऐसी नहीं है जो दिल्ली से हिंसार को थू जाती हो, ब्राड गेज या मीटर गेज । अगर आप ज्यादा सहूलियत नहीं दे सकते हैं तो कम से कम ऐसा तो कीजिये कि गाड़ियों में एक एक थू कैरिज लगा दें ताकि मुसाफिरों को सहूलियत हो ।

इसके अलावा मुझे एक दो बातें और आपकी खिदमत में अर्ज करनी हैं । एक तो मैं रेलवे क्रॉसिंग के बारे में अर्ज करूंगा । मुझे अमी गुडगांव से अपनी कांस्टीट्यूएन्सी जाने का भौका हुआ था । एक पटौदी रोड स्टेशन है । वहां पर अब एक मंडी बन गई है वहां पर एक रेलवे क्रॉसिंग है शाम को वह रेलवे क्रॉसिंग बन्द हो जाता है और सबेरे खुल जाता है । वहां पर एक रेलवे सर्वेंट का क्वार्टर है और उसकी १२ घंटे की ड्यूटी है । इसका नतीजा यह होता कि वह लेवल क्रॉसिंग रात भर बन्द पड़ा रहता है । न आदमी और न मवेशी इधर से उधर जा सकते हैं । वहां पर रेलवे ने बजाय सहूलियत देने के ट्रान्स्पोर्ट बलाक कर दिया है । भेरा तजर्वा यह है कि इस इलाके में आम तौर पर एक एक क्रॉसिंग पर एक एक और आध आध घंटे तो आम तौर पर ट्रेफिक को खड़ा रहना पड़ता है । हिंसार में सारा शहर एक पार है और सिविल लाइन्स और कोर्ट्स और हमारे रहने की जगह एक पार है । आधा आधा घंटा हम क्रॉसिंग पर खड़े रहते हैं । लेकिन यह तकलीफ उसके मुकाबिले कुछ नहीं है जो कि पटौदी पर लोगों को होती है जहां सारी रात रेलवे क्रॉसिंग बन्द रहता है । न कोई इधर आ सकता है और न उधर जा सकता है । मैं अदब से अर्ज करना चाहता हूँ कि अगर आप वहां पर लोगों को सहूलियत देना चाहते हैं तो या तो ब्रिज बनवाइये और अगर इसमें ज्यादा खर्चा

हो तो कम से कम वहां पर दो आदमियों की ड्यूटी रखिये ताकि रात को एक आदमी काम करे। मैं ने पटौदी का जिक्र इसलिये किया है कि मैंने यह चीज खुद जाकर देखी है। वहां के लोगों को इससे बड़ी शिकायत है और वह चाहते हैं कि मैं यह शिकायत रेलवे मिनिसटर साहब तक पहुंचा दूं। और कई ऐसी जगहें हैं जिन के बारे में मैं जिक्र करता लेकिन मैं उनका जिक्र करके आपका वक्त जाया नहीं करना चाहता।

पिछले मौके पर कुछ मेरी बिरादरी के लोग यहां आये थे और आप साहिबान की खिदमत में अपने कुछ ग्रीवांसज अर्ज किये थे। मेरी मुराद उन बुकला साहिबान से है जो आपकी सरविस करते हैं। उन्होंने पिछली बार भी कहा था और अब भी वह बताते हैं कि उनके साथ इन्साफ नहीं हो रहा है। उनकी रेट्स आफ पे कम हैं। वह आपका कोर्टस में और बाहर भी बहुत बड़ा काम करते हैं। उनके रेट्स आफ पे मुनासिब होने चाहियें।

एक छोटी सी बात और कह कर खत्म करना चाहता हूं। पिछले दिनों राजस्थान के गंगानगर मुझे जाने का इतिफाक हुआ। मुझे वहां यह देख कर बड़ी हैरानी हुई कि वहां पर रेलवे वालों का काम निहायत गैर तसल्ली-बख्सा था। मैं गंगानगर से भटिंडा आ रहा था। मेरा कई मर्तबा का तजर्बा है कि यह गाड़ी हमेशा लेट हो जाती है। आप यकीन मानिये कि कभी यह गाड़ी वक्त पर भटिंडा नहीं पहुंचती। मैं यह जानता था इसलिये मैं ने हर मौके जब मैं वहां गया, गंगानगर से जीप ली और तीस मील चलके हिन्दूमत कोट स्टेशन पर पहुंचा और वहां से गाड़ी पकड़ी। मैं जानता था कि गंगानगर से गाड़ी वक्त पर नहीं पहुंचेगी। एक बार मैंने इस गाड़ी से आने की गलती की। वह एक फ्लेग स्टेशन पर एक घंटे रुकी रही और

नतीजा यह हुआ कि वह भटिंडा २० मिनट देर से पहुंची और मुझे रात भर भटिंडा में रहना पड़ा और अगले दिन मैं देहली पहुंचा। यह रेलवे तवज्जह से काम नहीं करती है। पिछले दिनों अकाल के जमाने में यहां पर रेलवे के नौकरों ने अपनी लापरवाही से दो गाड़ी फाडर की जला दी थीं। मैं ने खुद देखा है कि वहां पर इस बात की कोई परवाह नहीं करता है कि गाड़ियां वक्त से पहुंचती हैं या नहीं। चुनांचे गंगानगर से लोग बहुत ज्यादा खर्च करके लम्बे रास्ते से दिल्ली आने की कोशिश करते हैं। वहां की गाड़ियां कभी भी वक्त पर नहीं पहुंचती हैं।

मैं उम्मीद करता हूं कि मैंने वक्त के मामले में तजाबुज नहीं किया है। इतना कह कर मैं खत्म करता हूं।

Shri Dabhi: I would like to bring to the special attention of the hon. Railway Minister one important omission from the list of surveys of new lines proposed to be undertaken during the year 1955-56.

Appendix XI of the Explanatory Memorandum of the Railway Budget, contains this list. The last item in this list is the revision of the previous Preliminary Engineering and Traffic Surveys for the Udaipur-Himmatnagar line.

Sir, you know that the traffic surveys of this line, i.e., between Udaipur and Himmatnagar, as also the line between Udaipur and Talod via Modasa, was undertaken at the instance of the Government of India by Shri P. C. Gupta in 1949. He had submitted to Government the report on this survey in 1950, Mr. Gupta in the survey of these two lines had stated that the line between Udaipur and Himmatnagar would not be remunerative and so he had recommended the alignment from Udaipur to Talod via Modasa and Dhansura. Mr. Gupta was bound down by his terms of reference, but then he has made certain recommendations with regard to the conversion of the line between Nadiad and

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Kapadwanj, and then extending it to Udaipur. This is the recommendation that he has made:

"There is possibility of taking line from Dhansura to connect Kapadwanj, a narrow gauge station on Nadiad-Kapadwanj Section of B.B. & C.I. Rly, at a distance of 30 miles along with conversion of this section in the metre gauge. The area is thickly populated and the soil is very rich, and this connection would form shorter link to Bombay, relieving congestion of transhipment at Ahmedabad. But this question has to be examined separately."

Recently, a memorandum has been submitted to the hon. Minister by the leading citizens of Kapadwanj, requesting him to link up Modasa with Kapadwanj, and to convert the narrow gauge line into a metre gauge line.

These proposals fulfil also the criteria for new lines, that have been laid down by the hon. Minister in his budget speech last year. Firstly, this area is backward and undeveloped. Secondly, this offers scope for exports, and thirdly, it is rich in minerals. With regard to this line, I must state that as early as 1912-13, a preliminary survey was carried out, and it was calculated that there would be a net profit of twelve per cent on the investment on the Kapadwanj-Modasa section of the then proposed rail link. So, I would request the hon. Minister to see that a survey is carried out on the Modasa-Kapadwanj section, and at the same time to see that the present narrow gauge line between Nadiad-Kapadwanj is converted into a metre gauge line. This will also result in some savings, because on this line the rails have all practically become worn out, and in any case it is absolutely

necessary that this line is converted into metre gauge.

I would also like to bring to your notice the fact that the train on this line runs at such a magnificent speed that it takes three hours to cover a distance of thirty-two miles, and this too when the engines do not break down or there is no other delay. I would request the hon. Minister to see whether something could not possibly be done in this regard. I would request him to order a survey on this line, and then to consider the matter in detail.

That brings me to the condition of our narrow gauge lines. Out of the three sections in our railways, namely the broad gauge, the metre gauge, and the narrow gauge, we find that the narrow gauge section seems to be the Cinderella of the Railway Board. Overcrowding, breakdown of engines, late running of trains—these are the daily affairs on the narrow gauge section. Although there is mention in the hon. Minister's budget speech that some engines will be purchased for the broad gauge and the metre gauge sections, we find there is no mention of the narrow gauge at all in that.

Mr. Deputy-Speaker: About five narrow gauge engines have been ordered from Japan, I think.

Shri L. B. Shastri: Yes.

Shri Dabhi: The hon. Minister should take a definite decision in this regard. Either, he should scrap all these narrow gauge lines, or they should be run efficiently.

My hon. friend Dr. Rama Rao has referred to the condition of the latrines. Last year also, I had occasion to bring this matter to the notice of the hon. Minister, namely the continuance of the European style of latrines. Now that the Europeans have gone, I do not think they are necessary any longer. I do not think any Indian uses paper for the purpose. I would, therefore, request that this system of latrines may be done away with. The difficulty

with these commodes is this. In the lavatory, there is only one water tap, and only one wash-basin, and since we do not use paper, we have to use this water tap, and this wash-basin; and the same water tap and wash-basin we have also to use for cleansing our mouths. This is something which is repugnant to our ideas of cleanliness. I would request the hon. Minister to have the Indian style of latrines in all the carriages, just like the ones which I have had occasion to see in the Swiss coaches which have been newly put on the line.

I have to offer a few remarks about the catering arrangements also. It seems to me that at least in the dining cars on the Western Railway, there is an attempt, an unconscious but subtle attempt, to convert the vegetarians into non-vegetarians. I shall tell you presently why I say so. I saw it with my own eyes, that in these dining cars, within a very small space, both vegetarian and non-vegetarian foods are cooked side by side; both the vegetarian food as well as the non-vegetarian food are being handled by the same people. The space inside is so little that we can just say this is vegetable, and that is non-vegetable food. Both these types of food are served on small tables in the same dining room. Can you imagine a man, who is a vegetarian, sitting there and eating at the same table with a non-vegetarian friend who spreads the bones and meat on the table? It is impossible for him to do so. Recently, I was placed in such a situation when I had gone to the dining car once, and I immediately withdrew from there, and did not take my food there. One of my friends stated that if there are no arrangements for non-vegetarian food then the non-vegetarians have got to starve. But the real fact is that under these conditions, it is the vegetarians that are starving. If you do not want to supply vegetarian food, then I have no objection to it; but if you want to apply vegetarian food in these cars, then there must be separate arrangements for vegetarian and non-vegetarian foods.

I now come to the question of overcrowding. The hon. Minister has admitted in his Budget speech this year that there is still overcrowding in our railways. Everyone knows that overcrowding still persists on our railways, especially on the Western Railway. You would have read in the papers a few days ago that there was *satyagraha* by the passengers in the Delhi Mail, because not only was the train overcrowded, but some of the passengers could not even get into the train.

This time, the hon. Minister has not said anything about regularity and punctuality of trains. I travel nearly eight times every year between Ahmedabad and Delhi, and I can tell you that there has not been a single occasion when the train from Ahmedabad to Delhi has not been late, and sometimes, of course, by hours. Once we were stranded at Ahmedabad itself, and we had to wait there for one full night. Under these circumstances, I suggest that we should not at all be complacent. Of course, there is some improvement, but I do not understand why every time I travel between Ahmedabad and Delhi, there is some trouble or the other, either there is some engine breakdown or some other trouble, and the result is that we always go late.

Mr. Deputy-Speaker: The hon. Member would do well to take another hon. Member with him next time. (Interruption).

Shri Dabhi: Once the Deputy Minister of Finance was with me. The train was late by about four or five hours.

The last point, to which I wish to draw the attention of the hon. Minister, is with regard to the special pilgrim trains. We know that a concession in fares is being given with regard to the special trains carrying pilgrims. Moreover, the charges for the retention of the stock are waived in the case of these trains. Taking advantage of this concession, some tourist agencies have sprung up. They organise and conduct the pilgrims' tours and travels. I am informed by a

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responsible member of the Servants of India Society—I have a letter with me—that all these agencies who conduct these tours give big promises—high promises—of certain facilities to the pilgrims, but afterwards they do not keep up to their promises. The result is that the pilgrims are greatly dissatisfied. So my suggestion is: why not the railways themselves take up this duty of conducting the tours of pilgrims? If they do it, passengers would not be put to this much trouble. I request the hon. Minister to look into this complaint also.

श्री यू० एम० त्रिवेदी : माननीय उपाध्यक्ष महोदय, मैं आपका ज्यादा समय नहीं लेना चाहता। सिर्फ पांच मिनट में जो कुछ कहना चाहता हूँ वह कह दूँगा।

सब से पहली बात जिसकी और मैं रेलवे मिनिस्टर साहब का ध्यान आकर्षित करना चाहता हूँ वह यह है कि बजट के एक्स्प्लेनेटरी मेमोरैण्डम के आखिरी पेज पर बहुत सी लाइनों के बारे में लिखा है, वेस्टर्न रेलवे की गोधरा—रतलाम, चित्तौड़गढ़—कोटा, कोटा—अजमेर, उदयपुर—हिम्मतनगर भी उन में हैं। मैं खास तौर पर चित्तौड़गढ़—कोटा रेलवे के बारे में कहना चाहता हूँ। इन शब्दों को देखने से पता चलता है कि ये शब्द बराबर सात साल से इसी तरह से चले आ रहे हैं। सन् १९४७, १९४८, १९४९, १९५०, १९५१, १९५२, १९५३, १९५४ सब में कहा गया है कि इन लाइनों का सर्वे हो चुका है। मेरी समझ में नहीं आता है कि यह कैसा सर्वे है कि वह हो जाता है और फिर वापस आ जाता है।

श्री एल० वी० शास्त्री : सन् १९५२ और १९५४ में इसका जिक्र नहीं था।

श्री यू० एम० त्रिवेदी : मैं आप से चित्तौड़गढ़ कोटा लाइन की बात कहता हूँ।

इसका सर्वे १९४६ में खत्म हुआ। फिर १९४७ में इसका ट्रैफिक सर्वे खत्म हुआ। फिर यह हुआ कि अब मीटर गेज हो रहा है, बाद में यह हुआ कि ब्राड गेज हो रहा है। मैं तो कहता हूँ कि चाहे आप मीटर गेज चलाइये चाहे ब्राड गेज चलाइये, लेकिन कुछ चलाइये तो सही। जो भी आप चलाना चाहते हैं वह चलाइये। लोग सोचते हैं कि रेलवे बन जायेगी तो हमारे यहाँ डाकखाना हो जायेगा, दूसरे सोचते हैं कि जो रेलवे बन जायेगी तो तारघर बन जायेगा। लेकिन इधर यह हो रहा है कि कभी आप कहते हैं हम मीटर गेज बनायेंगे और कभी कहते हैं कि ब्राड गेज बनायेंगे, उधर कम्यूनिकेशन्स मिनिस्ट्री यह कहती है कि जब रेलवे हो जायेगी तब हम डाकखाना और तारघर बनायेंगे। पता नहीं क्यों आप इस पशोपेश में पड़े हुये हैं कि कौनसा गेज बने। चूँकि लोग इस मामले में बहुत चिल्ला रहे हैं इसलिये इस लाइन का बन जाना ही ठीक होगा।

इसके बाद मैं आपको दूसरी बात यह बतलाना चाहता हूँ कि अभी मि० डाभी ने जो नैरो गेज के बारे में कहा उसके सिलसिले में यह बताना चाहता हूँ कि नैरो गेज बहुत थोड़ी थोड़ी दूर तक रन करती है। उसके जरिये जो छोटे व्यापारी होते हैं वह अपना माल पास के शहरों में भेजते हैं। वह लोग छोटी तादाद में ही माल भेजते हैं जिस को कि आप "स्माल्स" कहते हैं। स्माल्स की बुकिंग नैरो गेज में बहुत ही होती है अब आपकी 'स्माल्स' की दर बढ़ा देने के कारण नतीजा यह हुआ है कि जो छोटे व्यापारी पहले स्माल्स भेजते थे और अपना काम कर सकते थे वह अब नहीं भेज सकेंगे। एक ता पहले ही आपने एक रूल बना दिया है कि हम थोस मन से ज्यादा स्माल्स नहीं लेंगे। इस तरह से जो छोटे व्यापारी हैं उनका आपने

गला घोट दिया है, वह आपकी वजह से अपना व्यापार नहीं कर सकते हैं। जहां पर कर्नेक्टिंग बड़ी लाइन होती है वहां से भेजने पर उनकी 'कास्ट आफ बुकिंग' बहुत हो जाती है। मैं जहां भी जाता हूँ वहीं इस बात की शिकायत की जाती है आपने स्माल्स की बुकिंग की लिमिट २० मन कर दी है। अब दूसरी बात तो अगर कोई अपना माल लूनावाड़ा से बुक कराये तो उसको ग्रहमदाबाद के लिये कोई बुकिंग नहीं मिलता है न वाया गोखर, साबरमती या बड़ौदा के लिये ही कोई बुकिंग मिलता है, नतीजा यह होता है कि मेरे गांव लूनावाड़ा से जो माल बुक किया जा सकता है और जिसके लिये डिब्बे इंडेंट किये होते हैं पड़ा रहता है और बिल्टियां बनती ही नहीं हैं। इसकी ओर ध्यान दिया जाना चाहिये ताकि इन छोटे आदमियों को नुकसान न हो।

तीसरी बात यह है कि जो छोटे व्यापारी हैं वह जो बिल्टियां भेजते हैं उनके पहुंचने में बहुत देर होती है। जब बैंक के जरिये बिल्टी पहुंचती है तो कोई उसको छड़ाने वाला नहीं होता है। गांव में बैंक तो होते नहीं कि जिनके जरिये वह माल गांव तक चला जाये। डाकखाने वाले जब बिल्टी ले जाते हैं तो काफी देर हो चुकती है। स्टेशन में माल पहले पहुंच जाता है और बिल्टी बैंक में देर में पहुंचती है। माल पहुंचने के बाद अगर समय से माल न छुड़ाया जाये तो डिमरेज पड़ने लगता है। नतीजा यह होता है कि २० रुपये के माल पर २२ रु० डिमरेज पड़ जाता है। इसलिये जो आपका डिमरेज का रूल है कि माल पहुंचने के २४ घंटे के बाद से डिमरेज पड़ने लगेगा यह, मैं आपसे कहूंगा, इन छोटे व्यापारियों के गलों को काटने के बराबर है। जो छोटे व्यापारी अपने पुरुषार्थ से अपनी जीविक कमाना चाहते हैं उनको भी व्यापार करने दिया जाय इसलिये

जो डिमरेज का रूल है इसको तबदील करन । ई० ।

इसके बाद जो आपने 'वेन्डर्स' बनाये हैं में उनके बारे में कुछ कहना चाहता हूँ। आप बड़ौदा और अजमेर स्टेशनों पर जाकर देखिये। वहां के आइलैंड प्लेटफार्मों पर इन वेन्डर्स की वजह से इतनी भीड़ हो जाती है कि लोगों को बड़ी परेशानी हो जाती है। स्त्री पुरुषों के चलने के लिये भी जगह नहीं बचती है। कल ही रात एक बच्चा अपने घर वालों से बिछड़ गया, वह वेन्डर्स के बीच में आ गया। उसकी मां चिल्ला रही है, उसका बाप चिल्ला रहा है, सभी चिल्ला रहे हैं और वह बच्चा वेन्डर्स के ठेले के नीचे खड़ा था। इतने सारे वेन्डर्स जो हो गये हैं वह कैसे हो गये हैं, यह भी मैं आपको बतलाना चाहता हूँ। मैं नाम तो नहीं लेना चाहता हूँ लेकिन यह बतलाता हूँ कि एक आदमी नहीं मालूम कहां से सिफारिश लाया, पर वेस्टर्न रेलवे के अजमेर से लेकर खंडवा तक के तमाम स्टेशनों का मालिक बना हुआ है। जरा सा नाम में तब्दीली कर दी और उस नाम से लाइसेंस ले लिया और सारी जगहों का वह एक ही मालिक बन कर बैठ गया। वह न तो खुद ही अच्छा सामान देता है और न दूसरे आदमी को ही वहां टिकने देता है। वह लोगों को खराब से खराब माल देता है और अपना फायदा करता है। इस तरह से इन वेन्डरों की इतनी बड़ी तादाद बढ़ा कर पैसेन्जर्स को फैंसिलिटी देने का कोई मकसद हल नहीं होता है।

अब मैं आपको पैसेन्जर्स की ऐग्नेटीज के बारे में बतलाता हूँ। कल परसों में दामोदर वैली कारपोरेशन से लौट रहा था। दो तीन पार्लियामेंट के मेम्बर और भी साथ थे। मैं ने उनको दिखलाया कि क्या ऐग्नेटीज हमको मिलती है। जब मथुरा स्टेशन पर हम पहुंचे तो देखा कि वहां पानी पीने की कोई व्यवस्था नहीं है। तो लगा दिये गए

[श्री यू० एम० त्रिवेदी]

हैं, पर वह बेकार होते हैं। जब पैसेन्जर पूछते हैं कि नल कहां हैं तो लोग बताते हैं कि वह प्लेटफार्म के सिरे पर है। वहां पहुंचने पर नल तो मिलता है, लेकिन उन में से पानी नहीं निकलता है। इस तरह से रोज हालत खराब ही होती जा रही है।

अभी पंडित ठाकुर दास भागंव ने हिसार की बात आपके सामने बताई और उसकी तारीफ भी कर दी। मैं भी कहता हूँ कि स्टेशन ठीक बना है लेकिन जरा लाइन के बारे में भी सुनिये। रात को ८ बजे देहली से गाड़ी चलती है। उसमें एक फोर क्लॉलर सेकेन्ड क्लास का डब्बा लगाया जाता है। वह सिरसा तक जाता है। उसके अन्दर न खड़े हो सकते हैं न बैठने का ठिकाना है, न पाखाने में दरवाजे का ठिकाना है न खिड़कियों की हालत ठीक है। न गद्दी है न दरवाजों की चटखनी का ठिकाना है। मैं आप से कहता हूँ कि मुझे अभी चन्द रोज हुये उस गाड़ी से जाना पड़ा था। मैं ने देखा कि उसके अन्दर आदमी रात में सो भी नहीं सकता क्योंकि बहुत ही काफी झटके लगते हैं। इसका मतलब यह है कि जो आदमी इम्पाट ट्रेन्स के स्टेशनों पर नहीं रहते उनकी रेलव की हालत बहुत खराब है। उन ट्रेनों की बात छोड़ दीजिये जो कि इम्पाटेंट हैं। जो लांग फ्रंटियर मेल या किसी दूसरी इम्पाटेंट ट्रेन की लाइन पर नहीं रहते क्या वह सिटिजन्स आफ इंडिया नहीं हैं। जो लोग गांवों में रहते हैं उनको आराम नहीं चाहिये? जो लोग शहरों के रहने वाले हैं उनको ही सारी फेसिलिटीज चाहिये? दिल्ली वालों के नजदीक के गांव के जो लोग हैं उन के लिये कोई चीज जरूरी नहीं है। जो लोग देहातों में रहने वाले हैं उनके आराम का आपको पहले ख्याल करना चाहिये। उसके बाद आप बड़ी बड़ी रेलवेज की तरफ ध्यान दीजिये। जब दोनों तरह के आदमी

एक ही किराया देते हैं तो उन सब के लिये 'क्विड प्रो क्वो' (quid pro quo) की पालिसी क्यों नहीं बरती जाती है? आपको समझना चाहिये कि दोनों ही पैसेन्जर हैं और दोनों को एक ही जैसी फेसिलिटीज मिलनी चाहिये।

Mr. Deputy-Speaker: Shri Jhunjunwala. Has he spoken already?

Shri Jhunjunwala: No.

Shri Alagesan: But Shri U. M. Trivedi spoke.

Shri U. M. Trivedi: That was why I took only five minutes.

Shri M. L. Dwivedi (Hamirpur Dist.): But there are others we did not get even two minutes.

Mr. Deputy-Speaker: I would once again request those hon. Members who have already spoken not to rise in their seats.

श्री जूनजुनवाला : उपाध्यक्ष महोदय, यह रेलवे का विषय ऐसा है कि इस पर बोलन की इच्छा न होने पर भी, समय लेने की इच्छा न होने पर भी, रोजाना इन सब बातों पर कुछ न कुछ सुने जाने पर भी, कुछ कहने की आवश्यकता जरूर हो जाती है। खास कर अपनी कान्स्टिट्यूएन्सी के बारे में। हमारे डिप्टी मिनिस्टर साहब, हमारे नन्दलाल शर्मा जी के संस्कृत के श्लोक सुन कर और हमारे ठाकुरदास जी भागंव की अच्छी और नाटकीय बातों को सुन कर, मैं समझता हूँ उनकी और आकर्षित हो गये होंगे। विशेषकर नन्दलाल जी शर्मा की तरफ आकर्षित हो कर ही उन्होंने बतला दिया कि फतेहपुर—चुरू लाइन वहां खुलेगी और वहां के लिये उन्होंने इतना रुपया रख दिया है। तो मैं आपको यह बतलाना चाहता हूँ कि ठाकुर दास जी ने हिसार आदि के सम्बन्ध

में कुछ बातें कहीं । मैं नहीं कहता कि आप वहां पर लाइन न दें, आप जरूर दीजिये । फतेहपुर के बारे में मैं यह नहीं कहता कि वहां पर आप रेलवे लाइन न दें, आप जरूर दें वहां बहुत बड़े बड़े मिल्यनएर रहते हैं....

श्री अलगोशन : उन में आप भी एक हैं ।

श्री झुनझुनवाला : मैं तो एक छोटा सा आदमी हूँ, बिहार का रहने वाला हूँ । मैं आपका और रेलवे मंत्री का ध्यान उस तरफ दिलाना चाहता हूँ कि जहां पर कोसी की बाढ़ आती है और वहां के रहने वाले लोगों को तंग किये रखती है । जब ऐसा होता है तो सात सात आठ आठ दिन तक वहां पर कोई भी किसी की हालत के बारे में कुछ भी नहीं जान सकता । वहां पर यदि आदमी जाना चाहे तो चार दिन में पहुंच सकता है । वहां पर व्यापार भी बहुत बढ़ सकता है लेकिन ट्रान्सपोर्ट का सिलसिला न होने के कारण वहां पर व्यापार तरक्की नहीं कर सकता । वहां पर बिहारीगंज स्टेशन है और भागलपुर के पास वहां एक रेलवे लाइन गई है । मिसा रेलवे को गयासारा तक बढ़ा देने की बातें मैं ने यहां पर कई बार कही हैं । अभी तक उन पर कोई कार्यवाही नहीं की गई है । किसानगंज के बारे में जो हमें जवाब दिया गया था उसमें कहा गया था कि हाँ, इसके बारे में विचार हो रहा है, शायद अगले पांच साला प्लैन में ले ली जाये । मैं आपको यह बतलाना चाहता हूँ कि प्रायर्टि कहां देनी चाहिये इसको भी आपको ध्यान में रखना चाहिये जहां पर बिल्कुल रेलवे की सुविधा नहीं है उन इलाकों का भी आपको ध्यान रखना चाहिये । उन लोगों की तकलीफों को आपको ध्यान में रखना चाहिये जो अपना माल मंडियों में आकर नहीं बेच सकते क्योंकि उनके पास ट्रान्सपोर्ट का कोई जरिया मौजूद नहीं है । अगर आप ऐसे इलाकों में रेलवे

लाइन देने हैं तो उन इलाकों का व्यापार बहुत हद तक बढ़ सकता है । उन जगहों को मटेनजर रखते हुये उनको प्रायर्टि दी जानी चाहिये । मैं यह नहीं कहता कि आप हिसार में जहां लोगों को बहुत तकलीफ होती है रेलवे लाइन न दीजिये, जरूर दीजिये । परन्तु जिन जिन इलाकों के बारे में मैं ने आपको बतलाया है वहां पर भी आपका फर्ज है कि आप देखें और नई लाइने खोलने की कोशिश करें ।

पंडित ठाकुर दास जी ने अभी बताया कि हिसार में जो आपने प्लेटफार्म बनाया वह बहुत सुन्दर ढंग से बनाया गया है गोया गुलझार बना दिया है । हमारे रेलवे मंत्री साहब को अगर कभी मौका मिले और अगर कभी वे मौका पाकर भागलपुर में जहां पर छोटी लाइन की रेल आती है स्टेशन को देखें तो वहां पर वह हिसार में कहीं अधिक पैसेन्जर पायेंगे । हां वे बेचारे थर्ड क्लास पैसेन्जर हैं । वहां पर पेशाब के मारे बदबू से लोग तंग आ जाते हैं । मुसाफिर लोग जो आते हैं उनको खड़े होने के लिये जगह नहीं मिलती, बैठने का तो कहना ही क्या । गंदगी के मारे वे खड़े खड़े भी तंग आ जाते हैं । उन के सम्बन्ध में कई बार लिखा भी गया है । मैं ने सुना है कि वहां के स्टेशन मास्टर ने भी इसके बारे में लिखा पढ़ी की है परन्तु किसी ने भी इस तरफ अभी तक कोई ध्यान नहीं दिया । आप बड़े बड़े स्टेशनों पर लाखों रुपया खर्च कर रहे हैं परन्तु इन छोटी छोटी चीजों पर जिन पर कुछ हजार ही रुपया खर्च होता है आप ध्यान नहीं देते । बेचारे मुसाफिरों के लिये बैठने का कोई इन्तजाम नहीं होता और गमियों के दिनों में और बरसात के दिनों में उनको बाहर ही बैठ कर समय गुजारना पड़ता है । इस बास्ते मेरी आप से प्रार्थना है कि यदि आप इन बातों की तरफ ध्यान दें तो लोगों की तकलीफें बहुत हद तक दूर हो

[श्री शुनझनवाला]

सकती हैं। इन सब बातों की तरफ ट्रेफिक मैनेजर आदि को ध्यान देना चाहिये और यदि आवश्यक हो तो यह सब बातें आपके सामने रखनी चाहिये।

अब मैं एक बात और कहना चाहता हूँ और वह है करप्शन के बारे में। करप्शन के बारे में बहुत सी बातें कही भी जाती हैं और सुनी भी जाती हैं। मैं मानता हूँ कि रेलवे में बहुत उन्नति हुई है। पब्लिक से भी शिकायतें आती हैं और संसद में भी शिकायतें की जाती हैं कि करप्शन बहुत ज्यादा है। इसके बारे में मैं एक बात कहना चाहता हूँ और वह फाल्स प्रेस्टीज के बारे में है। एक दफा आप जो फैसला कर देते हैं आप उसको बदलना इस वास्ते नहीं चाहते क्योंकि आपके रास्ते में फाल्स प्रेस्टीज आ जाता है। हमारी एक डेमोक्रेटिक गवर्नमेंट है और इसको पब्लिक को कौनफिडेंस में लेना चाहिये। जब कोई अफसर कोई गलत बात कर बैठा है तो आपको वह जरूर बदल देनी चाहिये। यदि कोई आदमी रेलवे से अनुचित लाभ उठाये तो मैं उसको बहुत बुरा समझता हूँ। परन्तु मैं आपसे यह बताऊँ कि यदि रेलवे अनुचित फायदा किसी से उठाये, किसी आदमी से उठाये तो उसके खिलाफ भी कोई कार्यवाही की जानी चाहिये। मैं ने एक बार गत वर्ष भी बताया था और शायद रेल मंत्री साहब जब भागलपुर गये थे तो उनके सामने भी एक फर्म ने रिप्रिजेंट किया था। मैं उस फर्म की और से कुछ नहीं कहना चाहता। मैं नहीं जानता कि वह जो कुछ भी कहती है सत्य कहती है या झूठ। मैं यह भी नहीं कहता कि आप उसकी खातिर कुछ कीजिये। रेलवे ने इस फर्म से करोड़ों रुपये का काम करवाया। आखिर में शायद उसका किसी अफसर ने झगड़ा हो गया। उसका क्लेप बालीस पचास हजार रुपये का रेलवे की तरफ

रह गया। जब इस फर्म ने यह रुपया वापस मांगा तो रेलवे ने कहा कि क्योंकि इस कांटेक्ट पर जो दस्तखत किये गये हैं वह कम्पीटेंट आफिसर के नहीं हैं इसलिये आपके क्लेम का रुपया आपको नहीं दिया जा सकता। कई करोड़ रुपये का व्यापार इसी अफसर के दस्तखत से हुआ परन्तु जब उसका क्लेम देने का सवाल पैदा हुआ तो कह दिया गया कि कम्पीटेंट आफिसर के दस्तखत नहीं हैं, इसलिये यह रुपया नहीं दिया जा सकता। वह कैसे पहले तो निचली कोर्ट में गया और फिर हाई कोर्ट में गया। पता नहीं उसका क्या हुआ है। इसमें यदि कोई सब जुडिस बात हो तो मैं वापस लेता हूँ। परन्तु मैं समझता हूँ कि जो बात रेलवे ने कही है वह मुनासिब नहीं थी। क्योंकि हो सकता है कि उस अफसर ने जिसने यह रुपया वापस करना था इस फर्म को कहा हो कि या तो हमें इतना रुपया दो नहीं तो आपको यह रुपया वापस नहीं मिल सकता।

तो ऐसी सब बातों में सरकार को फाल्स प्रेस्टीज नहीं रखना चाहिये। जो बात हो वह साफ साफ लोगों को बतला देनी चाहिये जैसा मैं ने आप से कहा कि छोटी छोटी बातों पर ध्यान देने से थर्ड क्लास के यात्री बहुत खुश हो जाते हैं। जहां आप बड़े बड़े शहरों के लिये और फर्स्ट और सैकिड क्लास वालों के लिये सुविधायें करते हैं वहां आपको छोटे आदमियों के लिये और छोटे स्टेशनों के लिये भी देखना चाहिये।

अन्त में मैं एक बात केटरिंग के बारे में कहना चाहता हूँ। उनको शायद साहनवाज खां साहब ने आपके सामने रखा है। मुझे भी एक बार का ऐसा अनुभव है। मैं एक बार सैकिड क्लास में जा रहा था। खाने का आर्डर दे कर मैं थर्ड क्लास में अपने एक

मित्र के पास चला गया। जो खाना आया वह ऐसा था कि मैं उसे नहीं खा सका। जब केंटरिंग मैनेजर को यह मालूम हुआ कि मैं एम० पी० हूँ तो दूसरे स्टेशन पर ऐसा थाल आया कि जैसा खाना मैं घर पर भी नहीं खाता हूँ। मैं ने वह खाना खाया और फिर कहा कि इसका बिल लाओ। वह बिल भी नहीं लाया और चला गया। मैंने उसको रुपया भेज दिया और कम्प्लेंट बुक में शिकायत भी लिख दी कि ऐसा ऐसा हुआ। पर ऐसी शिकायतों पर ध्यान दिया जाता है या नहीं यह पता नहीं।

एक बार मैं बिहारीगंज स्टेशन पर था। एक रेलवे इन्स्पेक्टर व्यापारियों से कुछ झगड़ा कर रहा था। व्यापारी मेरे पास आये और यह बतलाया कि वह हमको गालियाँ देता है। मैंने उन से कहा कि तुम्हारा जो झगड़ा है उसके बारे में तो मैं कुछ नहीं कहता। उसको रेलवे अफसर तय करेंगे लेकिन जो तुमको गाली दी है उसके बारे में मैं लिखूंगा। मैंने गोरखपुर को लिखा। लेकिन आज डेढ़ दो बरस हो गये "दी मॅटर इज रिसीविंग अटेंशन"। मैं जो मामला था उसके बारे में कुछ नहीं कहना चाहता। लेकिन यह जो गाली देना है यह ठीक नहीं है। आप तो कहते हैं कि रेलवे के अफसर लोगों से अच्छा व्यवहार कर रहे हैं। अगर वह केवल एम० पी० ज से अच्छा बोलें और ग्राम जनता से अच्छा व्यवहार न करें तो यह नहीं कहा जा सकता कि वह लोगों के साथ अच्छा व्यवहार करते हैं। उनको तो ग्राम जनता से अच्छा व्यवहार करना चाहिये।

इतना ही कह कर बैठता हूँ।

Shri Neswi: Mr. Deputy-Speaker, I would like to thank you first for having allowed me this opportunity to speak. I would also like to convey my thanks to the Railway Minister who has done a great deal of good work and also his staff. The work done by them

is quite substantial. Whether it be the Railway Minister or the Prime Minister, they are subject to limitations of time; so, unless and until the defects are brought to their notice, they cannot make any improvements. Men are not omnipotent and omniscient. So, these defects have to be made up by suggestions and discussions. From this point of view I want to make some suggestions in the field of railway administration concerning Karnatak which is a big area. Though I come from Bombay, Karnatak, Dharwar, I think I should speak for the whole of the Kannada-speaking area, because in addition to being a Member of Parliament, I am the editor of a daily newspaper which circulates throughout the Kannada-speaking area. That way I am entitled to speak for the whole of Kannada-speaking area.

Sir, the first and foremost grievance of mine is that the metre gauge line between Poona and Hubli which is about 626 miles and which passes through a very important, though backward area, is not yet proposed to be converted into broad gauge. As a matter of fact, there ought to have been proposals to convert that line into broad gauge by now.

Mr. Deputy-Speaker: Is it the suggestion that metre gauge throughout India should be done away with?

Shri Neswi: That is so. But for the present I am confining my remarks to Karnatak. By converting this line into broad gauge we will be avoiding so many bottlenecks. For example, if we want to move goods from Bombay to Hubli there are bottlenecks, at Ghorpadi and Hulgi on one side and Guntakal-Bangalore, etc., on the other. The damage to goods from delay is very great. If there is one line, there will be through passage of the goods and there will not be any bottlenecks. But we cannot think of having broad gauge lines throughout India immediately, because it costs a great deal. So, as and when it is possible, we should think of taking up lines, especially those which are important. Considered from this point of view, I think that

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the line between Poona and Bangalore should be taken up for conversion into broad gauge. Till that is done I want to make certain suggestions for improvement.

Though good progress is visible in all fields of administration, much still remains to be done, especially in regard to sanitary arrangements, water supply and lighting. There are stations where there are no water taps still; there are stations where lighting is not sufficient; there are stations where the platforms are not long enough to cope with the traffic; there are stations where there are not sufficient waiting room accommodation; there are stations where there are no retiring rooms. These are all things to be taken into consideration and attend to in course of time.

In Karnatak there are big stations like Hubli, Dharwar, Gadag, Bijapur, Belgaum and Bellari. Hubli is a place the population of which is 1,30,000. It is a railway district and a big trading centre; there is a big workshop. Still there are no retiring rooms. There were, I was told, proposals to that effect, but I do not know why they were not given effect to. Gadag also is a junction station. The lines from Guntakal, Sholapur and Hubli meet there. There is only one platform and that too is not long enough. In such places there should be two platforms and they should be connected by a bridge. Now there are so many complaints from Gadag people and passengers who pass through. Very often, when a train is at the platform, the incoming train is stopped away from the platform. This causes considerable inconvenience to the passengers. Wires run across and on account of insufficient lighting passengers fall down and receive injuries. I had a similar experience about six years back. There is also a level crossing on the western side of the railway station which blocks the traffic for about half an hour. When the trains are there, the people; and not merely the people but the vehicles also—have to actually wait; sometimes half an hour. So, unless and until there is an over-bridge, this cannot be remedied. I

therefore request the hon. Minister to see that the over-bridge is constructed at that place.

Now, I come to the administration. Of course, nowadays, the officers have improved a great deal and they are behaving towards passengers with courtesy. But there are some officers who have not yet changed their minds and hearts along with the times. To quote an example: I do not tell the name of the gentleman. Once, in Poona station—that is a central railway station—I had to represent some grievances to the Ticket Collector. I went to a Ticket Collector and told him that there was only one lady's compartment, whereas, really there ought to be two, and that there were no lights and fans. There was also no water in the tap. He directed me to go to the Head Ticket Collector. I went to the Head Ticket Collector and told him of the grievances. He heard me very coolly but he looked unmoved. Anyhow, I represented the matter. He heard me, and I waited for half an hour, and after half an hour I went and asked him. You know what he said: "Oh, you have done your duty. You have represented the matter to me. That is all. There ends the matter, on your part. It is for me to act up. All right." I think there were hardly five minutes for the train to start. So, I told him that the train was going to start and asked him whether he was not going to do anything to set matters right. He said, "You have done your duty. It is for me to act. If I do not act you may report the matter to the higher authorities". That was what he said. So, there are officers of this type here and there—not many of course—against whom action of the severest type must be taken. Really, I had made a report immediately, within two or three days of the occurrence.

Shri B. N. Misra (Bilaspur-Durg-Raipur): Perhaps he was not on duty then, or, it was not his duty to see to those things.

Shri Neswi: Yes, it was his duty and so I told him of those grievances. Otherwise, what happens is, they are

directing us from one man to the other. Half an hour is spent like that. That is bad. There should be an arrangement by which if we approach one authority, the complaint should be conveyed to the highest authority concerned. If we are asked to go to the Head Collector and then the Asstt. Station Master and then the Station Master, by that time the train will go and there will be nobody to look after our luggage. Really such difficulties should be removed. It was on 23-10-1954 that I represented the matter. I have received a very cordial reply from the General Manager, Central Railway, but up till now—it is now about five months since then—there is no final reply from him. For such small things, and for representations made by Members of Parliament, if five months are taken to get a final reply, really, it is not a matter for satisfaction. There are some cases like that. Last time, I had been to Avadi Congress session and on my way back to Hubli, I had to stay for some time in the second class waiting hall of the Central Station of Madras. I had to take my bath. The bath-room was so dirty and slippery too. I would have fallen had I not taken great care of myself. In the Bombay Victoria Terminus, there is a bath tub, the tap through which water flows into the tub is not repaired. It is leaking for the past eight to ten months. Yet, it is not yet repaired. The tubs are dirty and they are not washed often. For that also, you have to go to the Station Master and complain. He says you go to the matron. What is it? If I want to get a waiting room there, I have to go to so many places, first to the Superintendent, who will ask me to go to the Deputy Superintendent. The Deputy Superintendent is sometimes on the platform and is engaged, for, one train or the other is always coming there. So, he will be held up. When he goes back after duty, if I ask him, he will tell me to go to the matron. If the matron is out, we shall have to wait there. What is this? For 20 minutes or even half an hour, we shall have to wait, when we want to get rooms for short stay. So, when we make a

request, immediately, some people should be sent to the room where we have to go and occupy, and the people should be asked to see to the things. To approach now and then, here and there, so many officers for such things is really not satisfactory. There are so many items like this. I do not want to deal with them. I think these few instances are sufficient for drawing the attention of the Minister and the authorities concerned.

There are proposals to have railway connection from Hubli to Karwar—between Byadgi to Sirsi and from Nipani to Raichur. They have been submitted to the Railway Board and the Planning Commission. At least some of them should be taken up. Karnatak is a very backward area. There are complaints every now and then. When we complain we are told that these are not concern of the Central Railway. Then we are directed to the State Governments. There also, the same thing happens. So, I request the hon. Railway Minister to do his best and give more attention to the backward areas, than to the areas which are already far ahead of ours. There are areas far ahead of us where more concentration is given than to the backward areas. In some places, there are so many trains, one after the other; but, here, in between Poona and Bangalore, there are no fast trains. I have made request for giving faster trains on that route. Now, there are two trains, one mail and the other, express. They take something like 30 hours and more to travel 26 miles! Really, we feel tired and we feel like not moving at all, when we have to go at such a slow speed. So, one of the trains, either the express or the mail, should be speeded up. The speed should be increased. If that is done, the people will have some relief.

I want to suggest some flag stations in Hubli. Hubli is growing like anything. We require one flag station there. I think this matter was suggested to the previous Minister who visited Hubli a long time back. So also, one more flag station in Dobbespeth—between Nittur and Hirehalli on Bangalore and Poona line. Then, one upper

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class waiting room in Banasandra is necessary. That is a railway station between Bangalore and Poona.

Lastly, I request the hon. Minister to give some concession or facilities for the sale of newspapers. There is now so much difficulty for the free sale of newspapers in all stations. I do not mind the licences fixed for the sale, but in places where there are book-stalls, some mischief is sometimes taking place. I will give you one example. It actually happened, and it was brought to the notice of the Station Master, Hubli. There is a book-stall at Hubli station. There are three daily newspapers there. The staff takes the newspapers on condition that unsold papers should be returned. So, they do not mind whether so many papers remain unsold or are sold, because they do not lose anything. It is the man who sends the papers to the stall suffers the loss if he has to get back all the unsold papers. Suppose, if somebody is partial to some paper, then, what he does is, when the purchaser comes and asks him to sell a particular newspaper to him—the paper in which the seller is not interested—he says, “It is not here. It is finished”. Nobody looks into his drawers as to how many unsold copies are lying there. So, he mentions another paper in which he is interested and the purchaser takes that paper. So, if the seller is partial to one paper, he is trying to sell it and keep the other papers in which he is not interested, behind, and unsold. The unsold papers will be taken back. This was actually done in Hubli station. The matter was brought to the notice of the Station Master. I think some action was taken on that matter. So, if the book-stall keepers are genuine and impartial, of course there will be nothing bad; but if they are partial to somebody, there comes the difficulty. So, I want that with a certain fixation of fees, there should be free sale for all the newspapers.

3 P.M.

Whoever wants to sell must be allowed to sell. There should not be so

much restriction so that everybody can have equal share or equal chance.

After once more expressing my deep sense of gratitude and appreciation for what—really the Railway Minister has done good work within so short a period—I hope that with a good mind these points which have been brought to the notice of the Minister will be welcomed and given proper and due attention. India is a vast country. The railway system is also a vast one. Therefore, to expect improvements in every nook and corner and on all the points is difficult. But, I hope due attention will be given to the points which I have raised.

Sardar Hukam Singh (Kapurthala-Bhatinda): Sir, one would be blind to the facts if one did not admit that there has been improvement in our railways. So far as provision of amenities, shelter for the passengers, lessening of over-crowding and other things are concerned it must be conceded that a good deal of improvement has been done. But, yet, we have not reached that stage when we might be able to provide one seat for every purchaser of ticket. I am not talking of those large army of persons who are travelling without any tickets, but at least a purchaser of a ticket is entitled to one seat in the train and such a position is not to be seen in the near future. Still we find that our trains are over-crowded, though not as much as it used to be. This side must be given more attention and there should be provision for greater number of trains running on those lines where there is still over-crowding.

An ordinary passenger wants that he must have a seat in the train, good drinking water at every station where he requires it and some shelter if he has to wait at a certain railway station. We have had a very interesting—I should say—account of how our energetic Parliamentary Secretary for Railways has been conducting

himself. He gave us a very interesting anecdote while speaking on Demand No. 1, when he said that he disguised himself as an ordinary passenger having a baby accompanying him and wanted milk from a caterer on a railway station. The milk that was supplied to him was hopeless and he said that he delivered the milk at Howrah. Then I jocularly asked where he delivered the baby of which he did not give us any account. That is a good joke. I have also heard that he disguised himself as a Station Master on the Bhatinda section in my constituency. I was told by an employee that he disguised himself as Station Master, went to the Railway Guard and asked him to give him a free lift. The Guard did give it and immediately afterwards the Guard was suspended.

It may be good certainly to root out corruption, but it is doubtful whether we have reached that stage where even these lapses might be punished immediately and bigger things that are more objectionable and are happening before our very eyes might be left untouched. I appreciate the difficulties, but I would advise him, if he is not able to disguise himself as a waterman, then he might ask some of his colleagues—perhaps the Deputy Minister might find it difficult—or some other man to disguise himself as a waterman and then go to the Station Master. The summer season is drawing near and they have to employ these watermen on the railway stations. That is service for six months only when there is the hot season. I was told that when a new man has to be appointed and a candidate goes to the Station Master requesting to be employed as a waterman, because there is so much of unemployment, that poor man, a novice, a new entrant has to pay a whole month's salary before he can be employed there. I am of the impression that a waterman will be paid Rs. 70 a month. If the man has already been in service and has served for one or two seasons, then he can get himself again employed for half the pay because he has

experience of that work. If some of our officials can root out corruption and save those poor men from paying one month's or half a month's salary, perhaps, that would be doing good to those poor men.

Mr. Deputy-Speaker: What is the hon. Member's constructive suggestion?

Sardar Hukam Singh: I am coming to that. Instead of employing them for six months and paying them Rs. 70 for that season only, I would suggest that they may be retained even for the off-season period when they are actually not required and paid some nominal amount, say a rupee a month, so that they can automatically come to their jobs when once they have served at that station. They are anxious to be employed like that. It is only in very rare cases that they may be employed anywhere else. If they are paid for the season and at one rupee a month for the off-season then they have a right to come back to their posts. There would be no difficulty in their getting their jobs and there would be no occasion for any Station Master or anybody else to extort any money from them.

Mr. Deputy-Speaker: What about the first appointment?

Sardar Hukam Singh: I am coming to that as well. In the first place there would be very few cases now because if all those who were employed last year can come as of right then there would be few posts vacant for fresh appointments to be made. Therefore, the scope where this corruption can go on will at least be limited. If this nominal pay of one rupee is not thought feasible then we can divide that Rs. 70 or Rs. 60 into Rs. 50 and Rs. 20 or Rs. 50 and Rs. 10 so that they may have a feeling of security as well as some sense that they are employees even during the non-summer period. Sir, I can only make this suggestion instead of the present one which is there and which opens out a large scope for

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corruption. I can also assure the Minister that the corruption is wide-spread I can call it even 'rampant'.

Then there is one other point that I wanted to suggest. As I said a little while ago, an ordinary passenger should have at least a seat for himself and drinking water wherever he requires. Out of all the amenities, provision of drinking water is very essential for the passenger. There is an annual fair in Sirhind where Guru Govind Singh's two sons were murdered. For that fair about 3 to 4 lakhs of people collect. Some people go on foot and some go by bus. A large number of people alight at that station by night trains and also day trains. I went there last time and there was a complaint that there was no arrangement for water at the railway station. There was only one tap and that was out of order. I enquired of the Station Master and he told me that the tap had been out of order for the last twelve months. There was no arrangement of drinking water for the Station Master himself. He had to manage water from a long distance, what to talk of the passengers who had to alight there during those days of fair. Therefore, this also requires some attention. Every station should have water arrangements so that the passengers when they alight can refresh themselves and can have water whenever they require.

One other thing that I might bring to the notice of the hon. Deputy Minister is that there is no uniformity in the method of confirming employees so far as different Railways are concerned. A case was brought to my notice in which there had been an exchange between two railway guards, on that very section namely the Bhatinda Section in Ferozapore Division. There are some Railways, and I am particularly talking of the Northern Railway, where they have not confirmed a large number of their employees. But in this case the man who got that ex-

change came from another Railway. Though he had put in lesser service and the man in the Bhatinda Section was of longer service, yet on account of the fact that the other Railway had confirmed that guard, when he came to the Bhatinda Section he certainly got seniority over all others who had been serving even for a longer period and had been there in railway employment with good records of service. Such anomalies do not create contentment in the staff and such things ought to be remedied so that our staff may be contented and might render better service to the public.

Then there are many other amenities to which the passengers now look for as they are conscious of the fact that the railways are our own concern and we are an independent country. Certainly the Railway Ministry and the Railway Board are looking after them, but the speed which is there is very slow. These small matters, a few of which I have referred to—there are others also of a similar nature only two or three I have mentioned—they require immediate attention, and I hope the Railway Ministry as well as the other authorities that are in charge of these things will look into them and try to remedy them so that we can improve our system more than we are doing just now. That is all I have to say.

Mr. Deputy-Speaker: In addition to the Cut Motions already announced, the following further selected Cut Motions have been received. They may also be moved by the hon. Members concerned.

The Selected Cut Motions are:

- Cut Motion No. 126 in List No. 5 (Demand No. 3);
- Cut Motion No. 134 in List No. 5 (Demand No. 4);
- Cut Motion No. 255 in List No. 6 (Demand No. 9A);
- Cut Motion No. 292 in List No. 7 (Demand No. 10);

Cut Motion No. 362 in List No. 9
(Demand No. 16).

I am also placing Demand Nos. 3, 10, 12-B and 16 before the House.

DEMAND No. 3—MISCELLANEOUS EXPENDITURE

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 1,40,80,000 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 'Miscellaneous Expenditure'."

DEMAND No. 10—PAYMENTS TO WORKED LINES AND OTHERS.

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 31,25,000 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 'Payments to Worked Lines and Others'."

DEMAND No. 12-B—OPEN LINE WORKS (REVENUE)—OTHER THAN LABOUR WELFARE

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 4,61,18,000 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 'Open Line Works—(Revenue)—Other Than Labour Welfare'."

DEMAND No. 16—OPEN LINE WORKS—ADDITIONS

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 2,54,01,66,000 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 'Open Line Works—Additions'."

Chitorgarh-Kotah Survey

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Lack of provision in Ajmer Loco Shop for manufacturing engines

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

Economy on medical expenses in various zones

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 5,00,000."

Non-purchase of Bhopal State Railway

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Payments to Worked Lines and Others' be reduced by Rs. 100."

Slow progress of work at Chittaranjan Locomotive Works

Shri Sarangadhar Das: I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100."

Construction of retiring rooms etc. at Kurnool Railway Station and Adoni Railway Station in Andhra State

Shri Gadilingana Gowd: I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100."

Mr. Deputy-Speaker: All these Demands and cut motions are also before the House for discussion.

श्री एम० एल० त्रिवेदी : सभापति जी, बहुत से सदस्यों ने रेलवे के महकमे के बारे में अपने विचार प्रकट किये हैं। जहां तक मेरा सम्बंध है मैं रेलवे मंत्रालय को, रेलवे मंत्री को, उपमंत्री को, और पार्लियामेन्टी सेक्रेटरी

[श्री एम० एल० द्विवेदी]

को इस बात के लिये बघाई देता हूँ कि उन्होंने रेलवे में काफी सुधार किये हैं। इसके साथ ही साथ जो बातें बहुत आवश्यक हैं वे भी मैं उनके कानों तक पहुंचाना चाहता हूँ। अभी तक जो भी काम हो रहा है वह यह हो रहा है कि जहां पर अच्छी रेलवे लाइनें हैं और अच्छे रेलवे स्टेशन हैं, उनको और भी अच्छा बनाया जा रहा है और वहीं पर और अधिक सुख सुविधायें दी जा रही हैं। लेकिन जहां पर रेलें नहीं हैं और जहां पर इनके न होने के कारण कई कठिनाइयों का सामना करना पड़ रहा है उनकी तरफ कोई ध्यान नहीं दिया जा रहा है। मैं तो कहूंगा कि आपका जो व्यवहार है वह इस तरह का है जैसा कि एक मां एक अपनी लड़की और सौतेली लड़की के साथ करती है। जो उसकी अपनी लड़की है उसको तो अच्छे अच्छे कपड़े पहनने के लिये दिये जाते हैं, अच्छी अच्छी चीजें खाने को दी जाती हैं और दूसरी से कहा जाता है कि चुप रहो, खामोश रहो अभी तुम्हारा वक्त नहीं आया। इस किस्म का व्यवहार आप करें यह ठीक नहीं है। जिस बुंदेलखंड के इलाके से मैं आया हूँ वहां पर झांसी की रानी पैदा हुई। अंग्रेजों के जमाने में सन् १८५७ में यहां के लोग अंग्रेजों के खिलाफ उठ खड़े हुये और उन्होंने अंग्रेजों के खिलाफ विद्रोह किया। इसके बाद, विद्रोही राजा महाराजों के राज्यों को उत्तर प्रदेश में मिला लिया और जो लोग अंग्रेजों के पक्ष में थे उन के राज्य कायम रहे और अब वे विन्ध्य प्रदेश में मिला लिये गए हैं। इस तरह से बुंदेलखंड के दो टुकड़े हो गये। अंग्रेजों ने इस इलाके की तरफ इस वास्ते गौर नहीं किया क्योंकि यहां के लोग उनके खिलाफ थे। लेकिन अब जब आजादी मिली तो भी हमारी सरकार इस इलाके की तरफ कोई गौर नहीं कर रही है। अगर यह कहा जाये कि इस इलाके में पैदावार कम होती है, सो बात भी नहीं है। मेरे इलाके से ६०,०००

टन गल्ला हर साल सरकार को दिया गया है। आज जब वहां पर ज्वार का भाव एक रुपया का १७ सेर है। गेहू का भाव १० रुपये और ११ रुपये मन है आदि आदि। यातायात के साधन न होने के कारण वहां से जो गल्ला तथा अन्य उपज बाहर जाती है उस पर ज्यादा खर्च आता है। इसलिये उसके भाव अन्य स्थान पर तेज होते हुये भी, स्थानीय भाव बड़े सस्ते रहते हैं। यह एक पिछड़ा हुआ इलाका है। अंग्रेजों के जमाने में एक बार यहां सुमेरपुर से हरपालपुर तक एक नई लाइन के लिये सर्वे हुआ था, लेकिन वह काम पूरा नहीं हुआ। अब जब हम देख रहे हैं कि दिल्ली के रेलवे स्टेशन पर ५० लाख रुपया खर्च किया जा रहा है, आगरे के स्टेशन पर कई लाख रुपया खर्च किया जा रहा है, इलाहाबाद के स्टेशन पर ३७ लाख रुपया खर्च किया जा रहा है और इसी तरह से देश भर में बड़े बड़े स्टेशनों को और बड़ा बनाया जा रहा है। तो मैं पूछना चाहता हूँ कि उन जगहों पर जहां कोई भी रेलवे लाइन नहीं है और यातायात की सुविधायें नहीं हैं वहां क्यों ध्यान नहीं दिया जा रहा है। एक तरफ तो इस बेददी से रुपया खर्च किया जा रहा है कि उन जगहों को और भी अच्छा बना दिया जाये जो पहले ही अच्छी हैं, लेकिन दूसरी तरफ जहां पर माल पड़ा पड़ा सड़ जाता है उसकी तरफ कोई भी ध्यान नहीं दिया जा रहा है। कुलपहाड़ रेलवे स्टेशन पर जहां १५-२० हजार मन माल हर वक्त पड़ा रहता है कोई माल गोदाम और मुसाफिरखाना नहीं है। महोबा रेलवे स्टेशन पर कोई मुसाफिरखाना तथा अन्य सुविधायें नहीं हैं। मोदाहा स्टेशन पर कोई मुसाफिरखाना उचित माल गोदाम आदि नहीं है। सुमेरपुर में ओपन शेड्स हैं लेकिन शेड तक 'मामूली' सड़क भी नहीं और न छाया में बैठने का समुचित स्थान है। झांसी में एक स्टेशन है और मानिकपुर में

दूसरा । इसके बीच एकाध को छोड़ कोई अच्छा स्टेशन नहीं है । इस इलाके की तरफ कोई ध्यान नहीं दिया गया । जब मैं अपनी कास्टीचुएँसी जाता हूँ तो दिल्ली से झांसी तक तो आठ बंटों में ही पहुँच जाता हूँ, लेकिन आगे जाने के लिये मुझे डेढ़ दो दिन लग जाते हैं । यह एक पिछड़ा हुआ इलाका है, यहां की आवाज आपके कानों तक नहीं पहुँचती है और न ही आप उनकी तरफ कोई ध्यान देते हैं । यह ठीक नहीं है । मैं आपसे प्रार्थना करता हूँ, जहाँ आप इतना अधिक रुपया और कामों के लिये खर्च कर रहे हैं वहाँ आपको इन पिछड़े हुये इलाकों की तरफ भी ध्यान देना चाहिये । आपने चित्त-रंजन में कारखाना खोला है मैं उसका स्वागत करता हूँ, आप ने पैराम्बूर में और बंगलौर में रेल के डिब्बे बनाने के कारखाने खोले हैं यह भी बहुत अच्छी बात है । लेकिन मैं प्रार्थना करता हूँ कि आपको वहाँ पर रुपया नहीं लगाना चाहिये जहाँ पर कि इसकी अभी जरूरत नहीं है । आप कई रेलवे स्टेशनों को अच्छा बना रहे हैं और इन पर लाखों और करोड़ों रुपया खर्च कर रहे हैं । इसकी कोई जरूरत इस वक्त नहीं है । यह काम रोके जा सकते हैं और यह रुपया आप उन जगहों पर लगा सकते हैं जो कि पिछड़े हुये इलाके हैं और जहाँ लाइनों वगैरह की बहुत भारी जरूरत है । आपको देश में पिछड़े हुये इलाकों का ध्यान रखना अत्यन्त आवश्यक है । वहाँ पर इन चीजों की बहुत जरूरत है । आप भंग्रेजों की बनाई हुई स्कीमों के बाहर एक कदम भी नहीं चलना चाहते । आप कई रेलवे लाइनें सिफारिशों पर बिछा रहे हैं वे कौन सी सिफारिशें हैं यह मैं नहीं जानता, लेकिन यह जरूर है कि सिफारिश जरूर चलती है । मेरा आपसे निवेदन है कि हमारे पिछड़े हुये इलाके की तरफ भी आप का ध्यान जरूर जाना चाहिये । मैं तो यह कहता हूँ कि प्लेनिंग

कमीशन की ओर से बड़े बड़े कम्युनिटी प्रोजेक्ट्स और एक्सटेंशन ब्लाक कायम किये जा रहे हैं, जिन में लोग श्रम दान से भी काम करते हैं वे यह काम किसी के दबाव में आ कर नहीं करते परन्तु स्वेच्छा से ही करते हैं । यू० पी० में लोग इन कामों को करने में सब से आगे हैं । मेरे क्षेत्र (हमीरपुर) में पंचायत घर निर्माण, सड़क निर्माण तथा अन्य विकास सम्बन्धी कार्य इतने अधिक हुये हैं कि वह जिला प्रदेश भर में प्रथम है । वहाँ पर उन्होंने दर्जनों सड़कों का काम श्रमदान से एक साल में कर डाला है । इन श्रमदान करने वाले क्षेत्रों को आप क्या प्रोत्साहन देते हैं ? अतएव [SARDAR HUKAM SINGH in the Chair]

अगर आप इस तरह से करें कि जो श्रमदान करेगा उसी को नई लाइन दी जायेगी तो आप देखिये कि आपका कितना काम हो जाता है । आपके इंजीनियर्स और रेलवे कर्मचारी जायें और उनकी देख रेख करें । श्रमदान से अर्ध वक हो और रेलवे लाइन डाली जाये और जो टैक्निकल काम वे लोग नहीं कर सकते हैं उनको आपके आदमी कर लें । ऐसा करने से आपका बहुत सा रुपया बच सकता है जिससे कई और नये काम हो सकते हैं । अगर आप कह दें कि जो श्रमदान करेंगे उन्हीं को हम नई लाइनें देंगे तो सब काम बहुत उन्नति पा सकता है । मैं आपसे यह कहना चाहता हूँ कि बड़े बड़े स्टेशनों का काम आप रोक दीजिये और जहाँ कहीं लोग श्रमदान करने को तैयार हों वहाँ आप काम कीजिये । ऐसा करने से आपका काम थोड़े में रुपयों में हो जायेगा । यहां पर आप से अगर कुछ मेम्बर कहते सुनते हैं तो आप लाइन खोल देते हैं । मैं ने सुना है कि आपने एटा तक एक लाइन खोलने का वायदा किया है लेकिन कासगंज को छोड़ दिया है । मुझ मालूम है कि कासगंज के लोग श्रमदान करने के लिये तैयार हैं । लेकिन आपने सिर्फ एटा तक तो लाइन दी है और

[श्री एम० एल० द्विवेदी]

आगे छोड़ दी है। यह काम कोई बड़े खर्च का नहीं है। अगर आप देखें तो इसके मुकामबले में दूसरी जगहों पर आप बहुत ज्यादा रुपया खर्च कर रहे हैं। यहां पर एटा तक जो लाइन जानी है उसे कासगंज तक ले जायें ताकि जो काम हो पूरा हो।

Shri Alagesan: Kasganj is a railway station.

श्री एम० एल० द्विवेदी : लेकिन उसका एटा से कोई कनेक्शन नहीं है। यह कनेक्शन देना चाहिये। अब मैं आपका ध्यान रेलवे में जो भ्रष्टाचार (करप्शन) है उसकी तरफ दिलाना चाहता हूँ। रेलवे में इतना जबरदस्त करप्शन है कि एक गुड्स क्लर्क के पास एक एक लाख से भी अधिक मूल्य की इमारतें हैं। इसी तरह से अन्य कर्मचारियों के पास हैं। और यह करप्शन बढ़ता ही जाता है। इसमें आप बहुत कुछ सुधार कर सकते हैं। जो आपने एक भ्रष्टाचार कमेटी बनाई है वह रेलवे में करप्शन रोकन का तरीका नहीं है। इसका तरीका यह है कि आप एक गुप्तचर विभाग बनायें जैसा कि सरकारों में होता है। और इस सीक्रेट सर्विस के जरिये आप पता लगायें कि किस गुड्स क्लर्क अथवा अन्य कर्मचारी के पास कितना धन है। और सम्पत्ति है। कितनी उसमें इमारतें बनाई हैं। अगर उनकी जिन्दगी भर की तनख्वाह भी जोड़ी जाये तो वह इतनी बड़ी इमारतें नहीं बना सकते हैं। आपने हीरानगर के केस के बारे में सुना होगा मगर उसके बारे में सरकार ने क्या किया यह मालूम नहीं है। नाजायज धन से इमारतें बनवाने वाले अधिकारी को रिटायर करके छोड़ दिया। आप अफसरों की मदद भी करना चाहते हैं। मैं कहता हूँ कि जो अच्छे अफसर हैं उनकी मदद कीजिये, उनको इनाम दीजिये, उनकी पदोन्नति कीजिये। उनका सेवार्थों को हम कद्र करते हैं। लेकिन जिनको आप करप्शन करते

पकड़ लेते हैं उनको पूरी सजा नहीं देते यह उचित नहीं है।

एक बार मैं दिल्ली से बम्बई जा रहा था। उस गाड़ी में पांच टिकट चैकर थे। उन्होंने तमाम स्टेशन मास्टरों से समझौता किया हुआ था कि जो मुसाफिर आयें उनको टिकट मत देना। मैंने देखा कि एक स्टेशन पर करीब ५० मुसाफिर थे। उन्होंने टिकट चैकर से कहा कि हमको स्टेशन मास्टर ने टिकट नहीं दिया है। उसने कहा कि तुम गाड़ी में बैठ जाओ हम टिकट बना देंगे। उसने उन से पूरे पूरे पैसे ले लिये लेकिन जिस स्टेशन पर उनको जाना था उससे एक स्टेशन पहले का टिकट ला कर दे दिया। मैंने एक टिकट देखा तो वह एक स्टेशन पहले का ही था। मैंने पूछा कि तुमने कितने रुपये दिये तो उन्होंने बतलाया कि हमने पूरे रुपये दिये हैं। मैंने टिकट चैकर को बुलाया और कहा तो वह माफी मांगने लगा।

Shri Alagesan: I would like the hon. Member to pass on the details to me.

श्री एम० एल० द्विवेदी : इस तरह से किस्से हर जगह चल रहे हैं। दिल्ली से बम्बई तक जनता एक्सप्रेस चलती थी। उसके बारे में कहा जाता था कि उसमें मुसाफिर नहीं होते थे। मैंने देखा है कि उसमें पूरे मुसाफिर जाते थे लेकिन इन्तजाम ऐसा था कि कोई मुसाफिर टिकट ले कर ही नहीं चलता था। लेकिन मुसाफिर चलते थे और उनसे रुपया लिया जाता था। बाद को यह जनता गाड़ी बन्द कर दी गई। मैं आपको एक और उदाहरण देता हूँ। बनारस से लखनऊ एक बरात ४०० आदमियों की बिना टिकट गई। टिकट चैकर और गाईं पूरी पूरी बरातों को रुपया ले कर ले जाते हैं। इसके बारे में तो अखबारों तक मैं छपा था। कुछ शिकायतें आयीं, लेकिन मामला रफा दफा हो गया। आगे नहीं चला। तो करप्शन रोकने का तरीका यह है कि आप जल्द कार्यवाही करें

और अगर सही मामला हो तो कड़ी सजा दें। इस तरह के लोगों को आप प्रोत्साहन न दें तो आपका बहुत कुछ काम बन सकता है।

एक और बात मुझे यह कहनी है कि जो आपने किराये बढ़ाये हैं इससे आपने तीसरे दर्जे के मुसाफिरों पर दबाव डाला है। ज्यादातर मुसाफिर सौ डेढ़ सौ मील के अन्दर ही चलते हैं। किसान लोग ज्यादातर छोटे छोटे सफर करते हैं। हमारे वित्त मंत्री ने उन पर टैक्स लगाया है और आपने भी उन्हीं पर टैक्स लगाया है। एक तरफ आप उन पर टैक्स लगा रहे हैं और दूसरी तरफ जो पैदावार वह करते हैं वह सस्ती होती चली जा रही है। जो चीज वह पैदा करते हैं उसकी तो कीमत कम होती चली जा रही है। और आप दूसरी चीजें महंगी कर रहे हैं। किसानों के पास तो पैसा कम है उन पर आपने किराया बढ़ाया है और जो दूर जाने वाले हैं और जिन के पास ज्यादा पैसा है उनको आपने राहत पहुंचाई है। आपको किसानों का किराया कम करके उनको मौका देना चाहिये या कि वे छोटा सफर सस्ते में कर सकें। उनका किराया मत बढ़ाइये।

मैं ज्यादा समय नहीं लेना चाहता। और बहुत सी बातें हैं वह मैं खत में लिख कर भेजंगा। मैं एक बार फिर रेलवे मिनिस्टर साहिबान को और रेलवे मंत्रालय को बधाई देता हूँ और आशा करता हूँ कि वे हमारी छोटी छोटी कठिनाइयों पर गौर करेंगे और पिछड़े इलाके की उन्नति करने की पूरी पूरी कोशिश करेंगे।

Shri Mulchand Dube (Farrukhabad Distt.—North): I congratulate the hon. Minister for Railways on the great improvements that he has effected during his term of office. I do not think it is necessary to mention the other hon. Ministers or the staff or the Railway Board because I think the

congratulations to the hon. Minister include congratulations from the lowest to the highest officers in the Ministry. I congratulate them all and the hon. Minister.

During the time that the debate on the railways has been continuing, my sympathy for the hon. Minister has been growing. I feel that the demands for the opening of new lines are so many that it would be impossible for the hon. Minister to cope with them. I do not know whether there is any system according to which the opening of new lines is done or selection is made. I have not been able to get any from the literature that has been supplied to us. So long as some scheme or some plan is not prepared, it will be impossible for any Minister or for any one to do the job in an efficient manner. I also wish to suggest the new opening of a new line. I hope the hon. Minister will kindly prepare a scheme or some plan, according to which he should proceed and if the line that I suggest comes under that plan, it should be taken up: not otherwise. My submission is that a rail link between Farrukhabad and Shahjahanpur should be opened. The two districts are adjoining. The principal towns between these two districts are at a distance of about 40 miles from each other. There are two rivers intervening between these two towns, the Ganga and Ramganga. This line involves the construction of two major bridges. But, I find that a large number of major bridges are being built and there is an equally large number that are being proposed to be built. I therefore request the hon. Minister to take these two bridges also into consideration, and I would join with my hon. friend Pandit Thakur Das Bhargava in requesting the Minister not to wait for the recommendations of the State Government for the inclusion of these two bridges in the Plan sent by the State.

I am told that the Uttar Pradesh State has also sent a scheme in which the construction of these two bridges is mentioned. But I do not know

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what priority has been given to them. If they are in a lower priority, I would request the hon. Minister to raise them to a higher one. My reasons for this request are these.

The two rivers flow within a few miles of each other, and during the monsoon both of them get flooded with the result that an area of more than a hundred miles gets inundated every year and the *Kharif* crops are almost every year destroyed. This results in a loss of thousands of tons of foodgrains every year. We are to a certain extent self-sufficient in foodgrains, but the population is rising and we may not be able to keep pace with it if we also do not conserve foodgrains that we have or that we grow. It also happens that villages are washed away and thousands of people are rendered homeless. I know of several villages which have been washed away and men, women and children, thousands in number, being rendered homeless—not only homeless, but landless. Great misery prevails almost every year or at least every alternate year. Therefore, if we build the two bridges there and establish a rail link between Farrukhabad and Shahjahanpur, the result will be that a great deal of the foodgrains that we waste will be saved and at the same time the great misery that is caused to the inhabitants of that area will also be removed.

There is another aspect of the matter too, and that is that if the construction of these bridges is taken on hand, it will inevitably follow that the two streams will have to be regulated for considerable distances on both sides of the bridges, with the result that the area that is flooded these days will no longer be flooded. It would also help to open up a large area of 40 miles in length and probably 100 miles in width. The trade between Farrukhabad and Shahjahanpur would be increased. Both of them are centres of trade for foodgrains and other articles. There are other towns also intervening which will also develop.

Then, another inconvenience that is caused is that during the period

beginning from 15th November to 15th June, there are boat bridges over these two rivers and therefore the communication between these two districts is to a certain extent easy. But during the rains it is only the ferry boats that are available which takes about six to seven hours for one to cross the rivers and if one goes by rail, the distance that he has to travel is roughly speaking more than 175 miles. He will have to go from Farrukhabad to Kasganj, from Kasganj to Bareilly and from Bareilly to Shahjahanpur. That is long distance. And if he goes by the other way, he must go from Kanpur to Lucknow and from Lucknow to Shahjahanpur. That takes a great deal of time and expense. Therefore, my submission is that the rail link between Shahjahanpur and Farrukhabad is very necessary.

It is also necessary from another point of view, and that is that from Shahjahanpur to Tanakpur there is a railway line already, and Tanakpur is a railway station on the borders of Nepal. My submission is that having regard to the relations that we have with Nepal, it is absolutely necessary that Farrukhabad should be connected with Shahjahanpur, so that communication between Nepal and the rest of India may be rendered more convenient. The distance that one has to travel in order to reach Nepal and Tanakpur would be reduced by hundreds of miles. Therefore, this would be a strategic line also.

As I have submitted already, there are so many considerations—and important considerations that make the construction of a line between Farrukhabad and Shahjahanpur of much greater importance than other lines. So much for the rail link between Farrukhabad and Shahjahanpur.

I am grateful to the hon. Minister for the amenities that he has promised for Fategarh and some other stations on the North-Eastern Railway. The covering of a platform at Fategarh is proposed, but I do not know why the construction of a suitable waiting room at Fategarh has been omitted.

There seems to be an omission, and I would draw the attention of the hon. Minister to it. I think the waiting room is a very small one with hardly any conveniences in it. I hope the hon. Minister will consider this aspect also.

There is one point more to which I wish to draw his attention, and that is that at Farrukhabad there should be a platform on the other side also. A proposal for the covering of the existing platform is already there. One platform is already there, but unless we have another platform on the Farrukhabad side of the railway station, there is likely to be and there at present, is, considerable inconvenience caused. There is a level crossing a short distance away from the station which is closed some time before the train is due to arrive, with the result that there are no coolies on the other side of the railway station. There is an overbridge, but it is difficult to carry the luggage over it. So, it is necessary that there should be a platform on the other side also and the booking office should be located on that side. The overbridge in that case would be more convenient to use and may be helpful.

Shri Sarangadhar Das: In moving my Cut Motion on Demand No. 26 in order to discuss the slow progress of the manufacture of locomotives in the Chittaranjan Locomotive Works, I first of all consider it very fortunate that the Railway Board has taken up this daring task of manufacturing locomotives in India with very few ancillary industries that could contribute to the building of locomotives. However, I have to criticise, particularly, the progress of the Works. Locomotives have been manufactured there for the last five years. They started with three, and gradually, they have gone up to somewhere about sixty or seventy per year. But with an investment of over Rs. 23 crores, the targets have not yet been reached. I understand that the Association of British Locomotive Manufacturers,

Company had an agreement with Government, that they would produce by 1954, about 237 locomotives, but they have turned out so far only 121, which means about 51 per cent of the targets that they had set for themselves. The Railway Board has placed orders, during these years, to the extent of 357 locomotives, with the Chittaranjan Locomotive Works, but they have produced only 121, which comes only to 34 per cent of the orders placed with them. In the meantime, we are importing every year locomotives worth anywhere between Rs. 2½ and 3 crores, and thus losing that much of foreign exchange. I should like to know from the hon. Minister why there is such slow progress, and we have to lose foreign exchange, while we have very expensive machinery and tools lying idle most of the time. According to the statement of the Ministry in various publications, the capacity of the works is about 120 locomotives a year, and that is when it is working only one shift. I do not see any reason why two shifts could not be worked, so that India could be self-sufficient in the manufacture of locomotives, and may be in the near future, with efficient management, we could supply locomotives to other countries of South-East Asia as well.

I find that the class I officers in the Locomotive Works are all from the Railway Service, and I suppose, from the Engineering Department; as soon as they reach class I, they are shunted over to the Chittaranjan Locomotive Works. This should not be done, because the manufacture of locomotives is a highly complicated work needing high engineering skill, and the officers as well as supervisors should be men trained in the manufacture of locomotives. In this connection, I have come to know that there are at least nine such young men, who had gone abroad, particularly to the United Kingdom, took their degree from the Glasgow University, and also had training in the British locomotive works for two or three years; but they are now

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employed as ordinary mechanical engineers in some private concerns. I am also told that these jobs are not advertised. I should like to know why they are not advertised, and why these employees do not come through the Union Public Service Commission. I do not know how to put it, but I do not know whether there is any nepotism in the matter; that is up to the Ministry to find out. But it seems to me a very inefficient proposition to leave a manufacturing concern of such high engineering skill to officers and men who are not trained in that particular manufacture.

I also know that some of the class II officers were sent over for training for about six or eight months in the United Kingdom, and since their return, the production has been at a much higher rate than before. This shows that with proper training, our men can produce these locomotives. But that is not being done.

There is one aspect of manufacture, to which I would like to draw attention, and that is that "bar frame" locomotives are being manufactured. The "bar frame" locomotive is a much more complicated piece of work, and it consumes much more time to build it. If the "plate frame" had been adopted in the beginning, and the workmen and the engineers had been trained in that work, then they could gradually go over to the "bar frame" with ease. This, I think, may be one of the obstacles in the way of stepping up the production to the target. I would request the hon. Minister to go into this.

Finally, I would like to mention one other thing, and that is, for these manufacturing concerns with such heavy capital invested in them, we do not have a comprehensive report in the form of a booklet, giving the amount of money invested, the targets that were set in the beginning, how far the targets have been reached, what the difficulties have been in the way, and so on. There is nothing like that at present. I have gathered about this concern from various publi-

cations, a little bit here, and a little bit there, but there is nothing comprehensive which might be called an annual report of this manufacturing concern. I would, therefore, request the hon. Minister to give us in future all information about the Chittaranjan Locomotive Works in the form of a separate booklet.

डा० सत्यबादो (करनाल-रक्षित-अनुसूचित जातियाँ) : सभापति जी, मैं बहुत कुछ न कह कर दो तीन बातें नोट करना चाहता हूँ इस बहस में। नई लाइनों की जो बातचीत चल रही है उसमें मुझे यह कहना है कि पंजाब को इस साल के बजट में कुछ नहीं दिया गया। पठानकोट-माधोपुर लाइन का काम जो पिछले साल से चल रहा था वही इस साल दुबारा हमारे नाम पर रक्खा गया है। पिछले साल पार्लियामेंट ने मंजूर किया था गुहाना-पानीपत लाइन के लिये। वह एक पच्चीस मील लम्बी लाइन थी। उसको आपने पहले ही न जाने क्यों और कैसे भुला दिया और चंडीगढ़ का एक छोटा सा टुकड़ा ही हमको बदले में दे दिया। बहरहाल अब आइन्दा जो प्रोग्राम आप बना रहे हैं उसके लिये मैं भी नोट करा देना चाहता हूँ। जिस वक्त श्री के संधानम रेलवे मिनिस्टरी के इंचार्ज थे उस वक्त कुरुक्षेत्र से पटियाला तक लाइन बनाने का एक सुझाव रखा गया था और इस लाइनका सर्वे भी करा लिया गया था। सुझाव यह था कि जगाधरी को पटियाला से मिला दिया जाये। इस वक्त सूरत यह है कि दिल्ली से अग्रर लोगों को पटियाला जाना होता है तो हमें यहां से अम्बाला और राजपुरा का चक्कर काटकर पटियाला/जाना पड़ता है अग्रर कुरुक्षेत्र को पटियाला से मिला दिया जाए तो यह जो चक्कर काट कर जाना पड़ता है इससे बचा जा सकता है। इसके अलावा दरम्यान का वह इलाका जिसको अब नई योजनाओं में कम्प्युनिटी प्राजेक्ट्स और नेशनल एक्सटेंशन सर्विस ब्लाक्स के जरिये से आबाद

किया जा रहा है वह काफी उपजाऊ इलाका है और उस तरफ के लोग काफी काम कर रहे हैं यह लाइन नुकसान में नहीं जायेगी। ऐसा करने से आपको आमदनी भी होगी और इस इलाके का फायदा भी होगा।

दूसरी चीज जगाधरी के मुताल्लिक में ने कही थी। इस बार में फिर दोहराता हूँ। जगाधरी से आगे नारायणगढ़ का इलाका है। यह नाहन से मिलता है। इस को चंडीगढ़ से मिला देने की स्कीम को अगले प्रोग्राम में ले लें तो वह इलाका जो बहुत पिछड़ा हुआ है और जहाँ पर रेल का नाम निशान नहीं है और जिन्होंने आज तक रेल देखी भी नहीं और जहाँ पर रेल की बहुत आवश्यकता है, उसका भला हो सकता है। इस के बाद में मुलाजमत के सिलसिले में जो कि हरिजनों के एक खास तबके से ताल्लूक रखती है, कुछ कहना चाहता हूँ। पिछले अगस्त में एक सर्विस कमीशन पंजाब में गया और उन्हीं दिनों इत्तफाक से एक मीटिंग में मैं भी लुधियाना गया। वहाँ मुझे यह बात बताई गई कि सर्विस कमीशन ने छोटी मुलाजमतों की भर्ती के लिये हरिजनों के एक खास बालमीकि तबके के लड़कों को सफाई के काम के अलावा अन्य काम पर लेने से इन्कार कर दिया। बालमीकि लोग पंजाब में आम तौर पर झाड़ू देने का काम करते हैं। इस तबके के जो नौजवान भर्ती के लिये इस कमीशन के सामने आये वह शायद किसी बड़ी नौकरी के काबिल न समझे गये हों परन्तु चपड़ासी और फाटक की चौकीदारी के लिये भी उनको यह कह कर नहीं रखा गया कि उनको सिर्फ झाड़ू देने का ही काम दिया जा सकता है। आप ही बताइये कि इन पोस्ट्स के लिये किन क्वालिफिकेशन्स की जरूरत होती है जो कि उन में महीं थी। उन में से कई लोग पढ़े-लिखे भी थे उनको भी इन नौकरियों के लिये फिट नहीं समझा गया। इस सिलसिले

में प्रोटेस्ट भेजे गये और रिप्रेजेन्टेशन किया गया। लेकिन उनकी तरफ कोई ध्यान नहीं दिया गया। अगर यही चीज है तो मैं समझता हूँ कि यह निहायत ही शर्मनाक है और उस हकूमत को बिलकुल ही शोभा नहीं देती जो कि हरिजनों को ऊँचा उठाने का दावा करती है। अगर आप लोगों का मंशा यह है कि उन लोगों को आप मजबूर करें कि वे झाड़ू का ही काम करें तो मैं बिना किसी झिझक के कह सकता हूँ कि ऐसा कभी नहीं होगा शायद वह दिन दूर नहीं जब आपको अपने हाथ में झाड़ू उठा कर चलना पड़े। यह जो कुछ भी हुआ बहुत ही शर्मनाक हुआ है और मैं इसके खिलाफ पूरे जोर के साथ प्रोटेस्ट करता हूँ।

अब मैं एक दो बातें ठेके देने के बारे में कहता हूँ। स्टेशनों पर कूड़ा करकट उठाने के लिये ठेके दिये जाते हैं। ये ठेके आमतौर पर उन लोगों को दिये जाते हैं जो झाड़ू का काम नहीं करते, सफाई करने का काम खुद नहीं करते और दूसरों से करवाते हैं। उन को यह ठेके सिर्फ इसलिये दिये जाते हैं कि उन के पास चार पैसे होते हैं और आफिसर लोगों को खिला पिला सकते हैं। यह काम वे आगे उन्हीं लोगों से करवाते हैं और उनको एक्सप्लायट करते हैं। ये लोग अपने आप कूड़े की एक टोकरी भी नहीं उठाते। मजदूरों को ठेकेदारों की एक्सप्लायटेशन से बचाने के लिये पंजाब सरकार ने एक बहुत अच्छी स्कीम जारी की है। उन्होंने मजदूरों की कोआपरेटिव सोसाइटीज बना कर उनको सीधे ठेके देने शुरू कर दिये हैं। इसका नतीजा यह हुआ है कि ठेकेदार जो मजदूरों का खून चूस कर रुपया कमाते थे अब ऐसा नहीं कर सकते हैं। मैं प्रार्थना करता हूँ कि रेलवे बोर्ड भी इसी किस्म की कोई स्कीम जारी करे जिससे सफाई के काम के लिये इन ठेकेदारों को ठेके देने बन्द करके वे ठेके सीधे मजदूरों को ही दे दिये जायें। जहाँ पद

[डा० सत्यशर्मा]

बड़ा काम हो वहां आप मजदूरों की कोआपरेटिव सोसाइटीज के जरिये से करवा सकते हैं और जहां छोटा काम हो वहां एक दो आदमियों को ही ठेका दिया जा सकता है। इस ठेके के मामले में भी अगर कभी कभी किसी छोटे मजदूर को ठेका मिल भी जाता है तो वहां उसके लिये जो इन्स्पेक्टर आफ वर्क्स लगे हुये हैं वे उनका खून चूसते हैं। मैं आपके नोटिस में एक बात लाता हूँ। १९४८ में करनाल में दो गरीबों को ठेके मिले। जब उनका काम पूरा हो चुका तो उन्होंने अपने जमानत के पैसे वापस मांगे। पिछले साल डिबीजनल मैडिकल आफिसर के यहां से उसके कागजात इन्स्पेक्टर आफ वर्क्स के पास गये उन कागजात की तामील के लिये, लेकिन अभी तक उनके पैसे उनको वापस नहीं किये गये।

एक बात और कहना चाहता हूँ जिसका ताल्लुक न तो मेरी कॉन्स्ट्रिक्टिंग से है और न ही हरिजनों से। इसका ताल्लुक आपके स्टाफ से ही है। रेलवे के कई कर्मचारियों के केस आपके दफ्तर में पड़े हुये हैं लेकिन उन पर कोई ध्यान नहीं देता। मैं मंत्री महोदय को सुझाव देता हूँ कि वे किसी रोज अचानक दफ्तर में पहाड़गंज और बड़ौदा हाउस में जाय वहां सैकड़ों उन्हें ऐसे कर्मचारी मिलेंगे जिनके केस आपके दफ्तर में पेंडिंग पड़े हुये हैं। एक इस्टिमिनेशमेंट क्लर्क उन लोगों का खून चूस रहा है। मैं ने देखा कि उनको वह दो दो साल से परेशान कर रहा है और उनके केस को हवा तक नहीं लगने देता। उनकी बात सुनने वाला कोई नहीं है। वे गरीब बेजबान हैं, कुछ कह नहीं सकते। अगर कोई मैम्बर उनके बारे में सवाल करता है तो उनके खिलाफ जाब्ता की कार्यवाही की जाती है। वहां जो सरकारी भ्रमला है जो उन्हें परेशान

कर रहा है। एक कर्मचारी का मामला मुझे मालूम है। उससे २०० रुपये मांगे गये वह न दे सका और अब एक वर्ष से उसको परेशान किया जा रहा है इस तरह के कई केसेज हैं और इनकी एक लम्बी चौड़ी लिस्ट में मंत्री महोदय के सामने पेश कर सकता हूँ। इन लोगों को कई सालों से परेशान किया जा रहा है मैं रेलवे बोर्ड से प्रार्थना करता हूँ कि वे इस तरफ खास ध्यान दें और इन बेचारों की परेशानी को दूर करें। इन बेचारे कर्मचारियों के बच्चे भके मरते हैं लेकिन कोई पूछने वाला नहीं है।

अन्त में मैं यह अपना फर्ज समझता हूँ कि रेलवे में जो भी तरक्की दिखाई देती है और जिसको जनता महसूस करती है उसके लिये मैं रेलवे मंत्री को और उनके तमाम स्टाफ को बधाई देता हूँ।

4 P.M.

श्री रामजी वर्मा (जिला देवरिया—पूर्व) : सभापति महोदय, मैं मंत्री जी का ध्यान अपने यू० पी० के पूर्वी जिलों की तरफ दिलाना चाहता हूँ जिस के सम्बन्ध में उनसे बार बार निवेदन किया गया है। माननीय मंत्री जी में यह एक तारीफ की बात है उनके पास जो कोई भी कोई बात कहने जाता है या कोई शिकायत दूर करवाने जाता है तो वे उसको अपनी बातों से सन्तुष्ट कर देते हैं इसका शिकार शायद हम लोग भी हुये हैं। कई वर्षों से देवरिया से एक लाइन बनाने के लिये जो कि कसिया और पड़रौना होते हुये खड़ा तक ले जाई जाये, निवेदन किया गया है। यह भी बताया गया था कि उस लाइन को नीतन्वा तक बढ़ा दे तो उसका व्यापारिक दृष्टि से भी नेपाल के बोर्डर पर होने से और भी उसका महत्व हो सकता है। यह लाइन अन्तर्राष्ट्रीय दृष्टि से भी महत्व की है।

कुशीनगर जो बुद्ध जी का निर्वाण स्थान है वहाँ हर साल बर्मा, चीन, तिब्बत, श्रीर न मालूम कहां कहां के लोग बाहर से हजारों की संख्या में आते हैं। उनको भी कितना कष्ट होता है। रेलवे मंत्री जी ने कभी इससे इन्कार नहीं किया लेकिन अभी तक उसे पूरा भी नहीं किया। आखिर क्या बात है जो अब तक उस लाइन की तरफ सरकार का ध्यान नहीं गया। मालम हुआ है कि उत्तर प्रदेश की सरकार ने भी उस लाइन के लिये सिफारिश की है। अब तो उसका निर्माण कार्य प्रारम्भ हो जाना चाहिये।

माननीय मंत्री जी पिछली बार जब गोरखपुर गये थे तो उनसे कुछ और भी निवेदन किया गया था। गोरखपुर से पडरोना होकर जो लाइन जाती है उस पर स्टेशन बड़ी बड़ी दूर पर है। उधर कई स्टेशन बनाने की आवश्यकता है। एक जगह के लोगों ने बड़ी प्रार्थना की कि रमकोला और पडरोना के बीच एक स्टेशन बना दिया जाये। उस समय पांडे जी जनरल मैनेजर थे। अब वह रेलवे बोर्ड के चेयरमन हैं। बड़े बड़े काम हैं, बड़ी बड़ी समस्याएँ हैं, उनमें छोटी छोटी बातें भुला दी जाती हैं। पांडे जी ने खुद उस समय भावसासन दिया था कि वहाँ एक प्लेग स्टेशन घासानी से बन सकता है। लेकिन बहुत दिन हो गये भल गये होंगे। यह छोटी छोटी बातें हैं। लेकिन जहाँ बड़ी बड़ी बातें हैं वहाँ पर अगर हम छोटी छोटी बातों को भूलते जायेंगे तो हम बहुत कुछ खो बैठेंगे। आपने जो यह समय मुझे दिया है इसमें तो मैं छोटी छोटी बातों की तरफ ही ध्यान दिलाऊंगा।

गोरखपुर से जो लाइन खड़ा छितीनी घाट को जाती है और जिस पर गत वर्ष बाढ़ का बड़ा प्रभाव हुआ था और जो लाइन टूटने से बच गई थी, उस क्षेत्र में बाढ़ रोकने के लिये

बहुत कुछ कार्य हो रहा है। अभी बिहार के एक माननीय सदस्य ने आपका ध्यान दिलाया कि छितीनी और बगहा के बीच जो एक पुल था और कई बरस पहले टूट गया था। उसे बना दिया जाये। जिस से बिहार और यू० पी० के पूर्व का सम्बन्ध फिर स्थापित हो जाय अभी वहाँ बाढ़ के सम्बन्ध में कार्य हो रहा है। तो मैं आपका ध्यान दिलाना चाहता हूँ कि उसी सिलसिले में अगर उस लाइन को बगहा से छितीनी तक पुल बना कर मिला सके तो बड़ी कृपा होगी।

इसके अलावा देवरिया अब जिले का हेड क्वार्टर हो गया है लेकिन स्टेशन वहाँ का बहुत छोटा है। वह तब का बना हुआ है जब कि देवरिया एक छोटा सा कसबा था और उसको एक तहसील का भी महत्व प्राप्त नहीं था। अब वह बहुत बड़ा कसबा हो गया है और दिनों दिन बढ़ रहा है। लेकिन उसके स्टेशन का क्षेत्र सीमित है। उसे बढ़ाइये और वहाँ पर सड़क पर जो गुजरने का रास्ता है उसका फाटक भ्रकसर बन्द रहता है उसके लिये भी प्रबन्ध कीजिये।

इसी तरह से जो भटनी जंक्शन है वहाँ बाहर को बुकिंग आफिस तथा कोई विश्राम गृह नहीं है। वह होना चाहिये। स्टेशन के दोनों तरफ लाइन है और कोई ब्रिज नहीं है। इन छोटी छोटी बातों की तरफ मैं आपका ध्यान दिलाना चाहता हूँ और आशा करता हूँ कि इसे आप प्रागामी वर्ष में जरूर पूरा करने की कोशिश करेंगे।

इसके अलावा गोरखपुर में एक बांसगांव तहसील है। वहाँ भी रेल की बड़ी आवश्यकता है। सहजनवा से बड़हलगंज तक लाइन होनी चाहिये। उसके लिये वहाँ वालों ने बहुत निवेदन किया है लेकिन उसकी तरफ अभी सरकार का ध्यान नहीं है। यह सिर्फ इसलिये नहीं कह रहा हूँ कि वहाँ लाइन नहीं

[श्री रामजी वर्मा]

है वरन् व्यापारिक दृष्टि से भी यह बहुत लाभ पहुंचाने वाली जगह है। देवरिया ऐसा जिला है जहां तेरह तेरह चीनी की मिलें हैं। इससे आप अन्दाजा लगा सकते हैं कि वहां लाइन बढ़ाने से आपको हानि नहीं होगी। इतना निवेदन मुझे वहां के बारे में करना था।

इसके अतिरिक्त मैं आपसे एक निवेदन और कर देना चाहता हूँ कि हर स्टेशन पर जो वेंडर का व्यापार है इसको जरूर आप को आप-रेटिव लाइन पर स्थापित कर दें। ठेकेदार लोग तरह तरह से इनको परेशान करके उनसे नफ़ा कमाते हैं। वे उन से अनआधोराइज्ड बे में कमाते हैं। उमका अपने नीचे वाले वेंडरों से दो दो और चार-चार रुपया रोज बंधा हुआ है। उनको इतना देना पड़ता है जितनी कि उनको दिन भर में कमाई भी नहीं होती। वे अस्वास्थ्यकर भोजन बेकर इसको पूरा करते हैं। यदि आप इस तरफ ध्यान देंगे तो आप सब साधारण का बड़ा भला करेंगे।

मैं इतना ही कहूंगा और अधिक समय नहीं लेना चाहता। मैं माननीय समापति जी को और मंत्री जी को धन्यवाद देता हूँ और आशा करता हूँ कि जिन बातों की तरफ ने ध्यान दिलाया है उनके लिये अगले साल वह कुछ कर सकेंगे।

श्री इब्राहीम (रांची उत्तर-पूर्व) : समापति जी, मैं आपको धन्यवाद देता हूँ कि आपने मुझे बोलने का समय दिया।

रांची से जो रेलवे लाइन लुहरतगा तक गई है उसके बारे में मैं कुछ कहना चाहता हूँ। यह लाइन १९१२ से चल रही है और अभी तक वही पुरानी छोटी लाइन है। वह आज तक बड़ी नहीं की गई है। मुझे अफसोस के साथ कहना पड़ता है कि रांची से गया तक के वास्ते एक सर्वे किया गया था लेकिन वार की

वजह से वह तमाम चीज खत्म कर दी गई। लेकिन मुझे अफसोस इस बात का है कि बार खत्म हो जाने के बाद भी उस पर ख्याल नहीं किया गया। मैं चाहता हूँ कि जिसका सर्वे हो चुका है उस की तरफ ध्यान दिया जाये। साथ ही मैं यह चाहता हूँ कि रांची से जो गाड़ी लुहरतगा तक जाती है वह बीच के बड़े बड़े गांवों में भी रुका करे। अभी वह बड़े बड़े गांवों के पास नहीं रुकती है जिसका नतीजा यह होता है कि लोगों को अपने गांवों से दस पांच मील चल कर स्टेशन तक जाना होता है। अगर वहां स्टेशन बनाये जायें तो गांव वालों को बहुत फायदा हो सकता है इसलिये कि गांव वाले शहर आते हैं और वहां पर अपनी चीज लाते हैं। अगर स्टेशन बन जायेंगे तो इससे उनको बहुत सुविधा मिल जायेगी। अभी यह जो रांची से लुहरतगा गाड़ी जाती है उसमें लोगों को बहुत तकलीफ होती है। लोग बाजार नहीं कर पाते। साथ साथ मैं आपसे यह भी कहूंगा कि देहात के लोग शहर से अपना सम्बन्ध रखना चाहते हैं और वह सम्बन्ध उसी वक्त रह सकता है जब रेलवे से सहुलियतें मिलें। अब बीच के जो देहात के लोग हैं वे अपनी चीजों को शहर में ले जाना चाहते हैं, लेकिन रेलवे से सुविधा न होने की वजह से वह अपने काम को ठीक से नहीं कर पाते। उनको अपनी चीजों को गांव तक ही महदूद रखना पड़ता है। अगर रेलवे उनकी तरफ कुछ ध्यान दे और उनको कुछ सहुलियतें दे तो गांवों में जो चीज पैदा होती है मसलन, हैंडलूम का कपड़ा या और भी चीजें जो रूल एरिया में पैदा होती हैं उनकी बड़ी तरक्की हो सकती है। आज तो हुकमत का ध्यान इस तरफ है कि गांवों को और शहर को मिला देना चाहिये और यह कैसे संभव हो सकता है? इसके लिये रेलवे हो, रेलवे से सुविधायें मिलें, ट्रान्स-

पोर्ट की सुविधायें हों और जहां रास्ते नहीं हैं वहां रास्ते बनाये जायें लेकिन अफसोस यह है कि जिस तरफ से हो कर रेलवे लाइन गई है, वहां पर रेलवे के महकमे से कोई सुविधा नहीं मिलती है और अगर इसकी तरफ ध्यान दिया जाये तो देहात के लोगों को बड़ा फायदा हो और ऐसा होने पर उनके धंधों में और कारबार में बड़ी सहूलियत हो सकती है और वह देहात में भी रह करके शहर से फायदा उठा सकते हैं और जो शहर में इतनी भीड़ है वह भी कम हो जायेगी क्योंकि जब उनको सहूलियत मिलेगी तो वह तीस मील और चालीस मील से आ कर के शहर में काम कर सकते हैं और अपनी चीजों की बिक्री कर सकते हैं। डेरी फार्म या देहात में और जो छोटे छोटे कारखाने होते हैं उनकी चीजों को शहर में नहीं ला सकते क्योंकि आज उनको ट्रांसपोर्ट में बहुत खर्च करना पड़ता है और अगर सहूलियत हो तो देहात से लोग दूध ला सकते हैं, कपड़ा ला सकते हैं, यानी देहात में जो कुछ पैदा किया जाता है वह सब शहर में बेचने के लिये ला सकते हैं और अपनी जीविका चला सकते हैं, लेकिन रेलवे अथॉरिटीज़ इन छोटी छोटी बातों की तरफ ध्यान नहीं देते हैं। मुमकिन है कि वह ऐसा समझते हों कि यह बहुत छोटी बात है, इसको तरफ ध्यान हम क्या दे सकते हैं। लेकिन मैं यह कहता हूँ कि अगर भारत के देहातों को तरक्की दिलानी है तो सब से बड़ा काम रेलवे से सम्बन्ध हो सकता है, इसलिये कि रेलवे से जो चीज लायी जाती है उसमें कम खर्च पड़ता है और देहात से जो चीज लायी जाती है वह अगर दूसरे ढंग से शहरों में लायी जावें तो ट्रांसपोर्ट चार्ज उतको ज्यादा देने पड़ते हैं और इस कारण वह अपनी चीजें शहर में बिक्री के लिये नहीं ला सकते हैं। इसलिये मैं रेलवे मंत्री महोदय से प्रार्थना करूँगा कि वे इसकी तरफ ध्यान दें और जहां तक संभव हो सके इन गरीबों को सुविधायें दें।

Shrimati Renu Chakravartty (Basirhat): Sir, I will take only five minutes and add my voice to that of those who have been pleading for the taking over of the narrow gauge railways by the Government. For a very long time we have been making representations to Government for the taking over of the Barasat-Basirhat Light Railway. That is a Martin Railway which has been in existence for many years. It actually serves to link up the City of Calcutta with two big Sub-Divisions of Twenty Four Parganas, Barasat and Basirhat. I see that the hon. Minister has given a reply earlier and in that it seems that he does not know that there are two bifurcations to the Railway: one which links up Barasat with Basirhat and the other which is a direct route between Calcutta and Basirhat to Hasanabad. He says that some sort of a preliminary engineering survey is going to take place between Basirhat and Hasanabad. This is only an eight mile route. What is going to happen to the rest of it? That is a long route, forty miles altogether, or a little more. And actually this railway links up the entire hinterland of the deltaic region known as Sunderbans. This is one of the most backward regions about which Government has made many pledges. They have repeatedly said that special treatment will be meted out to the development of Sunderbans.

Now the transport of all the produce of Sunderbans—milk, milk products and agricultural products of this area depends on this narrow track of railway. It is very badly maintained; it never keeps to time; the fare is exorbitant. Especially at a time when we are thinking in terms of developing rural areas, we do not know why there should be so much recalcitrance on the part of Government to come to a decision about this narrow gauge railway. I agree that it is very difficult

[Shrimati Renu Chakravartty]
to keep and maintain narrow gauge railways. But it is high time that we took a decision about the future of these narrow gauge lines. Whether you make it into a metre gauge, whether you make it into a broad gauge, the one basic thing which we have to decide is that these narrow gauge railways which actually cater to the needs of the village population, which actually link up the backward areas with the big cities and upon which depends the transport of agricultural products, should be settled and the decision must be—they must be maintained. That is why this Barasat-Basirhat railway is important.

I had made certain representations to the Railway Minister and he told me they were making an engineering survey between Barasat and Hasanabad. But unless the whole line between Calcutta, Basirhat and Hasanabad is surveyed and a decision taken, what will happen is that all the goods will have to come to Barasat and they will have to be transhipped to Calcutta, which will mean unnecessary delay and unnecessary expenditure. Therefore, both the routes of Barasat and the Calcutta-Beliaghata section of Basirhat Railway are important and need to be taken over.

There is one other argument which has been brought forward by Government from time to time: that they want to replace it by road transport. For one thing there is no road transport between Sham Bazaar and Beliaghata, which is about 20 miles. There is no transport especially in that portion which the Government it now seems is not at all taking over. This is the portion which is developing fast. New refugee colonies are springing up in this area. Actually the overflowing population of Calcutta have built houses and colonies in this area, and they go to Calcutta daily to pursue their vocation. Yet we find that this is just the portion which does not seem to come within the

purview of the survey, as stated by the hon. Minister. Road transport by itself will not be able to meet the passenger and freight traffic of this area, which is daily growing in volume. There are many village bazars from which agricultural and dairy products and fish flow into Calcutta. This is also a jute-growing area. Hundreds of lorries ply along the narrow roads, and every now and then there are traffic jams. Buses are overcrowded. So much of luggage and freight is already carried by the buses that it is almost impossible to travel along these roads. When this is the state of affairs Government say that they will just add a few more buses on this narrow road, which is unable to bear the already heavy traffic. It is therefore very necessary that the entire question of Barasat--Basirhat Light Railway is gone into.

An hon. Member stated that it is very difficult for the hon. Minister to decide which line should have priority, because there are so many of these narrow gauge lines. But this much at least must be guaranteed that these narrow gauge lines continue to function with a certain amount of punctuality and with a certain amount of safety. People may be willing to wait for some time about the taking over of these railways. The Martin Company have been given Rs. 15 lakhs. This amount has gone down the drain. Now Government does not know whether they are going to take it over or not. Now we hear that Martin is deciding to close down. This matter has been outstanding for a very long time and it is time that the entire line is surveyed. They should also see that this important line which connects the two Sub-Divisions of the Twenty Four Parganas is maintained, until a decision about its being taken over is arrived, if they are sincere in their promises about the development of rural area, especially the development of the Sunderbans.

Shri Gadilingana Gowd: I have moved two cut motions under Demand Nos. 15 and 16 respectively. The

first motion—under Demand No. 15—relates to a new line linking Sirugappa in Mysore State with Kurnool in Andhra State via Adoni and Yemmiganur by broad gauge. Last year, during the discussion on the Railway Budget, I submitted a memorandum on this particular issue, and the Railway Minister was pleased to accept my memorandum and gave me this reply:

“This proposal will be included in the list of projects which would be considered at the time of selecting new lines the construction of which is to be undertaken in the second Five Year Plan period.”

I was hopeful of this thing and I told my people in the constituency that we are going to have a new line very shortly. But unfortunately, to my utter disappointment, I find that the hon. Minister has not provided some amount for the survey of that line even. I therefore request him, through you, to see that at least some provision for surveying that line is made.

Coming to the second cut motion—the cut motion under Demand No. 16 the Deputy Minister of Railways was pleased to visit Kurnool town immediately after the budget session last year and he was convinced that the railway station at Kurnool was not befitting the capital city of the Andhra State. He assured us that he would see that some improvements are immediately taken up. I want to know, through you, from the hon. Minister what provision he has made in this year's budget for the improvement of this station. I may incidentally submit that the Andhra State is completely neglected by the Government. The Railway Minister was pleased to give us a Railway Map of India. From that map, we see that there is a network of railways in the north, while the States in the south are completely neglected. It is not my intention to create ill-feeling between the people of the north and the south, but I wish that such feelings should not be created on account of the negligence of the Government. The amenities of the people in the south should also be

cared for. Therefore, I appeal to the hon. Minister, through you, to see that some improvements are effected in the Kurnool railway station and to provide some amount for surveying the proposed new line at least in the next budget year.

श्री दिगंबर सिंह (जिला एटा—पश्चिम व जिला मैनपुरी—पश्चिम व जिला मथुरा—पूर्व) : सभापति महोदय, आपने मुझे जो समय दिया उसके लिये मैं आपको धन्यवाद देता हूँ। पेश्वर इसके कि मैं अपने विषय पर कुछ कहूँ, मैं एक बिबेदन करना चाहता हूँ। जिस प्रकार से हमारे हाउस में सोशलिस्टिक पैटर्न आदि सोसाइटी की नीति का निर्णय किया गया है, उसी तरह से एक सोशलिस्टिक पैटर्न हाउस का भी होना चाहिये। बहुत से सदस्य समय पाने की दृष्टि से पूंजीपति हैं और बहुत से समय न पाने की वजह से गरीब हैं। इस व्यवस्था को जब हम हाउस के बाहर चलाना चाहते हैं तो हाउस के अन्दर भी चलाना चाहिये।

मैं इस रेलवे के बजट पर बहुत कुछ कहना चाहता था, लेकिन जब मैं ने बहुत से सदस्यों को इसकी आलोचना करते सुना तो मुझे बहुत दुःख हुआ। वे जब इस प्रकार की आलोचना करते हैं तो मुझे आश्चर्य होता है। वह नहीं समझते कि इन आलोचनाओं को करके हम किस तरह से जनता की सेवा करते हैं। अगर कहीं किसी आदमी को डब्बे में पानी कम मिलता है, तो उसको यह कहना चाहिये कि मुझे इस स्टेशन पर पानी कम मिला। लेकिन वह यह न कह कर इस तरह से कहता है कि रेलवे का बजट खराब है। रेलवे मंत्री का कार्य खराब है, रेलवे बोर्ड का कार्य खराब है।

मैं ने अपनी छात्रों से देखा है कि एक डिब्बे के अन्दर एक मेहतर जब सफाई करने आया तो वहाँ जो साहब बैठे हुये थे उन्होंने उसको जमीन की सफाई करने ही नहीं दिया।

[श्री दिगंबर सिंह]

लेकिन जब दूसरे साहब आ कर बैठे तो रेलवे मिनिसट्री को गाली देने लगे और कहने लगे कि इस डिब्बे में कितना कूड़ा भरा हुआ है, कितनी गन्दगी भरी हुई है ? इसी तरह से जब हम देखते हैं कि अगर एक रेलवे कर्मचारी ने कोई गलत काम कर दिया है तो बजाय इसके कि हम उस गलती को दूर कराने के लिये सम्बन्धित अधिकारी से जा कर कहें, हम यहां पर उसकी आलोचना करते हैं । में समझता हूँ कि इसका कारण यह है कि हम हाउस में आलोचना करते हैं कि रेलवे मिनिसट्री ने यह गलत काम किया, रेलवे बोर्ड ने यह गलत काम किया, रेलवे कर्मचारी करप्ट हो गये हैं, भ्रष्ट हो गये हैं, इसलिये खड़े हो जाते हैं कि हम आलोचना करने के आदी से हो गये हैं । लेकिन इसके साथ ही साथ लोग यह नहीं कहते कि यह काम अच्छा हुआ है । में खुद अपनी जाती तजुबों की बिना पर कहता हूँ कि एक समय था जब हम स्टेशन पर जाते थे तो लोगों को देखते थे कि वह अपने हाथ एक या दो रुपये के नोट रखते थे और चूकि वह टिकट नहीं खरीदते थे इसलिये वह एक या दो रुपये का नोट दरवाजे पर दे कर आगे बढ़ जाते थे । लेकिन आज यह बात नहीं, किन्तु इससे भिन्न हमें यह दिखाई देता है कि बहुत से कर्मचारी ऐसे भी हैं जो बहुत नम्र व्यवहार करते हैं, वह यह कोशिश करते हैं कि हमें अच्छी तरह से बैठा लें । आज हम यह बात भी देखते हैं कि जिन स्टेशनों पर बड़ा असम्य बरताव होता था और बेचारे सफर करने वाले मुसाफिरो को धक्का मुक्की के साथ अलग कर दिया जाता था, सरकारी कर्मचारी उनको गाली देते थे, लेकिन आज वहां यह बात नहीं है । में ने सैकड़ों मील का सफर किया है और में विश्वास दिलाता हूँ कि में ने पहले जैसी असम्यता कहीं नहीं देखी । जब हम लड़ाई की अवस्था में थे, मैं उत्र समय से आज का मुकाबला नहीं

करना चाहता । हम देखते हैं कि थर्ड क्लास के डब्बों में बिजली के पंखे चल रहे हैं, हम देखते हैं कि स्टेशनों पर ठंडा पानी पीने को मिलता है, हम देखते हैं कि बहुत से स्टेशनों का निर्माण हो रहा है और बहुत सी गाड़ियां चलाई जा रही हैं, तो बजाय इसके कि हम आलोचना करें, हमें रेलवे मंत्रालय को धन्यवाद देने के लिये प्रोत्साहन मिलता है ।

में बहुत सी बातें कहना चाहता था, विशेषकर अपने उस क्षेत्र के बारे में माननीय मंत्री महोदय को बता देना चाहता था जहां पर कि नई रेलवे लाइन निकाली जा रही है, लेकिन जब मुझे यह बातें सुनने का मौका मिला तो मेरे दिमाग में यह बात आई कि रेलवे का यह विभाग इतना बड़ा है कि सब माननीय सदस्यों का उससे कुछ न कुछ सम्बन्ध है और सभी यह चाहते हैं कि उनके क्षेत्र में रेलवे का कुछ न कुछ कार्य हो । कोई स्टेशन बनवाना चाहता है, कोई रेलवे लाइन बनवाना चाहता है, कोई यह चाहता है कि प्लेटफार्म बना दिया जाये । बहरहाल सब यह चाहते हैं कि रेलवे में बहुत से सुधार कर दिये जायें । असंतुष्ट होने पर बजट की आलोचना करते हैं ।

सभापति महोदय : माननीय सदस्य को एक दो मिनट में ही खत्म करना होगा । एक और मेम्बर को वक्त देना है । इसलिये माननीय सदस्य जो चाहते हैं उसी पर बोलें ।

श्री दिगंबर सिंह : इसलिये मैं विशेष धन्यवाद देते हुये अन्त में दो बातें कहना चाहता हूँ । एटा के लिये जो लाइन निकाली जा रही है, वह जलेसर होते हुये टूंडला से मिलाई जा रही है । अगर उसको वहां से न मिला कर जलेसर रोड स्टेशन पर मिला दिया जाये तो इससे बहुत सुविधा हो सकती है । कभी भविष्य में वह लाइन आगे बढ़

कर मथुरा से मिल सकती है। बलदेव ऐसी जगह है जहाँ पर कि कृष्ण के भाई बलदेव की जन्म-भूमि होने के कारण लाखों की तादाद में ग्रहीर अपने को खानदान के समझ कर आते हैं और लाखों की तादाद में वहाँ और लोग भी तीर्थ यात्रा को जाते हैं। इसलिये जलेसर रोड से इस लाइन को आगे बढ़ा कर बलदेव होते हुये मथुरा से मिला दिया जाये तो बड़ा अच्छा हो जाये। मैं निवेदन कर्ना कि यदि किसी प्रकार संभव हो सके तो इस पर गम्भीर-तापूर्वक विचार किया जाये।

ग्रन्त में चूँकि समय समाप्त हो चुका है इसलिये यह जरूर बताना चाहूँगा, विशेषकर मंत्री महोदय से कि मैं जिस डिब्बे में आ रहा था उसमें कुछ आदमी आपस में बहस कर रहे थे कि हमारी सरकार ने जो सोसलिस्टिक पैटर्न आफ सोसाइटी की नीति निर्धारित की है अगर उस दृष्टि से देखा जाये तो हमारे रेलवे मंत्री इस ओर बहुत बढ़ गये हैं। वास्तव में हम भी यह महसूस करते हैं कि बहुत से लोग कहते हैं कि रेलवे कर्मचारी रेलवे मंत्री महोदय के साथ सहयोग नहीं करते हैं। मैं कह सकता हूँ कि अगर रेलवे मंत्री महोदय को उन के कर्मचारियों का सहयोग न मिले तो वह वह काम नहीं कर सकते थे जो आज हो रहा है। ग्रन्त में मैं रेलवे मंत्री को हार्दिक बधाई देता हूँ।

श्री आर० एन० सिंह : सभापति जी, मैं आपका इसके लिये बहुत आभारी हूँ कि आपने मुझे समय दिया।

गत वर्ष पूर्व चितवड़ा गांव बाजार के सम्बन्ध में मैं ने यहाँ पर कुछ कहा था जिसके सम्बन्ध में कुछ जांच भी हुई थी। उस जांच से यह भी लाभ हुआ कि वहाँ पर जो अष्टा-चार था वह खत्म हो गया। लेकिन फिर भी मैं आज माननीय मंत्री जी से यह निवेदन करना चाहता हूँ कि चितवड़ा गांव बाजार से आसाम

और बंगाल के लिये लाखों मन मसूर छांटी जाती है और इसके लिये जब वहाँ के व्यापारी रेलवे अथारिटीज को वेंगन के लिये एग्रीज करते हैं तो जो भी कार्यवाही उसके संबंध में की जाती है उसमें बड़ा बिलम्ब किया जाता है। जिसके कारण वहाँ के व्यापारियों को समय से गाड़ियां नहीं मिलती। मसूर वहाँ के आसपास खेती करने वालों की एक मनी क्राप है। इसको बाहर भेजने के लिये यदि उन्हें गाड़ियां मिलती भी हैं तो बहुत देर से मिलती हैं जिस के कारण वहाँ के व्यापारियों को तो घाटा होता ही है, किसानों को बहुत नुकसान होता है।

[MR. DEPUTY-SPEAKER in the Chair]

अभी अभी वहाँ के व्यापारियों ने रेलवे बोर्ड को और उस विभाग को जहाँ से कि वेंगज दिये जाते हैं, इसके बारे में लिखा था, जिस पर बहुत देर तक तो कोई कार्यवाही नहीं हुई और उन्हें कोई गाड़ियां नहीं दी गई। अब मुझे बताया गया है कि वहाँ दो चार दिनों से गाड़ियां मिलनी शुरू हो गई हैं। यह कितने दिन तक मिलती रहेंगी यह मैं नहीं कह सकता। मेरे खयाल से तो कुछ दिनों के बाद वहाँ पर गाड़ियां मिलनी बन्द हो जायेंगी जिसका नतीजा यह होगा कि जब नई फसल का गल्ला बाजार में आयेगा तो वहाँ भी गाड़ियां न मिलने की वजह से सस्ते दरों पर बिकना शुरू हो जायेगा जिससे किसानों को नुकसान उठाना पड़ेगा। तो मैं माननीय मंत्री जी से यह निवेदन करना चाहता हूँ कि चितवड़ा गांव के व्यापारियों को समय से गाड़ियां देनी चाहियें, जिससे वे अपने माल को मंडी से बाहर भेज सकें और उनको नुकसान न हो। इसके बारे में मैं ने पहले भी कहा था लेकिन आपने इस पर काफी समय तक कोई एक्शन नहीं लिया जिसके कारण उस क्षेत्र के किसानों को बहुत नुकसान उठाना पड़ा। अब मेरे पास समय कम है और इस पर मैं ज्यादा नहीं

[श्री धार० एन० सिंह]

कहना चाहता और इतना ही कहूंगा कि रेलवे बोर्ड को चितवड़ा गांव के व्यापारियों को वक्त पर वैंगंज दे देनी चाहिये।

अब मैं अष्टाचार के बारे में कुछ शब्द कहना चाहता हूँ। अभी यहाँ पर मुझवा दिया गया है कि एक खुफिया महकमा खोला जाना चाहिये जो अष्टाचार का पता लगाय और रिश्वत लेने वालों के खिलाफ कारवाई करने में मदद करे। इसमें मुझे कोई ऐतराज नहीं है। आप इसके लिये एक कर्मटी नियुक्त कर सकते हैं। लेकिन मैं यह जरूर कहूंगा आप इस बात को कोई पब्लिसिटी न दें कि कोई कर्मटी नियुक्त की गई है या सी० आई० डी० का महकमा खोला गया है। इससे वे कर्मचारी जो रिश्वत लेते हैं सतर्क हो जाते हैं। इसलिये मेरा आपसे यह निवेदन है कि यदि आप इस सम्बन्ध में कोई कारवाई करना चाहते हैं तो इस बात का आपको खास खयाल रखना होगा कि आप यह न बतायें कि जो कर्मटी नियुक्त की गई उसके कौन कौन से मेम्बर हैं और कि कोई कर्मटी नियुक्त भी की गई है या नहीं। अष्टाचार के सम्बन्ध में मैं आपको कई बातें बता सकता हूँ।

मुझे याद है एक बार मैं ने यह कहा था कि मुझे पता है कि फलां स्टेशन से फलां स्टेशन तक जब एक गाड़ी बड़े बड़े कर्मचारियों की भरी हुई गई तो वह गाड़ी लेट हो गई और उसके लेट होने का खास कारण था। मुझे पता नहीं कि यह मेरी कही हुई बात मंत्री महोदय को याद है या नहीं लेकिन मैं ने यह बात उनको बताई थी और उन्होंने वायदा भी किया था कि वे इसके बारे में तत्काल कार्य करेंगे लेकिन मुझे पता नहीं इसका क्या नतीजा निकला है। यदि आप इन सब शिकायतों पर ध्यान दें और कार्रवाई करते मुझे यकीन

है कि अष्टाचार दूर हो सकता है। घंटी बज चुकी है और मैं एक बात कह कर खत्म किये देता हूँ, और वह है वैंगंज की रजिस्ट्रेशन के बारे में। व्यापारी लोग वैंगंस को अधिक से अधिक संख्या में रजिस्टर करवा लेते हैं और जब उनको वैंगंज वक्त पर नहीं मिलते और बाजार के भाव कम हो जाते हैं तो वे रजिस्ट्रेशन को कैंसल करवा देते हैं। इस वास्ते मैं निवेदन करता हूँ कि चितवड़ा गांव के लिये आप वैंगंज का कोटा मुकर्रर कर दें कि प्रति दिन दो या तीन वैंगंज दिये जायेंगे। ऐसा करने से कोई परेशानी वहाँ के व्यापारियों को नहीं उठानी पड़ेगी और कोई परेशानी की जरूरत नहीं होगी। साथ ही साथ रेलवे विभाग

Mr. Deputy-Speaker: Order, order. I am not going to allow any more time. He has been adding one point after the other. Now, the hon. Minister.

Shri Alagesan: Sir, I am really thankful to veterans like Pandit Thakurdas Bhargava and senior Members like Sardar Hukam Singh for the very appreciative references they have made with reference to the working of the railways. It is a matter of very great encouragement and I should like also to say that it will mean greater effort on our part, not only on the part of the Minister and myself, but on the part of all from the Railway Board Member down to the smallest railwaymen, to live up to this reputation and also extend it. The whole debate has been conceived in a very friendly tone and I once again express my thanks for the same.

Now, coming to the various points that have been raised by hon. Members I should like to say in the beginning that I shall not be able to touch on all the points that have been referred to by hon. Members. The time at my disposal is very short, but if I do not touch some of the points made by hon. Members it does not mean that they are less important

than the points to which I make a reference in my speech here.

Sir, Dr. Rama Rao was very particular about the medical facilities for railwaymen. He has been taking great interest, especially in the tuberculosis patients. He has made some remarks and I should like to explain the position to him. This year a total sum of Rs. 10.14 crores has been—I mean the budget year—provided for staff amenities of which I shall quote a few figures relating to medical facilities. On new hospitals, dispensaries and improvements to the existing ones it proposed to spend an amount equal to Rs. 20.25 lakhs. On improvement in sanitation, water-supply etc., a sum of Rs. 13.79 lakhs is proposed to be spent. A sum of Rs. 1,59,00,000 for medical expenses and Rs. 27,00,000 for health services have also been provided. This will broadly give the picture as to what we have been doing with regard to the medical facilities. Sir, if I may say so, the railwaymen enjoy greater medical facilities than the general population in this country and we are also trying to improve the same. Recently the Chief Medical Officer of a Railway was asked to go into this question to see whether the financial resources and other things that are provided for extending medical facilities are properly utilised and to make suggestions in that regard. He has submitted a report and it is under consideration. The House is also aware that the Minister in his speech has said that he proposes to have a special officer in the Board's Office to look into this matter specially and see that more and more facilities are provided.

Dr. Rama Rao was particular about T. B. patients. I am glad to say that though the number of attacks has been larger in 1953-54 as compared to 1952-53, the number of deaths has been less.

Then he was saying that there are no sanitary engineers on railways. Every qualified civil engineer is trained in sanitary engineering, and so all those civil engineers are also sanitary engineers. They do the inspection and

go into this matter. So he need not feel that there are no sanitary engineers as such employed on the railways.

Then he was referring to a railway line which was dismantled. It was dismantled during the last war. Perhaps he was glad then. He is now sorry. And the request is for its restoration. The whole question was gone into and it is estimated that it will cost about Rs. 71 lakhs, and the return is minus 4.8 per cent. I do not know whether under these circumstances it will be wise to undertake the restoration of this line.

Then he was speaking about the provision of good latrines in stations and other places. I am also in sympathy with him on this. Some of the latrines are really bad. In the programme for passenger amenities I have no doubt that the Railways will take special care to provide for new type of latrines, septic tank latrines, and also improve the existing ones.

At this stage I should like to refer to the various points made by hon. Members regarding provision of passenger amenities. Many complaints were made, the old complaints relating to the tap leaking for about ten months and so on and so forth. I thought matters have improved, and from the number of complaints I am also led to believe that things have improved and the position is not so bad as it once was. But here I may mention that a Special Deputy General Manager has been appointed on each Railway who is on perpetual tour finding out where these things happen and trying to remedy the situation then and there. And this should give great satisfaction with reference to the provision of proper amenities.

A point was made, I think by my friend Shri Dwivedi, that we are concentrating attention on big stations and neglecting smaller stations. The Railways have been asked to set apart a definite proportion of the sum allotted for passenger amenities to see that basic amenities, certain minimum amenities, are provided at smaller stations. He

[Shri Alagesan]

incurring at New Delhi, at Raja-Ki-Mandi, at Allahabad and other places. I think he has overlooked a very vital fact. Delhi being the capital city, I think we should have a railway station which a capital city should possess. And the present New Delhi railway station is not a thing which we should be proud of.

Shri M. L. Dwivedi: I did not say you should not do it. I said that the neglected areas should be taken and improved.

Shri Alagesan: I should also say that the original estimate for the re-modelling of this station was something like Rs. 50 lakhs. As soon as the present Minister took charge he in fact delayed it and then had it cut down to about Rs. 20 lakhs, and I do not think it is fair for the hon. Member to complain about this.

So also about Raja-ki-Mandi, where we have a large number of tourists, it is necessary that we should have this station. The present Raja-ki-Mandi station is a woeful affair and nobody can complain that we are spending money on it.

Shri M. L. Dwivedi: There are tourists at Khajraha also.

Shri Alagesan: We are not neglecting small stations. That is what I wanted to impress on the House.

Shrimati Ammu Swaminadhan—she always takes great interest in railways, not so this year I thought—she referred to the over-bridges in Madras which point, I think, is always repeated. With reference to one level-crossing it is proposed to convert it into an over-bridge; and the Madras Government, I understand, has sanctioned a loan to the Corporation of Madras to meet their share of the cost. The work will be taken in hand after the estimate is sanctioned. It has already been provided in the Works Programme for 1954-55.

With reference to these over-bridges the railways have always been ready to bear their share of the cost, and

the hitch was want of funds with the local body. We have also made a provision of Rs. 50 lakhs for being granted as loan to the various local bodies through the State Governments concerned, and we have been getting certain requests from the State Governments. All the State Governments have not yet replied, and even some of the State Governments who have sent their proposals have not furnished full information. I hope, having regard to the feeling in this matter, the State Governments will hasten and send up their proposals, and they can take the loan which is already there.

Then Shri Radha Raman has been pleading for vendors' co-operative society. We went into this question, when we sat in a committee to consider the question of catering, and it was thought that the co-operative societies may not be able to exercise proper supervision over individual vendors. If the vendors should give satisfactory service, there should be proper supervision over their work. And the little experience we have had with regard to these co-operative societies has not been very encouraging, and so we thought that we cannot proceed in this direction taking the mere sentiment of the principle of co-operative society.

Then there were other references made. Shri Dabhi naturally, coming from the Gujerat area—I have my own sympathies with him—said that vegetarian food is completely mixed up with non-vegetarian stuff and that it hurts the sentiment. Naturally it hurts the sentiments of pure vegetarians like those living in areas like Gujerat and also a portion of South India.

The Minister of Defence Organisation (Shri Tyagi): But the food will become tasteful!

Shri Alagesan: We are having these dining cars re-designed and we are making provision there to see that these sentiments are not hurt and things are done as separately as possible.

Mr. Deputy-Speaker: I believe both the hon. Ministers are pure vegetarians.

Shri L. B. Shastri: Yes, but the Parliamentary Secretary compensates for it.

Shri Alagesan: We have also to take note of the fact that the vast majority of people in this country are non-vegetarians.

Then Shri Nambiar made some points. I have to hurry through because I have no time. He referred to the surplus being put in the Reserve Fund instead of in the Development Fund. I thought he being a Member of the Convention Committee should know why it has been done. There we calculated that there would be a drop of about Rs. 21 crores after making allowance for the readjustment of fares, etc., with regard to the payment of dividend and it was because of that that this surplus has been put in the General Reserve. But, as we go on, if things improve and we feel that there will be no difficulty in meeting our dividend liabilities, this can be looked into and the surplus transferred if necessary to the Development Fund.

He was also speaking about corruption; so also some other hon. Members. They said some vague things and some definite things also with regard to corruption. It is a sore question. When we make sweeping statements here, it certainly discourages the vast majority of railway servants who want to discharge their duties in all honesty. I was sorry to find that even Shri Nambiar made such an allegation. He referred to some officers in the Golden Rock workshop. I found on enquiry that no such complaint has been received, at least, as far as the Board's office is concerned. I would advise hon. Members to hold their patience and await the report of the Corruption Enquiry Committee which is going into the whole question. We expected that the report may be in our hands even before the Parliament session would be over.

But, now I understand that it will not be possible for them to finalise their report and it may be ready some time after the Parliament rises. Anyhow, the report will be very shortly in the hands of Members and then it will be time for us to go into this question.

Then, Shri Nambiar referred to the running shed staff and said that they should be brought under the Factories Act. I thought he knew the whole history. In fact, I think it was some time in September 1953, Shri Guruswamy, who is the Secretary of the Federation, who was also then a Member of the Rajya Sabha, brought a Bill to amend the Factories Act so that the running shed staff may be brought under the Factories Act. The then Labour Minister Shri V. V. Giri intervened. He appealed that the Bill should be withdrawn on the understanding that this can be gone into between the Federation and the Railway Board through the means of the negotiating machinery. Then, there were talks and an agreement was reached. They are now paid overtime if they work above 48 hours. If they work more than 54 hours, they are paid one and a half times their salary. This was modified and we agreed to this: payment of overtime allowance at one and a half times the normal hourly rate instead of overtime at bare hourly rates for all hours worked in excess of 48 per week. Also, the previous practice was to average this overtime over a month. It has now been agreed that this should be averaged over a week and not over a month. Orders have been issued as early as 1st April, 1954 and they have been implemented. I think this will satisfy the hon. Member.

He was referring to the hours of work of the gang men in the B. N. Railway. No harm has been done. The 48 hours excluded the time taken in going to the place where the tool box was and return. It has been included and it has been made 52 hours. I am sorry, I have to rush through.

[Shri Alagesan]

Shri Hemraj referred to certain level crossings. The difficulty with level crossings is this. These are called accommodation works. If the accommodation works have to be undertaken 10 years after the construction of the Railway line then they become the liability of the road authorities who require these level crossings. The cost of these level crossings has been furnished to the district boards but they find it difficult to meet this cost. There the matter stands.

I should like to say a few words regarding Chittaranjan, which was referred to by my friend Shri Sarangadhar Das. He complained about the slowness in production and our inability to reach the targets. I should like to say that over a period, we have been able to realise the targets. It is true that production could not be as estimated in the years 1951 and 1952 for various reasons. We could not get materials from abroad, because we have still to depend for some components on imports and also for the supply of steel. Because we could not get these things in time, production was a bit slower in the years 1951 and 1952. Then, in the year 1953 and 1954, we have not only increased the pace of production, but also overshot the targets fixed for those years. Originally, the target fixed was—I am talking of the years 1950-1954 both years inclusive—237. Then, this was revised as 176. The actual out-turn in terms of WG locomotives up till the end of 1954 has been 189. One WG locomotive is taken to be 1.25 average size locomotive. Viewed in this way, we have been able to reach the figure of 236. This compares favourably with the target of 176 N.G.S. or 220 average locomotives. There is, therefore, nothing to feel alarmed about the slow pace of production in the Chittaranjan locomotive factory. On the other hand, I would like the House to extend a word of encouragement to those who are grappling with the problem of production at Chittaranjan.

Mr. Deputy-Speaker: What is the latest number ?

Shri Alagesan: In 1954, 86 WG locomotives have been produced. The target for 1954 was fixed at 66. We have exceeded the target by 20 locomotives.

Mr. Deputy-Speaker: In all, up till now, how many have been produced?

Shri Alagesan: Up till the end of 1954, we have produced 189 WG locomotives in Chittaranjan. We have produced 10 locomotives in January and another 10 in February.

As usual, hon. Members were pleading for new lines in their areas. A plea was made that in this connection we should not be completely guided by what the State Governments say, but try to see that the backward areas are properly served by the railways. Pandit Thakur Das Bhargava, Shri Mulchand Dube, Shri Kakkan, Shri Mathew, Shri Neswi and Pandit D.N. Tiwary, wanted construction of new lines. It is true that for historical reasons several areas have been neglected in the past. I agree that we should try to right these ancient wrongs.

श्री नवल प्रभाकर (वाह्य दिल्ली रक्षित अनुसूचित जातियों) : कुछ दिल्ली के लिये भी कह दीजियेगा ।

Shri Alagesan: Nobody can be held responsible. I should tell the House that we cannot completely ignore what the State Governments have to say. Certainly, hon. Members will appreciate that we will have to take into account a good deal of what the State Governments say. A balance can be struck and I hope it will be possible. When we choose new projects that should be included in the Second Five Year Plan we should be able to give, if not cent per cent satisfaction, at least 50 per cent satisfaction to hon. Members.

Sir, I have done.

Shri Sarangadhar Das: May I know if any attempt has been made to run a second shift in the Chittaranjan workshop?

Shri Alagesan: As far as certain shops are concerned, to attain optimum production, we are working more than one shift.

5 P.M.

Mr. Deputy-Speaker: I place the Cut Motions relating to the following Demads before the House first. The Demands under discussion are: Nos. 3, 4, 5, 6, 9, 9A, 10, 12A, 12B, 15, 16 and 18. Unless hon. Members want me to place before the House any particular Cut Motion on which they would like to divide, I shall place all the Cut Motions together.

The cut motions were negatived.

Mr. Deputy-Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the Order Paper 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 Demand Nos. 3, 4, 5, 6, 9, 9A, 10, 12A, 12B, 15, 16 and 18."

The motion was adopted.

[*The motions for Demands for Grants which were adopted by the Lok Sabha are reproduced below.—Ed. of P.P.]*

DEMAND No. 3—MISCELLANEOUS EXPENDITURE

"That a sum not exceeding Rs. 1,40,80,000 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 'Miscellaneous Expenditure'."

DEMAND No. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

"That a sum not exceeding Rs. 30,84,41,000 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 'Ordinary Working Expenses—Administration'."

DEMAND No. 5—ORDINARY WORKING EXPENSES—REPAIRS AND MAINTENANCE

"That a sum not exceeding Rs. 75,39,48,000 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 'Ordinary Working Expenses—Repairs and Maintenance'."

DEMAND No. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

"That a sum not exceeding Rs. 48,14,96,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 21st day of March, 1956 in respect of 'Ordinary Working Expenses—Operating Staff'."

DEMAND No. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

"That a sum not exceeding Rs. 36,02,96,000 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 'Ordinary Working Expenses—Miscellaneous Expenses'."

DEMAND No. 9A—ORDINARY WORKING EXPENSES—LABOUR WELFARE

"That a sum not exceeding Rs. 5,08,31,000 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 'Ordinary Working Expenses—Labour Welfare'."

DEMAND No. 10—PAYMENT TO WORKED LINES AND OTHERS

"That a sum not exceeding Rs. 31,25,000 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 'Payments to Worked Lines and Others'."

**DEMAND NO. 12A—OPEN LINE WORKS
—(REVENUE)—LABOUR WELFARE**

"That a sum not exceeding Rs. 1,07,45,000 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 Open Line Works—(Revenue)—Labour Welfare."

**DEMAND NO. 12B—OPEN LINE WORKS
—(REVENUE)—OTHER THAN LABOUR
WELFARE**

"That a sum not exceeding Rs. 4,61,18,000 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 Open Line Works—(Revenue)—Other than Labour Welfare."

**DEMAND NO. 15—CONSTRUCTION OF
NEW LINES—CAPITAL AND DEPRECIATION
RESERVE FUND**

"That a sum not exceeding Rs. 5,65,87,000 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 'Construction of New Lines—Capital and Depreciation Reserve Fund'."

**DEMAND NO. 16—OPEN LINE WORKS—
ADDITIONS**

"That a sum not exceeding Rs. 2,54,01,66,000 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 'Open Line Works—Additions' "

**DEMAND NO. 18—OPEN LINE WORKS—
DEVELOPMENT FUND**

"That a sum not exceeding Rs. 12,34,44,000 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 'Open Line Works—Development Fund' "

Mr. Deputy-Speaker: I am now placing those Demands which have not been discussed, which have been left over with respect to which Cut Motions were not tabled.

The question is:

"That the respective sums not exceeding the amounts shown in the Order Paper 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 Demand Nos. 7, 8, 11, 14, 17, 19 and 20."

The motion was adopted.

[The Motions for Demands for Grants which were adopted by the Lok Sabha are reproduced below.—Ed. of P.P.]

**DEMAND NO. 7—ORDINARY WORKING
EXPENSES—OPERATION (FUEL)**

"That a sum not exceeding Rs. 37,57,67,000 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 'Ordinary Working Expenses—Operation (Fuel)'."

**DEMAND NO. 8—ORDINARY WORKING
EXPENSES—OPERATION OTHER
THAN STAFF AND FUEL**

"That a sum not exceeding Rs. 14,65,10,000 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 'Ordinary Working Expenses—Operation other than Staff and Fuel'."

**DEMAND NO. 11—WORKING EXPENSES—
APPROPRIATION TO DEPRECIATION
RESERVE FUND**

"That a sum not exceeding Rs. 35,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the

31st March, 1956, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

DEMAND No. 14—APPROPRIATION TO REVENUE RESERVE FUND

"That a sum not exceeding Rs. 7,14,17,000 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 'Ordinary Working Expenses—Revenue Reserve Fund'."

DEMAND No. 17—OPEN LINE WORKS—REPLACEMENTS

"That a sum not exceeding Rs. 46,82,85,000 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 'Open Line Works—Replacements'."

DEMAND No. 19—CAPITAL OUTLAY ON VIZAGAPATAM PORT

"That a sum not exceeding Rs. 80,73,000 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 'Capital Outlay on Vizagapatam Port'."

DEMAND No. 20—DIVIDEND PAYABLE TO GENERAL REVENUES

"That a sum not exceeding Rs. 36,07,16,000 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 'Dividend payable to General Revenues'."

APPROPRIATION (RAILWAYS) BILL

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to move for leave to introduce a Bill

to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1955-56 for the purposes of Railways.

Mr. Deputy-Speaker: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1955-56 for the purposes of Railways."

The motion was adopted.

Shri L. B. Shastri: I introduce the Bill and beg to move*:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1955-56 for the purposes of Railways, be taken into consideration."

Mr. Deputy-Speaker: The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1955-56 for the purposes of Railways, be taken into consideration."

The motion was adopted.

Clauses 1 to 3, the Schedule, the Title and the Enacting Formula were added to the Bill

Shri L. B. Shastri: I beg to move:

"That the Bill be passed."

Mr. Deputy-Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

*Introduced and moved with the recommendation of the President.

***DEMANDS FOR GRANTS ON
ACCOUNT FOR 1955-56**

Mr. Deputy-Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper, be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 138."

The motion was adopted.

[The motions for Demands for Grants on Account which were adopted by the Lok Sabha are reproduced below.—Ed. of P.P.]

DEMAND No. 1—MINISTRY OF COMMERCE AND INDUSTRY

"That a sum not exceeding Rs. 6,83,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Commerce and Industry'."

DEMAND No. 2—INDUSTRIES

"That a sum not exceeding Rs. 1,37,56,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Industries'."

DEMAND No. 3—COMMERCIAL INTELLIGENCE AND STATISTICS

"That a sum not exceeding Rs. 4,48,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Commercial Intelligence and Statistics'."

DEMAND No. 4—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF COMMERCE AND INDUSTRY

"That a sum not exceeding Rs. 5,39,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Commerce and Industry'."

DEMAND No. 5—MINISTRY OF COMMUNICATIONS

"That a sum not exceeding Rs. 97,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Communications'."

DEMAND No. 6—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

"That a sum not exceeding Rs. 4,07,12,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Indian Posts and Telegraphs Department (Including Working Expenses)'."

DEMAND No. 7—METEOROLOGY

"That a sum not exceeding Rs. 10,48,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Meteorology'."

DEMAND No. 8—OVERSEAS COMMUNICATIONS SERVICE

"That a sum not exceeding Rs. 8,32,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Overseas Communications Service'."

*Moved with the recommendation of the President.

DEMAND No. 9—AVIATION

"That a sum not exceeding Rs. 22,73,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Aviation'."

DEMAND No. 10—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF COMMUNICATIONS

"That a sum not exceeding Rs. 1,55,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Communications'."

DEMAND No. 11—MINISTRY OF DEFENCE

"That a sum not exceeding Rs. 2,56,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Defence'."

DEMAND No. 12—DEFENCE SERVICES, EFFECTIVE—ARMY

"That a sum not exceeding Rs. 12,99,02,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of Defence Services, Effective—Army."

DEMAND No. 13—DEFENCE SERVICES, EFFECTIVE—NAVY

"That a sum not exceeding Rs. 1,06,04,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of Defence Services, Effective—Navy."

DEMAND No. 14—DEFENCE SERVICES, EFFECTIVE—AIR FORCE

"That a sum not exceeding Rs. 2,95,70,000 be granted to the

President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Defence Services, Effective—Air Force'."

DEMAND No. 15—DEFENCE SERVICES, NON-EFFECTIVE CHARGES

"That a sum not exceeding Rs. 1,36,16,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Defence Services, Non-Effective Charges'."

DEMAND No. 16—MINISTRY OF EDUCATION

"That a sum not exceeding Rs. 4,54,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Education'."

DEMAND No. 17—ARCHAEOLOGY

"That a sum not exceeding Rs. 4,59,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Archaeology'."

DEMAND No. 18—OTHER SCIENTIFIC DEPARTMENTS

"That a sum not exceeding Rs. 23,10,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Other Scientific Departments'."

DEMAND No. 19—EDUCATION

"That a sum not exceeding Rs. 1,49,76,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Education'."

DEMAND NO. 20—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF EDUCATION

"That a sum not exceeding Rs. 21,86,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of Miscellaneous Departments and Expenditure under the Ministry of Education."

DEMAND NO. 21—TRIBAL AREAS

"That a sum not exceeding Rs. 48,56,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Tribal Areas'."

DEMAND NO. 22—EXTERNAL AFFAIRS

"That a sum not exceeding Rs. 56,45,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'External Affairs'."

DEMAND NO. 23—STATE OF PONDICHERRY

"That a sum not exceeding Rs. 17,26,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'State of Pondicherry'."

DEMAND NO. 24—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF EXTERNAL AFFAIRS

"That a sum not exceeding Rs. 17,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Expenditure under the Ministry of External Affairs'."

DEMAND NO. 25—MINISTRY OF FINANCE

"That a sum not exceeding Rs. 15,43,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Finance'."

DEMAND NO. 26—CUSTOMS

"That a sum not exceeding Rs. 31,81,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Customs'."

DEMAND NO. 27—UNION EXCISE DUTIES

"That a sum not exceeding Rs. 56,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Union Excise Duties'."

DEMAND NO. 28—TAXES ON INCOME INCLUDING CORPORATION TAX AND ESTATE DUTY

"That a sum not exceeding Rs. 33,06,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Taxes on Income including Corporation Tax and Estate Duty'."

DEMAND NO. 29—OPIUM

"That a sum not exceeding Rs. 1,40,36,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Opium'."

DEMAND NO. 30—STAMPS

"That a sum not exceeding Rs. 10,99,000 be granted to the President, on account, for or towards defraying the charges

during the year ending on the 31st day of March, 1956, in respect of 'Stamps'."

DEMAND No. 31—PAYMENTS TO OTHER GOVERNMENTS, DEPARTMENTS, ETC. ON ACCOUNT OF THE ADMINISTRATION OF AGENCY SUBJECTS AND MANAGEMENT OF TREASURIES

"That a sum not exceeding Rs. 92,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Payments to other Governments, Departments etc. on account of the Administration of Agency subjects and Management of Treasuries'."

DEMAND No. 32—AUDIT

"That a sum not exceeding Rs. 68,09,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Audit'."

DEMAND No. 33—CURRENCY

"That a sum not exceeding Rs. 19,58,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Currency'."

DEMAND No. 34—MINT

"That a sum not exceeding Rs. 8,35,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Mint'."

DEMAND No. 35—TERRITORIAL AND POLITICAL PENSIONS

"That a sum not exceeding Rs. 2,28,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Territorial and Political Pensions'."

DEMAND No. 36—SUPERANNUATION ALLOWANCES AND PENSIONS

"That a sum not exceeding Rs. 58,50,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Superannuation Allowances and Pensions'."

DEMAND No. 37—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF FINANCE

"That a sum not exceeding Rs. 1,75,32,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Finance'."

DEMAND No. 38—GRANTS-IN-AID TO STATES

"That a sum not exceeding Rs. 5,20,51,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Grants-in-aid to States'."

DEMAND No. 39—MISCELLANEOUS ADJUSTMENTS BETWEEN THE UNION AND STATE GOVERNMENTS

"That a sum not exceeding Rs. 30,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Adjustments between the Union and State Governments'."

DEMAND No. 40—PRE-PARTITION PAYMENTS

"That a sum not exceeding Rs. 10,64,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Pre-partition Payments'."

DEMAND No. 41—MINISTRY OF FOOD AND AGRICULTURE

"That a sum not exceeding Rs. 5,25,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Food and Agriculture'."

DEMAND No. 42—FOREST

"That a sum not exceeding Rs. 7,99,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Forest'."

DEMAND No. 43—AGRICULTURE

"That a sum not exceeding Rs. 1,22,85,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Agriculture'."

DEMAND No. 44—CIVIL VETERINARY SERVICES

"That a sum not exceeding Rs. 6,50,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Civil Veterinary Services'."

DEMAND No. 45—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF FOOD AND AGRICULTURE

"That a sum not exceeding Rs. 47,81,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Food and Agriculture'."

DEMAND No. 46—MINISTRY OF HEALTH

"That a sum not exceeding Rs. 67,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Health'."

DEMAND No. 47—MEDICAL SERVICES

"That a sum not exceeding Rs. 16,52,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Medical Service'."

DEMAND No. 48—PUBLIC HEALTH

"That a sum not exceeding Rs. 54,16,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Public Health'."

DEMAND No. 49—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF HEALTH

"That a sum not exceeding Rs. 7,34,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Expenditure under the Ministry of Health'."

DEMAND No. 50—MINISTRY OF HOME AFFAIRS

"That a sum not exceeding Rs. 17,55,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Home Affairs'."

DEMAND No. 51—CABINET

"That a sum not exceeding Rs. 2,61,000 be granted to the President, on account, for or towards defraying the charges during the

year ending on the 31st day of March, 1956, in respect of 'Cabinet'."

DEMAND No. 52—DELHI

"That a sum not exceeding Rs. 13,44,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Delhi'."

DEMAND No. 53—POLICE

"That a sum not exceeding Rs. 14,82,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Police'."

DEMAND No. 54—CENSUS

"That a sum not exceeding Rs. 1,67,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Census'."

DEMAND No. 55—PRIVY PURSES AND ALLOWANCES OF INDIAN RULERS

"That a sum not exceeding Rs. 67,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Privy Purses and Allowances of Indian Rulers'."

DEMAND No. 56—ANDAMAN AND NICOBAR ISLANDS

"That a sum not exceeding Rs. 16,69,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Andaman and Nicobar Islands'."

DEMAND No. 57—KUTCH

"That a sum not exceeding Rs. 11,26,000 be granted to the Presi-

dent, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Kutch'."

DEMAND No. 58—MANIPUR

"That a sum not exceeding Rs. 7,78,000 be granted to the President on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Manipur'."

DEMAND No. 59—TRIPURA

"That a sum not exceeding Rs. 12,22,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Tripura'."

DEMAND No. 60—RELATIONS WITH STATES

"That a sum not exceeding Rs. 3,81,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Relations with States'."

DEMAND No. 61—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF HOME AFFAIRS

"That a sum not exceeding Rs. 15,30,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Home Affairs'."

DEMAND No. 62—MINISTRY OF INFORMATION AND BROADCASTING

"That a sum not exceeding Rs. 3,45,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Information and Broadcasting'."

DEMAND No. 63—BROADCASTING

"That a sum not exceeding Rs. 26,11,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Broadcasting'."

DEMAND No. 64—MISCELLANEOUS DEPARTMENTS, AND EXPENDITURE UNDER THE MINISTRY OF INFORMATION AND BROADCASTING

"That a sum not exceeding Rs. 10,33,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Information and Broadcasting'."

DEMAND No. 65—MINISTRY OF IRRIGATION AND POWER

"That a sum not exceeding Rs. 95,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Irrigation and Power'."

DEMAND No. 66—IRRIGATION (INCLUDING WORKING EXPENSES), NAVIGATION, EMBANKMENT AND DRAINAGE WORKS. (MET FROM REVENUE)

"That a sum not exceeding Rs. 2,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Irrigation (including Working Expenses, Navigation, Embankment and Drainage Works (met from Revenue))'."

DEMAND No. 67—MULTIPURPOSE RIVER SCHEMES

"That a sum not exceeding Rs. 8,72,000 be granted to the President, on account, for or towards defraying the charges during the

year ending on the 31st day of March, 1956, in respect of 'Multipurpose River Schemes'."

DEMAND No. 68—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF IRRIGATION AND POWER

"That a sum not exceeding Rs. 5,39,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Irrigation and Power'."

DEMAND No. 69—MINISTRY OF LABOUR

"That a sum not exceeding Rs. 2,86,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Labour'."

DEMAND No. 70—CHIEF INSPECTOR OF MINES

"That a sum not exceeding Rs. 86,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Chief Inspector of Mines'."

DEMAND No. 71—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF LABOUR

"That a sum not exceeding Rs. 28,39,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Departments and expenditure under the Ministry of Labour'."

DEMAND No. 72—EMPLOYMENT EXCHANGES AND RESETTLEMENT

"That a sum not exceeding Rs. 14,52,000 be granted to the President, on account, for or towards defraying the charges during the

year ending on the 31st day of March, 1956, in respect of 'Employment Exchanges and Re-settlement'."

DEMAND No. 73—CIVIL DEFENCE

"That a sum not exceeding Rs. 10,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Civil Defence'."

DEMAND No. 74—MINISTRY OF LAW

"That a sum not exceeding Rs. 11,54,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Law'."

DEMAND No. 75—ADMINISTRATION OF JUSTICE

"That a sum not exceeding Rs. 19,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Administration of Justice'."

DEMAND No. 76—MINISTRY OF NATURAL RESOURCES AND SCIENTIFIC RESEARCH

"That a sum not exceeding Rs. 80,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Natural Resources and Scientific Research'."

DEMAND No. 77—SURVEY OF INDIA

"That a sum not exceeding Rs. 12,70,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Survey of India'."

DEMAND No. 78—BOTANICAL SURVEY

"That a sum not exceeding Rs. 1,01,000 be granted to the President, on account, for or towards

defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Botanical Survey'."

DEMAND No. 79—ZOOLOGICAL SURVEY

"That a sum not exceeding Rs. 43,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Zoological Survey'."

DEMAND No. 80—GEOLOGICAL SURVEY

"That a sum not exceeding Rs. 6,19,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Geological Survey'."

DEMAND No. 81—MINES

"That a sum not exceeding Rs. 4,69,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Mines'."

DEMAND No. 82—SCIENTIFIC RESEARCH

"That a sum not exceeding Rs. 43,21,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Scientific Research'."

DEMAND No. 83—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF NATURAL RESOURCES AND SCIENTIFIC RESEARCH

"That a sum not exceeding Rs. 1,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Natural Resources and Scientific Research'."

**DEMAND No. 64—DEPARTMENT OF
PARLIAMENTARY AFFAIRS**

"That a sum not exceeding Rs. 14,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of Department of Parliamentary Affairs."

DEMAND No. 85—MINISTRY OF PRODUCTION

"That a sum not exceeding Rs. 88,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Production'."

DEMAND No. 86—SALT

"That a sum not exceeding Rs. 11,03,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Salt'."

**DEMAND No. 87—OTHER ORGANISATIONS
UNDER THE MINISTRY OF PRODUCTION**

"That a sum not exceeding Rs. 9,31,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Other Organisations under the Ministry of Production'."

**DEMAND No. 88—GOVERNMENT COL-
LIERIES**

"That a sum not exceeding Rs. 35,37,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Government Collieries.'"

**DEMAND No. 89—MISCELLANEOUS DE-
PARTMENTS AND EXPENDITURE UNDER
THE MINISTRY OF PRODUCTION**

"That a sum not exceeding Rs. 8,18,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Production'."

**DEMAND No. 90—MINISTRY OF RE-
HABILITATION**

"That a sum not exceeding Rs. 2,14,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Rehabilitation'."

**DEMAND No. 91—EXPENDITURE ON
DISPLACED PERSONS**

"That a sum not exceeding Rs. 86,40,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Expenditure on Displaced Persons'."

**DEMAND No. 92—MISCELLANEOUS EX-
PENDITURE UNDER THE MINISTRY OF
REHABILITATION**

"That a sum not exceeding Rs. 1,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Expenditure under the Ministry of Rehabilitation'."

**DEMAND No. 93—MINISTRY OF TRANS-
PORT**

"That a sum not exceeding Rs. 3,57,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Transport'."

DEMAND No. 94—PORTS AND PILOTAGE

"That a sum not exceeding Rs. 5,72,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ports and Pilotage'."

DEMAND No. 95—LIGHTHOUSES AND LIGHTSHIPS

"That a sum not exceeding Rs. 6,79,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Lighthouses and Lightships'."

DEMAND No. 96—CENTRAL ROAD FUND

"That a sum not exceeding Rs. 38,37,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Central Road Fund'."

DEMAND No. 97—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

"That a sum not exceeding Rs. 42,21,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Communications (including National Highways)'."

DEMAND No. 98—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF TRANSPORT

"That a sum not exceeding Rs. 2,93,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Expenditure under the Ministry of Transport'."

DEMAND No. 99—MINISTRY OF WORKS, HOUSING AND SUPPLY

"That a sum not exceeding Rs. 3,47,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Ministry of Works, Housing and Supply'."

DEMAND No. 100—SUPPLIES

"That a sum not exceeding Rs. 23,34,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Supplies'."

DEMAND No. 101—OTHER CIVIL WORKS

"That a sum not exceeding Rs. 1,55,47,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Other Civil Works'."

DEMAND No. 102—STATIONERY AND PRINTING

"That a sum not exceeding Rs. 56,06,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Stationery and Printing'."

DEMAND No. 103—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF WORKS, HOUSING AND SUPPLY

"That a sum not exceeding Rs. 5,91,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Departments and Expenditure under the Ministry of Works, Housing and Supply'."

DEMAND NO. 104—PARLIAMENT

"That a sum not exceeding Rs. 14,51,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Parliament'."

DEMAND NO. 105—MISCELLANEOUS EXPENDITURE UNDER THE PARLIAMENT SECRETARIAT

"That a sum not exceeding Rs. 3,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Miscellaneous Expenditure under the Parliament Secretariat'."

DEMAND NO. 106—SECRETARIAT OF THE VICE-PRESIDENT

"That a sum not exceeding Rs. 6,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Secretariat of the Vice-President'."

DEMAND NO. 107—CAPITAL OUTLAY OF THE MINISTRY OF COMMERCE AND INDUSTRY

"That a sum not exceeding Rs. 1,37,26,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay of the Ministry of Commerce and Industry'."

DEMAND NO. 108—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)

"That a sum not exceeding Rs. 2,16,90,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay on Indian Posts and Telegraphs (Not met from Revenue)'."

DEMAND NO. 109—CAPITAL OUTLAY ON CIVIL AVIATION

"That a sum not exceeding Rs. 44,59,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay on Civil Aviation'."

DEMAND NO. 110—OTHER CAPITAL OUTLAY OF THE MINISTRY OF COMMUNICATIONS

"That a sum not exceeding Rs. 51,06,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Other Capital Outlay of the Ministry of Communications'."

DEMAND NO. 111—DEFENCE CAPITAL OUTLAY

"That a sum not exceeding Rs. 2,05,33,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Defence Capital Outlay'."

DEMAND NO. 112—CAPITAL OUTLAY OF THE MINISTRY OF EDUCATION

"That a sum not exceeding Rs. 278,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay of the Ministry of Education'."

DEMAND NO. 113—CAPITAL OUTLAY OF THE MINISTRY OF EXTERNAL AFFAIRS

"That a sum not exceeding Rs. 2,08,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay of the Ministry of External Affairs'."

DEMAND No. 114—CAPITAL OUTLAY ON THE INDIA SECURITY PRESS

"That a sum not exceeding Rs. 29,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay on the India Security Press'."

DEMAND No. 115—CAPITAL OUTLAY ON CURRENCY

"That a sum not exceeding Rs. 65,40,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay on Currency'."

DEMAND No. 116—CAPITAL OUTLAY ON MINTS

"That a sum not exceeding Rs. 4,19,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay on Mints'."

DEMAND No. 117—COMMUTED VALUE OF PENSIONS

"That a sum not exceeding Rs. 6,19,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Commuted Value of Pensions'."

DEMAND No. 118—PAYMENTS TO RETRENCHED PERSONNEL

"That a sum not exceeding Rs. 4,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Payments to Retrenched Personnel'."

DEMAND No. 119—OTHER CAPITAL OUTLAY OF THE MINISTRY OF FINANCE

"That a sum not exceeding Rs. 3,62,75,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Other Capital Outlay of the Ministry of Finance'."

DEMAND No. 120—LOANS AND ADVANCES BY CENTRAL GOVERNMENT

"That a sum not exceeding Rs. 5,42,01,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Loans and Advances by the Central Government'."

DEMAND No. 121—CAPITAL OUTLAY ON FORESTS

"That a sum not exceeding Rs. 3,66,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay on Forests'."

DEMAND No. 122—PURCHASES OF FOOD-GRAINS

"That a sum not exceeding Rs. 13,11,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Purchases of Foodgrains'."

DEMAND No. 123—OTHER CAPITAL OUTLAY OF THE MINISTRY OF FOOD AND AGRICULTURE

"That a sum not exceeding Rs. 6,18,15,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Other Capital Outlay of the Ministry of Food and Agriculture'."

DEMAND No. 124—CAPITAL OUTLAY OF THE MINISTRY OF HEALTH

"That a sum not exceeding Rs. 83,42,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay of the Ministry of Health'."

DEMAND No. 125—CAPITAL OUTLAY OF THE MINISTRY OF HOME AFFAIRS

"That a sum not exceeding Rs. 23,31,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay of the Ministry of Home Affairs'."

DEMAND No. 126—CAPITAL OUTLAY ON BROADCASTING

"That a sum not exceeding Rs. 33,31,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay on Broadcasting'."

DEMAND No. 127—CAPITAL OUTLAY ON MULTIPURPOSE RIVER SCHEMES

"That a sum not exceeding Rs. 35,97,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Other Capital Outlay on River Schemes'."

DEMAND No. 128—OTHER CAPITAL OUTLAY OF THE MINISTRY OF IRRIGATION AND POWER

"That a sum not exceeding Rs. 12,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect

of 'Other Capital Outlay of the Ministry of Irrigation and Power'."

DEMAND No. 129—CAPITAL OUTLAY OF THE MINISTRY OF LABOUR

"That a sum not exceeding Rs. 4,28,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay of the Ministry of Labour'."

DEMAND No. 130—CAPITAL OUTLAY OF THE MINISTRY OF NATURAL RESOURCES AND SCIENTIFIC RESEARCH

"That a sum not exceeding Rs. 27,45,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay of the Ministry of Natural Resources and Scientific Research'."

DEMAND No. 131—CAPITAL OUTLAY OF THE MINISTRY OF PRODUCTION

"That a sum not exceeding Rs. 81,14,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay of the Ministry of Production'."

DEMAND No. 132—CAPITAL OUTLAY OF THE MINISTRY OF REHABILITATION

"That a sum not exceeding Rs. 2,58,75,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay of the Ministry of Rehabilitation'."

DEMAND No. 133—CAPITAL OUTLAY ON PORTS

"That a sum not exceeding Rs. 39,82,000 be granted to the President, on account, for or

towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay on Ports'."

DEMAND NO. 134—CAPITAL OUTLAY ON ROADS

"That a sum not exceeding Rs. 1,35,83,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay on Roads'."

DEMAND NO. 135—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT

"That a sum not exceeding Rs. 11,55,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Other Capital Outlay of the Ministry of Transport'."

DEMAND NO. 136—NEW DELHI CAPITAL OUTLAY

"That a sum not exceeding Rs. 57,12,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'New Delhi Capital Outlay'."

DEMAND NO. 137—CAPITAL OUTLAY ON BUILDINGS

"That a sum not exceeding Rs. 74,67,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Capital Outlay on Building'."

DEMAND NO. 138—OTHER CAPITAL OUTLAY OF THE MINISTRY OF WORKS, HOUSING AND SUPPLY

"That a sum not exceeding Rs. 42,27,000 be granted to the President, on account, for or

towards defraying the charges during the year ending on the 31st day of March, 1956, in respect of 'Other Capital Outlay of the Ministry of Works, Housing and Supply'."

APPROPRIATION (VOTE ON ACCOUNT) BILL

The Minister of Finance (Shri C. D. Deshmukh): I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1955-56.

Mr. Deputy-Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1955-56."

The motion was adopted.

Shri C. D. Deshmukh: I introduce* the Bill and beg to move*:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1955-56, and be taken into consideration."

Mr. Deputy-Speaker: The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1955-56, be taken into 'Consideration'."

The motion was adopted.

Clause 1 to 3, the Schedule, the Title and the Enacting Formula were added to the Bill.

*Introduced and moved with the recommendation of the President.

Shri C. D. Deshmukh: I beg to move:

"That the Bill be passed."

Mr. Deputy-Speaker: The question is:

"That the Bill be passed."

The motion was adopted

WORKING JOURNALISTS (INDUSTRIAL DISPUTES) BILL

The Minister of Information and Broadcasting (Dr. Keskar): I beg to move:

"That the Bill to apply the Industrial Disputes Act, 1947 to working journalists, as passed by Rajya Sabha, be taken into consideration."

As the time for the consideration and the discussion of the Bill is short, I would like to be very brief in referring to the reasons for bringing forward this Bill.

At present there is no legal machinery for the settlement of industrial disputes which involve working journalists. A number of cases have arisen and working journalists have brought to our notice frequently the want of provision that there is in respect of any grievances that they might have against proprietors or with regard to many matters concerning their conditions of employment and also concerning their dismissal or other such related matters.

The question was entrusted to the Press Commission and the Press Commission, after very careful consideration, has suggested that one of the preliminary things with regard to this should be that the application of the Industrial Disputes Act might be extended to working journalists also, so that they can also enjoy the protection of the same machinery as other persons under that Act. The present Bill is therefore mainly enabling Bill which permits working journalists to take any disputes that

they might have with the management before the requisite Tribunals under the Provisions of the Industrial Disputes Act. The provisions of the Act are mainly procedural and the effect of the Bill, if passed, would be to enable working journalists to utilise this machinery. This would have the effect of covering not merely future disputes, but also the existing disputes if they have not been finally settled.

So, this is a very simple Bill, and as you will see, there is really only one important clause which gives the definition of the working journalists. The other clause simply says that it applies to working journalists, and I do not think that this requires a great deal of argument and support on my part. The subject is familiar to Members of the House. This has been discussed outside and in the press continuously, and I do not want to take up too much of the short time at my disposal by saying more at this stage. I would like to say more after I have heard the opinions of hon. Members.

I would like to say only one thing. There is only one hour at our disposal for discussing this Bill. The importance of this Bill for working journalists cannot be minimised. I hope that Members while expressing their views and making their suggestions will bear this in mind and help us in passing this Bill within the allotted time.

Mr. Deputy-Speaker: Motion moved:

"That the Bill to apply the Industrial Disputes Act, 1947, to working journalists, as passed by Rajya Sabha, be taken into consideration."

There are no amendments for circulation or for reference to Select Committee, and so I shall call upon hon. Members to speak now.

Has it been fixed by the Business Advisory Committee that this must go on only for an hour?

Dr. Keskar: Yes.

Shri M. S. Gurupadaswamy (Mysore): It may be extended by half an hour more.

Dr. Suresh Chandra (Aurangabad): The other day, the House desired to extend the time, and it was said also by the Speaker this morning that at the time of the discussion, more time could be given, if the House so desired.

Mr. Deputy-Speaker: I understand that there was no decision by the House, nor even by the Business Advisory Committee. We will assess the situation at six o'clock, and if it is necessary to allow some more time, we will sit for some time next day.

Shri S. S. More (Sholapur): Next day or today?

Mr. Deputy-Speaker: Not today.

Shri Venkataraman (Tanjore): May I just bring this to your notice? when the question of fixing up the time for this Bill was taken up in this House, it was specifically brought to the notice of the House that the Bill has to be passed now; otherwise, it may be delayed, and a considerable number of disputes which are now pending may not get the benefit of this Act. Therefore, it was said that it should be passed as early as possible. If the House wants, you may extend the time by half an hour today, but if you adjourn the discussion to some other day, I am afraid this Bill will not be passed.

Shri Nambiar (Mayuram): It has to be passed today.

Shri N. C. Chatterjee (Hooghly): It should not go over to some other day. Let there be no adjournment. Let us finish it today.

Shri Venkataraman: I agree.

Mr. Deputy-Speaker: Hon. Members may perhaps put a limit upon their speeches, and try to finish this by six o'clock. They can have ten minutes each.

Shri H. N. Mukerjee (Calcutta North-East): I welcome this Bill that my hon. friend has just brought forward. I only have to say that it has taken an unconscionably long time in coming, but it has come at last, and as far as that goes, it is very welcome. I am glad also that we shall have an opportunity of discussing the Press Commission's Report later during this Session, because it is very important that not only one but many of the other recommendations made by the Press Commission are incorporated into our law.

In regard to this, I do not want to take much time of the House, but I will remind the hon. Minister that a few months ago, the Prime Minister himself had given an assurance that the Press Commission had made recommendations numbering about 120, and a large majority of them had been already accepted by Government after due consideration. So, I hope more and beneficent legislation will follow very soon in pursuance of the Press Commission's Report. I wish also that something was attempted to be done, or something was announced by the Minister regarding the recommendation of the Press Commission, and that what they wanted about the newspaper industry and its regulation should be put into effect by Government very soon, i.e., in regard to notice period, bonus, minimum wages, Sunday rest, leave, provident fund, gratuity and such matters.

I need to say either that the Press of our country has a very great tradition. We remember such pioneering figures as Keshab Chandra Sen who started the first one-piece daily, the Bengali *Sulav Samachar*, in this country. We remember stalwarts of our freedom movement, like Sisir

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Kumar Ghosh and Moti Lal Ghosh, Surendranath Banerjee, and Aurobindo Ghosh. We remember how in the Swadeshi days, 'Lal Bal Pal' Bal Gangadhar Tilak, Lala Lajpat Rai, and Bipin Chandra Pal were all journalists. We know also how Mahatma Gandhi ran a memorable chain of journals from *Young India* to *Harijan*. We know how Pandit Moti Lal Nehru had his *Independent*, Deshbandhu Chittaranjan Das his *Forward*, Maulana Mohammed Ali his *Comrade*. Maulana Abul Kalam Azad his *Al-hilal*, and so on and so forth.

Mr. Deputy-Speaker: There were a few journalists in South India also.

Shri H. N. Mukerjee: I was just coming to them. There were in the South stalwarts like G. Subrahmanya Iyer, S. Kasturiranga Iyengar, and A. Rangaswami Iyengar, who had been following this great tradition. So, wherever we look, we find some of the greatest figures in our recent history had taken to the avocation of journalism, but in those days, as even today to a very marked extent, deprivation was the portion of those who took to journalism. But the difference these days is that when we try to think of those who own and are running our newspapers, we do not get such great names as we had formerly, but we have such names as I do not now wish to pronounce in this House. And these people, these money bags have come into the picture, because they know that it is more important to have control of the nation's news. They do not care about control of the nation's laws so much as the control of the nation's news, because in that way they can really get their own way. The Press has become a segment of big money, and that is why the right to start newspapers and to rape the public mind is almost a fundamental right, which we cannot contest, of people who have been described by one of our leading journalists today as

the Thugs and Pindaris of the Press. It is against the depredations of these Thugs and Pindaris of the Press that the working journalist wants some sort of protection. Now, we have got in our country not merely a replica of people like Rothermore and Beaverbrook in England. We have got in our country people who are very big in the financial world, who are cement barons, or sugar barons or textile barons, and at the same time, they are Press barons also, and like a certain variety of fashionable women, when they think of their papers, they are more concerned about their figures than about their morals. And that is why it is very important that the working journalist is supported in his endeavour to live decently, and to fight for the rights of the people.

I say that in spite of these difficulties and these limitations within which the working journalist has to figure today, he does function conscientiously and efficiently in a manner to which I wish to pay my tribute.

Now, the Minister has at long last agreed to apply the provisions of the Industrial Disputes Act to the working journalists. Now, this Act itself requires radical revision. It defines 'workman' as 'one who does labour, clerical or manual, skilled or unskilled'; and we know how there have been confusing interpretations. There was a judgement in the Patna High Court in which Justice Bind Basini Prasad formulated a good criterion of control, direction or management, but this was not followed in many later cases.

And in this Act the protection of law to labour does not err on the side of generosity, but even that was unavailable to our working journalists, and that is why we have found some of our most eminent working journalists being victimised in a manner which is inconceivable in civilised society. I remember the case of one journalist in West Bengal, who was the

former president of the Indian Journalists' Association, who translated Pandit Jawaharlal Nehru's autobiography into Bengali. He went one day to his office and found a letter on his table intimating to him his dismissal. This kind of thing happens from time to time, and I could give so many other instances which would show how the control of big business over our newspapers has been something against which our people want redress, and this is only the first and a very meagre step, but it is a very welcome step that we are now letting our working journalists have some kind of a possibility of redress against attack on their interests by their employers.

There is one other point to which I wish to make a reference, and that is this, that it is very significant that the working journalist today is pursuing an avocation which has a definite intellectual connotation; but he has come to realise that he has to form trade unions; he has come to realise that his interests and the interests of the common toiling people are one; that is a very big thing for us. Today, those who work by hand or by brain are becoming more and more genuinely proletarians; they have not got bank balances; they have not got resources to fall back upon; they have to sell their labour power or to starve, and that very efficient labour power which they have has to be sold to these press barons at rates and under conditions which are absolutely intolerable.

Now, they have come to realise that it is important for them to combine; they have realised their identity of interest with the common toiling people, and this is a matter of very great significance for the working people are the salt of the earth and to be associated with their destiny is the greatest adventure of our time. And if our working journalists in spite of the limitations under which they are employed, carry on their jobs conscientiously and efficiently, then I am

sure we shall be getting nearer that kind of society which we all desire

I wish, therefore, to intimate to Government our pleasure that at least, even though it is after considerable delay, Government have agreed to apply the provisions of the Industrial Disputes Act to working journalists. But I wish Government to remember that Government are under an obligation to improve very radically the Industrial Disputes Act. I wish Government also to remember that the long promised labour relations legislation remains still a sort of illusion which is dangled before our eyes from time to time. I say that now that the working journalists have got at least a certain recognition of the legitimacy, of the rightness, of their demand, it is an indication that, after all, one good recommendation of the Press Commission is going to be given effect to. But I say that it is very important that the other recommendations of the Press Commission are given effect to, and Government will fail to give effect to those recommendations only at their peril, because the way in which the working journalists have carried on their agitation, the way in which they have celebrated 'days', just in the same manner as common working people in the factories and workshop do, that suggests which way the wind is blowing, and I hope Government take note of the changing realities of the situation and come forward with comprehensive legislation incorporating the recommendations of the Press Commission.

Shri N. C. Chatterjee: This Bill is really long overdue, and I have no doubt all sections of the House will welcome this Bill and pass it without any delay.

The Federation of Working Journalists has all along been demanding that working journalists should be specifically covered by the labour

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laws of the country. A "journalists' day" was celebrated all over India in August 1953 and a demand was made that journalists be specifically covered by the Industrial Disputes Act. I have in my hand the Report of the Press Commission, Part II, which has just been issued to Members of Parliament, entitled *History of Indian Journalism*. It is very sad that when this Bill is being passed, when we are passing parliamentary legislation to give effect to the Press Commission's recommendation, my learned friend, the hon. Mr. Justice Rajadhyaksha is no more. Parliament should pay a tribute to the work he has done very conscientiously—an arduous piece of work. One of the recommendations he has made—categorically referred to him—was that the demand of the Federation of Working Journalists should be immediately implemented. That demand received the support of all trade union organisations in the country whose representatives participated in the celebration of the "journalists' day" in various parts of India. I am happy to note that in the State of Travancore-Cochin, the Government has announced its decision to set up a Newspaper Inquiry Committee on a demand made by the working journalists' union in that State.

The point, as the previous speaker, Shri H. N. Mukerjee, pointed out, has assumed grave importance because in Calcutta a very big Press combine suddenly ceased publication of a number of important papers. The Federation, and if I remember aright, the All India Newspaper Editors' Conference condemned the sudden closure and sudden dismissal of a large number of Press employees, which placed working journalists under great handicap. They asked for an inquiry and appropriate relief. There was a parliamentary debate, and if I remember aright, the Prime Minister of India intervened and he also assured us that their case should be treated

sympathetically. The matter was referred to the Industrial Tribunal. But the whole difficulty was that there was a legal lacuna, and the Tribunal really had no power. The Rajadhyaksha Commission, of which, I think, Shri Chelapati Rau, President of the Working Journalists' Federation, was also a member, have done good work and as a result of the intervention of the Press Commission, the employers have agreed to pay the journalist employees and afford relief that would be granted to other workmen of the company by the Tribunal. The Commission have secured the assurance that no lacuna in the law would be availed of to the detriment of working journalists. This is good news. I quite agree that since the big bosses of capital have come into the newspaper profession, trade unionism has become inevitable and it is time that Parliament were alive to the situation and acceded to the demands of working journalists.

I would ask the hon. Minister to remember one point. I understand that a question was put to him in the Rajya Sabha. It was said—I do not know how far he has got the facts—that many employers had taken action against many of their employees before Government could formulate this measure. That is, since the publication of the Press Commission's Report, there have been cases of victimisation, of unfair treatment, of working journalists. In such cases, what is to be done? If I understood him correctly, the hon. Minister was good enough to state in his reply that he would do something and would try to give retrospective operation. **May I know why that position has not been made clear?** What is he going to do about this matter? This is a procedural Bill. Therefore, there should be no difficulty in suitably altering it or making certain amendments so as to ensure that people who have been unfairly dealt with get relief, and that on account

of technical difficulties, they should not be deprived of the privileges of this measure, and they should have the chance of having their disputes adjudicated upon by an independent and competent tribunal.

Now, the difficulty that the working journalists are feeling is this. In some cases, technically matters had been disposed of and really, there was no jurisdiction, and therefore, no relief had been granted. Cannot something be done by applying this measure at least with retrospective effect in respect of retrenchment and gratuity relief? I hope the hon. Minister would be good enough to consider this matter and see that in appropriate and deserving cases adequate relief is granted.

Shri Venkataraman: I rise to congratulate the hon. Minister on the expedition with which he has brought forward this portion of the Bill, and since the hon. Deputy Minister of Labour is also present here, I would like to congratulate the hon. Minister on having stolen a march over his colleague, the Minister of Labour.

Shri Nambiar: He has laboured for it.

Shri Venkataraman: The origin of this particular question dates back to 1949 when, for the first time, the Industrial Tribunals in India gave awards declaring intellectual, supervisory and other classes of workers as outside the scope of the Industrial Disputes Act. They put a literal construction on the definition of the word 'workman' and held that only persons doing manual or clerical work can have the benefit of the Industrial Disputes Act. This rather restricted interpretation excluded from the operation or the benefits of the Industrial Disputes Act a large class of persons who are really workers who have no hand or voice in the management of the concern, and they had to go without the protection

of the Act. To give you an illustration, a *mistry* working in a plantation along with nine other workmen is considered to be a supervisor and he is outside the protection of the Industrial Disputes Act today. We are glad that the agitation sponsored by the supervisory and other intellectual workers has made the Government realise the urgent need for reform in this behalf, and I must congratulate working journalists on having drawn pointed attention to the lacuna in the law and persistently worked for bringing about a change in the Industrial Disputes Act. Now that the way has been shown, I am quite sure the Minister of Labour will follow suit and see that all others who are doing intellectual and supervisory work are included within the benefits of this Act.

Shri Syamandan Sahaya (Muzaffarpur Central): And Members of Parliament.

Shri Venkataraman: There are different classes of Members of Parliament—employer Members and employee Members—and I do not want to extend the protection or benefit of the Industrial Disputes Act to the employers Members of the House.

I regard this Bill as the *Magna Carta* of the working journalists. It gives them protection against arbitrary dismissals, victimization and unfair labour practices. It extends to them the benefit of retrenchment compensation and also the right to agitate for improvement in standards and conditions of their employment.

The only point which has been raised, not in this House yet, but in the lobby and elsewhere, is that the class of working journalists are considered to be professional men and that they should not be classified among the low, ordinary workers of factories and fields. They say that it is a profession and that the benefit intended to cover only manual and clerical workers, should not be extended to the class of professional

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persons like the journalists. You are aware that when the Banks Tribunal went into the question as to who was a workman a number of banks gave designation to their ordinary clerks as officers; not only that, they gave even power of attorneys to the clerks, to people who are doing ordinary routine work, and then said that they represent the management and, therefore, they are excluded from the benefit of the Industrial Disputes Act. But the Tribunal went into the question and said that it is not the designation, it is not the power of attorney, but it is actually the nature of the work that is performed by the workmen that determines the category to which they belong and in all those cases they held that they were workmen coming under the definition of the Industrial Disputes Act and gave them the benefit.

The class of professional men, who have registered themselves under the Societies Registration Act are trying to put forward the plea that they also should get the benefit of representation before the Industrial Tribunals. In para 595 of the Press Commission's Report the matter has been dealt with by the Commission. They say something on the question whether there should be only a trade union of working journalists or they should have also a class of professional men. After going into the question, they say that it is possible and that there is scope for the existence of the organisations. But if you analyse the arguments on which it is based, you will find that in England, where they have got an Institute of Journalists, the Institute consists of both employers and employees, but there is a separate wing of the Institute consisting only of the employees and that wing alone is entitled to negotiate on behalf of the employees. At page 231 of the Report, it is stated:

"But there is also the Institute of Journalists which is not incorporated as a trade union but whose Salaries and Conditions

Board, from which employers are excluded, is empowered, on behalf of the Institute as a Certified Trade Union, to negotiate and to conclude agreements."

The South Indian Journalists Federation, which put forward a powerful plea before the Press Commission, is not an organisation in which they have excluded the employers—it is a composite organisation consisting of employers and employees. This Bill has not accepted that portion of the plea put forward by the South Indian Journalists Federation and has confined the benefits to the working journalists. I think this is the beginning of an era of progress for the working journalists. No longer can they be victimised; no longer can their services be terminated at a moment's notice; no longer can the bosses of the Press take umbrage under the legal quibbles. Now they have got their rights firmly established under the Bill and I am quite sure that the improvement that will be effected in the conditions of the working journalists in the years to come will largely depend on the way in which this Bill is worked.

There is only one thing more I want to refer to. As the Bill was originally introduced in the Rajya Sabha, the definition was a little vague. The Bill defined who was a working journalist and also dealt with the exceptions as to who are not working journalists. The words as they stood in the Rajya Sabha were "employed in a managerial or administrative capacity". Questions have often arisen before the Industrial Tribunals as to the quantum of managerial or administrative capacity which would determine whether the person is a workman or not. By including the word "mainly", though I personally would have preferred the word 'primarily' because it is a better known expression.....

Mr. Deputy-Speaker: Does 'mainly' mean 'solely'?

Shri Venkataraman: No, Sir. The words "primarily" and "mainly" have relation to the character of the work. If a person does mostly managerial work, then he would not be called a working journalist but if he does other work and incidentally does ordinary administrative work or managerial work, then only he will be governed by the exception. Therefore, interpreting the word "mainly", you will find that the Courts have to look into the character or quantum of managerial or administrative work that a working journalist performs. Merely doing a little or occasional administrative or managerial work will not bring them under the exception. It is only when their major work or main work or important work is that of an administrative or supervisory character, they will be excluded from the benefits of this Act. I, therefore, welcome the inclusion of the word "mainly" and am quite sure that in the interpretation which the Tribunals will place on the clause they will take note of the emphasis which the Legislature has laid with regard to the class of persons intended to be protected. I support this Bill.

Mr. Deputy-Speaker: Is it possible to divide the South Indian Journalists Federation into two wings and give those powers only to one wing of the journalist?

Shri Venkataraman: I think it is wrong in principle for this reason that the South Indian Journalists Federation is a composite body and it consists of both employers and employees. Negotiation, according to well-known practices, is between two classes—the employer on the one hand and the employee on the other hand. There can be no negotiation between an employer on one side and a composite body consisting of employers and employees on the other. If you will kindly look into the Societies Registration Act, the object of registration under the Act is for the promotion of literary, scientific or charitable purpose; it is not for the purpose

of negotiating. On the other hand, if you look into the Trade Union Act, the purpose for which a trade union is registered is for regulating the relationship between workmen and employers, so that the main purpose of a trade union is to regulate the relationship between employers and employees, whereas the main purpose of registration under the Societies Registration Act is only to promote cultural, scientific, educational and other objects. Any society which is registered under the Societies Registration Act and which is a composite body consisting of both employers and employees, should not be allowed to have the privilege of negotiating on behalf of the workers.

Mr. Deputy-Speaker: How does it work in England?

Shri Venkataraman: In England, a wing is separated. It is stated in the Press Commission's Report itself definitely that the employers are excluded from the Salaries and Conditions Board. The organisation consists of both employers and employees. There is another union of journalists which is the real trade union and this is only a secondary body. Even in the secondary body, the employees have got to form a board called the Salaries and Conditions Board and that will consist exclusively of the employees and the employers will not have a voice in that. There is no purpose in keeping it as a separate wing of a composite organisation.

Mr. Deputy-Speaker: Shri M. S. Gurupadaswamy.

Shri Nambiar: An ex-journalist.

Shri M. S. Gurupadaswamy: Yes; I am an ex-journalist.

Mr. Deputy-Speaker: Mainly a journalist.

Shri M. S. Gurupadaswamy: Primarily.

I generally welcome this measure. But while welcoming this I am interested to know whether the Government has considered the entire report

of the Press Commission at all. The Press Commission's report has been with us since many months and we expected that the main recommendations of the report would be accepted by the Government very soon and would be implemented, but unfortunately, there has been too much of delay and only now there has been a small piece of legislation giving very little relief to working journalists. Does it mean that the other recommendations of the Press Commission will be postponed for ever or will be postponed indefinitely? The most important aspects of the Press Commission's report have not been considered so far and this inclusion of the working journalists under the Industrial Disputes Act is only a small thing and I do not consider, as Shri Venkataraman said, that it is a *Magna Carta* for the working journalists. It is a very simple measure and, as Dr. Keskar said, it is a very small measure, and the relief the working journalists would get under this would be a relief which we cannot say will be adequate to alleviate all their miseries or free them from all their difficulties. When the press barons came to know that this measure will be coming up before Parliament very soon, they took steps to see that some of the inconvenient journalists would not be in their presses.

Shri N. C. Chatterjee: They started victimisation.

Shri M. S. Gurupadaswamy: They anticipated this measure pretty long ago, and many of the working journalists have been turned out of employment. I have got here one or two cases of such victimisation. The Chief Editor of the *Daily Milap*—a big paper with a large circulation, and it is printed, I am told, in three places—has been dismissed without sufficient reason. Another gentleman Mr. Gowri Shankar who was working in this paper, for nearly 32 years, has been dismissed without good reason. I want to know whether this Act is applicable to such cases and whether

it will act retrospectively. The Minister said in the opening remarks that this Act will cover the existing cases and the cases which will come hereafter. I am interested to know whether this Act will cover the old cases which could not be brought because of certain difficulties and because there was no provision under the law. I want to know whether such cases where there was victimisation and harassment could be brought under the provisions of the present Act.

Sir, journalism is a noble profession no doubt, but unfortunately in this noble profession the most ignoble conditions prevail. If we do not take adequate steps in other directions, apart from this measure, things would not improve. As a journalist, I know how the employers employ so many tactics to circumvent the provisions of law. For example, I may say, an employer may not employ a man directly as a reporter but may ask the reporter of another paper to serve his paper also and send news to him. His services may be dispensed with, with or without notice. How to deal with such cases?

Mr. Deputy-Speaker: He need not come under this.

Shri M. S. Gurupadaswamy: I am doubtful.

Mr. Deputy-Speaker: Why?

Shri M. S. Gurupadaswamy: A reporter may be a reporter for half a dozen papers and his services may be dispensed with by one paper, while he is serving the other five papers.

Shri S. S. More: If he is a part-time employee, he can certainly come under this.

Mr. Deputy-Speaker: He can certainly raise a dispute regarding that particular employer.

Shri S. S. More: Provided the relationship is a recognised relationship.

Shri M. S. Gurupadaswamy: The difficulty would be that he will not be

[Shri M. S. Gurupadaswamy]

taken as a regular employee of the press.

Mr. Deputy-Speaker: If there is anything objectionable in his serving two masters, he can file a complaint against both. But if he calandestinely works, with certain terms of employment for one person, and for another person on other terms of employment, then he cannot complain. He is like a thief who is stung by a scorpion.

Shri M. S. Gurupadaswamy: There cannot be anything in evidence to show that he is an employee of the press. Then again

Shri Syamnandan Sahaya: The whole question is: part time employees come within its jurisdiction.

Shri M. S. Gurupadaswamy: They are whole-time; they are not part-time. One employee serving another cannot be termed as part-time.

There are one or two things which I want to say about the definition. I feel that the definition is not very comprehensive and I want to know from the hon. Minister why an artist is omitted. There is mention of cartoonist, news-photographer, etc., but there is no mention of artist. I think Dr. Keskar would understand that apart from cartoonist and news-photographer, some presses employ full-time artists. I know from my own experience there are full-time artists working in the newspapers.

Mr. Deputy-Speaker: Not only cartoons, but with reference to cinema pictures for advertising.

Shri M. S. Gurupadaswamy: In many papers, there is a story. The artist is employed to draw certain pictures for the story. Will the artist come under this definition? I am doubtful.

Shri Syamnandan Sahaya: Kullu and Meena, for instance

Dr. Keskar: May I point out that the definition is not all-comprehen-

sive? It says:

"who is employed as such... and includes," etc.

So, if there is anybody, a working journalist, to whom you can give a name which is not here, he can justify his claim to be a working journalist before the court.

Mr. Deputy-Speaker: It includes an editor.

Shri Venkataraman: The definition is not exhaustive.

Mr. Deputy-Speaker: Is it copy-taster or copy-tester?

Shri M. S. Gurupadaswamy: Copy-taster.

Mr. Deputy-Speaker: I thought it is coffee-taster!

Shri Nambiar: How does coffee come in the press?

Shri M. S. Gurupadaswamy: Lastly, I may say that though the list is not exhaustive, artist may be included in it. Finally, I may say that the Government should bring forward a comprehensive measure covering all the aspects of working journalists. For example, the question of pay is very important. I see that in the Report there is a minimum pay fixed for a working journalist. That is equally important if not more important than this and I do not know whether the Government would bring up a measure to cover up the pay and other working conditions of journalists.

Sir, I endorse this measure. Though it is very little, it is welcome and I expect that more measures will come very soon before this House.

Shrimati Khongmen (Autonomous Distts.—Reserved—Sch. Tribes): Sir, I rise to support the Bill introduced by the hon. Minister. First of all, I feel that the pressmen are like all other workmen in the field of industrial nature. They play as good a role and useful workers of society as any other. Their job is to educate as well as mobilise public opinion. Due

to the nature of their task they have always to undergo a lot of hardship in the discharge of their duties. Instances are not rare when they had to go to the front for collecting news when the war is on. They collect news even when they are exposed to various kinds of danger and at the expense of their personal safety. The arduous and hazardous nature of their work calls for greater attention and better sympathy from the society.

But I am constrained to remark that during the course of the debate my esteemed and learned friend Shri H. N. Mukerjee flung not only an un-called for remark but it was also very unkind of him, when he referred to the members of the fair sex belonging to this profession and said that they cared more for their figures than for morals. I should voice a strong protest against that remark which he has made against his sisters in that profession.

Shri S. S. More: But, he spoke out of experience.

Shrimati Khongmen: In all humility I request the Chair that he would be well advised to withdraw this remark as it is very indecent, I should say, and it should be expunged from the proceedings.

With these few remarks I support this Bill.

Shri D. C. Sharma (Hoshiarpur): Sir, I welcome this Bill, though I think it is extravagance of language to call it a *Magna Carta* for the working journalists. It is a very small modest measure which has been brought forward in order to redress the wrongs that had been going on in this country of ours for such a long time.

Mr. Deputy Speaker, You will remember that I brought forward a resolution here in August, 1953. My hon. friend Shri Venkataraman is the master of skipping over history. He talked about 1949, but he forgot all

about 1953. I brought forward a resolution in this House to the effect that working journalists should have this privilege and the then Labour Minister agreed with me in principle. I am glad that Dr. Keskar has brought forward this Bill. But I must say that this Bill should be taken in the same way as we are taking the Hindu Code Bill where we are going to have many instalments to put into effect all the principles that underlie the Hindu Code Bill. Therefore, what I say is that this is only the beginning of a series of Bills.....

Mr. Deputy-Speaker: Is divorce permissible?

Shri D. C. Sharma:..... Which will embody the recommendations of the Press Commission on the subject.

A great tribute had been paid to the giants of Indian journalism. I yield to none in saluting these giants of journalism who have shaped our country's history and who have emboldened public opinion. They deserve our gratitude. But, I think, while we remember the giants we should also remember the small men who have also done very great work. I attach more importance to small men than the giants. When I think of the working journalists, I think they have borne the brunt of the fight. They have laboured under very difficult conditions and have worked hard. They have expended their sweat and tears, if not blood, and I must say that these journalists also deserve our tribute and gratefulness because they have been working against very heavy odds.

It was said that it is very good that the journalists are now styling themselves as "workmen". People think that this is the victory of some kind of ideology which they profess. It is nothing of the kind. When newspaper business has become an industry anybody who is employed in that industry has to be a workman. Therefore, it is not a question of this ideology or that

[Shri D. C. Sharma]

ideology, it is only a question of putting the right label or giving the right name to a particular type of workers. As such I think, if the journalists call themselves as workmen they do not become workmen in any derogatory sense. Sometimes the teachers also call themselves as workmen. In some countries the teachers are governed by the Trade Disputes Act and other similar Acts. Therefore, I think, since the newspaper industry has become a kind of industry which is fattening itself on the sweat and labour of its workmen, which is exploiting its labourers, whose managers are sometimes trying to bloat themselves with the hard work of others, it is in the fitness of things that journalists have been given those very facilities which have been given to the workers.

There is one thing to which I wish to draw your attention. It has been referred to by others also. I want to know why our Minister has not thought it fit to have this Bill with retrospective effect.

Mr. Deputy-Speaker: How long?

Shri D. C. Sharma: I do not want to go into those cases to which some references have been made. I do not want to go into the newspaper reports about victimisation of the journalists. I think it is only due to those cases that this Bill should deal with all such cases which have been dealt with in an unfair manner, either in anticipation of the Report of the Press Commission or even before the Press Commission was thought of. Therefore, I would say that the hon. Minister should try to give retrospective effect to this Bill because that is the only way in which those cases can also be brought under this. At the same time, there are so many pending cases. Some pending cases were withdrawn in U. P. and other States because those were thought to be under this jurisdiction or that jurisdiction. I think this Bill should apply to all those pending cases which were held in abeyance because of the interpretation which was not coming forward.

I would also say that this Bill should be centrally administered and I say this in the interest of journalism itself. If you think that this Bill is going to be administered by the States I say that its purpose will be defeated to a very large extent. Take the case of the P. T. I. workers. These people had some kind of trouble with their employers and there were questions in our House about it. You remember, Sir, I put a Short Notice Question on that subject and the hon. Minister said that he would look into the matter and that something would be done to bring about better relations between the employers and the P. T. I. workers. These workers were thinking of going on strike but the strike did not come off and I am happy about it. I do not want that people should go on strike like that. Then the P.T.I. workers wanted to negotiate with their employers. The negotiations were undertaken but failed. These P. T. I. workers are spread all over India and in fact some of them work outside India also. I may ask: where are they to take their dispute? I think that in the interest of efficiency and better working it is necessary that this Act should be administered by the Centre and not by the States. It is only by doing this that we will be able to give adequate amount of justice to the working journalists.

6 P.M.

Then there is another thing. As I have stated in the beginning, this is only a very small instalment and this is not enough because we have to give effect to the recommendations of the Press Commission wherever they affect the interest of the working journalists. What about the minimum wage of the journalists? I want to know as to what we are going to do about that provisions? What about their provident fund, gratuity and other things? What I mean to say is, this Bill has taken such a long time in coming. And I do not know how long another Bill will take in coming which will deal with all these aspects. That is why I say,

while I welcome this measure which has been brought by the hon. Minister of Information and Broadcasting, I would ask him to bring forward more measures, so that all the recommendations of the Press Commission are given effect to and so that the living conditions and the working conditions of these working journalists improve. There should be a series of Bills like this, and the gap between the bringing in of one Bill and another should be as short as possible.

With these words I support the Bill.

Mr. Deputy-Speaker: I would like to know the sense of the House.

Shri Syamnandan Sahaya: I beg to move:

"That the question be now put."

Some Hon. Members: There should be some more time.

Mr. Deputy-Speaker: An hon. Member has moved for closure.

Shri Bansal (Jhajjar—Rewari): I stood in my seat before it was suggested that the question may be put.

Pandit D. N. Tiwary (Saran South): For the working journalists so much is being done. But we poor men who are sitting here from eleven to six, should we not be given some compensation?

Shri Venkataraman: Overtime!

Mr. Deputy-Speaker: Am I to understand that the House wants to sit for half an hour more and then give opportunity to other Members to speak? I am prepared to sit, but if one after another Members go away and there is no quorum I have no control over them. I will put the question to the House.

The question is:

"That the question be now put."

The motion was adopted.

Dr. Keskar: I am very glad that the Bill has received unqualified support from all sides of the House.

While taking up some of the points raised, I must decline to be drawn into

a discussion of the Press Commission's Report, not because I am not ready to discuss it—I would certainly like to discuss it and sit for a longer time—but in view of the fact that we would like this Bill to be passed as quickly as possible today I cannot take up the question regarding the Press Commission's Report as it would take a very long time. But I might say that I have made it clear in one or two interventions in this House some time back regarding the Press Commission's Report, that we have taken up the work of implementing the Press Commission's Report and, notwithstanding all the protests made by my friends that we are delaying it, I challenge them to tell me of any Commission whose report is being implemented so quickly as that of the Press Commission.

Shri Syamnandan Sahaya: Not one, all credit to you.

Dr. Keskar: It cannot be said that if the report is submitted today, whatever is said in the report must be passed into an Act tomorrow by an ordinance. It decides the fate of Indian journalism for the future. There are various sorts of recommendations. If necessary, all parties and all interests should be consulted before we take a decision. I might assure the House of one thing, that we are giving priority to whatever concerns the working journalists—not only with respect to the Industrial disputes Act but also the working conditions of the working journalists—and very soon, much earlier than what my hon. friends expect, you will see a Bill regarding that also here.

Moreover, my friends will have a full opportunity of declaring against our delay, because we propose to give some time for the discussion of the Press Commission's Report when Members can discuss fully—and we would very much like to take it into consideration—with regard to the Press Commission's other recommendations.

[Dr. Keskar]

That is with regard to the Press Commission's Report.

There are only two other points. One is regarding the retrospective application of this measure. There are a number of difficulties in applying the Industrial Disputes Act retrospectively to cases which might have occurred a long time back. I have very carefully considered it and I find very great difficulty in seeing that this whole Act—mind you, the whole Act—is applied retrospectively.

Shri N. C. Chatterjee: Since the publication of the Press Commission's Report, if there has been any victimisation, will you consider roping those cases in?

Dr. Keskar: I am trying to rop together the number of cases that have occurred. I have full sympathy for them and I am seeing how we can secure that those persons who have been wrongly dismissed get compensation. I promise you that. But I think applying the whole Act retrospectively would be a very difficult thing and a number of legal things come in the way. But when we take up the question of gratuity, compensation and things like that, we propose to do something for these journalists who have been wrongly dealt with.

Shrimati Renu Chakravarty: (Basirhat): Could not a proviso be added giving retrospective effect from the date of the publication of the Commission's Report, because from that date all the owners have become actually wary of what is to come?

Dr. Keskar: What we propose to do will be from that date only. I am saying, what is the case of victimisation? People have been dismissed.....

Shri M. D. Joshi (Ratnagiri South): Will the Industrial Court or the Tribunal before which the dispute is laid, take into consideration whether there have been cases of victimisation?

Dr. Keskar: Certainly, they are entitled to. The point I am making is this. Because there have been cases of victimisation, in the sense that people

have been dismissed or discharged, justice should be done to these people. Instead of having the whole Act applied retrospectively about which there are legal difficulties—it is a very big Act, and certain sections it is difficult to apply retrospectively—we propose to consider questions like compensation, gratuity etc., and some transitional provisions might be thought of about people who have been unjustly dealt with. And it will serve the same purpose to which reference has been made.

The other point to which reference was made was regarding registered society. Mr. Venkataraman rightly dealt with the distinction between registered society and a trade union. Moreover I feel that the working journalists form only a part of the particular registered society to which reference was made. Because at present there is only one such society of journalists registered, and it is a composite society. Reference was made by yourself, Sir, whether a wing cannot be formed in that society. There is absolutely no objection to forming a wing, and the society like the society in England will be registered as a trade union and will deal as far as industrial disputes of its members are concerned. But in order to allow them to deal in a trade union way it is not possible to have the whole society get the power of a trade union because naturally they are not registered for that purpose.

There was also the other question raised about 'inclusion'. I have said about it in the definition. We have tried to make it as comprehensive as possible. It is quite possible that a number of persons might be there and some part of it might be mentioned here and some part might not be mentioned. It is not possible to make it so comprehensive that no single case will be left out. But I would say that, if later any difficulties arise, or if even a small class of people who are really working journalists are left out, we will see that the lacuna is removed and some amendment may be brought.

But I am sure the Tribunals also will look into the matter and they have got the authority also to decide. Because the primary definition is "whose avocation is that of a journalist and who is employed as such". And it includes all these names. Some might not be included, or some names might be changed. And a journalist has the right to put before the Court that though the name might be something different he is a working journalist. There will not be any difficulty. There might be difficulty about a small number of cases which can be set right later on.

Shri Natesan (Tiruvallur): On a point of information. The hon. Minister was referring to the South Indian Journalists Federation. He said that that cannot be recognised as a trade union. I say that there must be at least 1,000 journalists who perhaps may have a conscientious objection to be trade unionists. What is the point? Would they get relief in case they have some trouble? What is the relief that these will get if that society cannot be registered?

Dr. Keskar: Every working journalist can get relief under the Trade Dispute Act. If you read carefully the Industrial Disputes Act, one need not be a member of a trade union in order to get relief. He has to get sponsors. Even a single workman can get relief in any dispute that he has with his employer. I do not think that there would be any difficulty about the members of the particular Federation in getting any relief. I do not see any great distinction whether a body wants to get itself registered under the Registered Societies Act or wants to be registered under the Trade Union Act. I do not see anything derogatory in the Trade Union Act that a body should not get itself registered under the Trade Union Act in order to see that the disputes are settled.

Shri Natesan: Conscientious objection.

Dr. Keskar: I am sorry, I cannot help conscientious objectors. We have tried to sound journalistic opinion all over

the country. We have found that an overwhelming majority of the journalists prefer this way. We consider it necessary that the working journalists should have confidence in the machinery that is proposed for their benefit and for their protection. If they have not got confidence, the machinery cannot work. I personally would appeal to the Members of that particular Federation that they can also establish a trade union wing in their own Federation just as the British Institute has done and there would be no difficulty in working out the Act for their own benefit also.

I do not think any further point has been raised. I do not want to take too much of the time of the House. I move that the consideration motion be accepted by the House.

Mr. Deputy-Speaker: The question is:

"That the Bill to apply the Industrial Disputes Act, 1947 to working journalists, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

Clause 2—(Definitions)

Shri Nambiar: I beg to move:

In pages 1 and 2, omit lines 16 to 18 and 1 to 4 respectively.

My amendment is necessary all the more because of the point raised by Shri Venkataraman. He already started the controversy whether 'mainly' is correct or 'primarily' is correct. We have started this here. When a case goes to the tribunal, there again the dispute will come. There is the danger of whittling down the provisions of the Act. I say that the last portion, namely, from line 16 onwards on page 1 and the first four lines on page 2 may be deleted. The purpose is this...

Mr. Deputy-Speaker: Is not newspaper an industry?

Some Hon. Members: It is.

Shri Venkataraman: Even now, the printing section of it comes under industry.

Mr. Deputy-Speaker: Any clerk or any other officer comes under the Trade Disputes Act. Should he be brought as a journalist? If he is employed in a managerial capacity, which person is exempted here, he can take the benefit of the Industrial Disputes Act as an ordinary workman.

Shri Nambiar: He will. But, who is working journalist? With regard to the definition, trouble arises. Here, it is said in sub-clause (i):

“is employed mainly in a managerial or administrative capacity,.....”

There will be disputes about the definition of 'mainly in a managerial or administrative capacity'. A particular court may take the stand that this man does not do mainly a managerial job or he does so. With regard to purely managerial jobs, there is no dispute. It need not be raised at all. Even without sub-clauses (i) and (ii), it is very clear. Clause 2 of the Bill is very clear. It says:

“.....any establishment for the production or publication of a newspaper or in relation to any news agency or syndicate supplying material for publication in any newspaper and includes an editor,a leader-writer, news editor”

An editor can never be termed as a manager. The connotation of the word 'editor' is that he is a worker. A manager is separate. Therefore, there need not be an exception which creates confusion in the qualification of working journalists in future. That is the purpose with which I bring forward my amendment. My intention is not to include the manager in the working journalists and give him benefit. Not at all. Therefore, I submit that this amendment may be accepted. With regard to trade union rights, I have to say that any non-workman can have trade union rights. But, he will not get the benefit of the Industrial Disputes Act. I say he should be given full benefits and in the name of definition, he should not

be ruled out from benefit. That is my submission. I think the hon. Minister may have no objection to accept this. I am only further clarifying the word 'mainly' which was introduced in the Rajya Sabha to avoid all confusion in the future. That is my submission.

Dr. Keskar: I regret I cannot accept the amendment of Shri Nambiar. Firstly, I may say this that this Bill is for the working journalists only. People on the managerial side who may be employed in any capacity may be included in some other capacity under the Industrial Disputes Act. But, they cannot be included in this definition of working journalist. What we have tried to make clear is that a person must be for the most part doing the work of a journalist, and that a managerial person under some guise or other should not be included as a working journalist.

Mr. Deputy-Speaker: Shri Nambiar's fear is that under some pretext or other, the journalists will be excluded by being put under the category of manager.

Shri Nambiar: Or a supervisor.

Dr. Keskar: The definition is clear. Every single eventuality cannot be decided here. It would be very difficult. We have to leave it to the court to decide in specific cases. I may be a dunce. But, I have not been more enlightened by his amendment, nor by the explanation that he has given as to how a working journalist would be excluded simply by the addition that he has suggested. His object and my object are the same. We are trying to see that managers or persons who are doing the work of the executive of a paper do not come within the definition of working journalist. So far as any other person is concerned, there was a question raised by certain journalistic papers about the managerial staff or employees on the managerial side and there was some misapprehension regarding that point. Such persons are already included under the Industrial Disputes Act

though they may not be profiting themselves. They can take advantage of the Industrial Disputes Act even now. It is only the working journalists who could not take advantage of that Act. After this Act is passed, they will be able to do so. I feel that Shri Nambiar's amendment does not clarify the matter and is therefore unnecessary.

Shri C. R. Narasimhan (Krishnagiri): On a point of clarification, will there not be a large number of border line cases where you cannot say as to whether they are on the managerial side, or mainly on the editorial side. What happens to them?

Dr. Keskar: There would not be a large number of such cases. There will be a few cases. That is quite possible. But, we have to do this. It was found in the working of the Industrial Disputes Act, that though some people were not on the managerial side, the employers, in some cases, tried to give them a little work of executive or managerial type and tried to exclude them from being considered as workmen. It is on that ground that we also thought of including those persons who for the most part are doing that work and not somebody who are incidentally given that work should be considered as such.

Shri Nambiar: Suppose there is a news editor who may be doing supervisory work and under him there are reporters or news writers. He can be termed a supervisor and can be ruled out of the orbit of the Act. That is my fear.

Mr. Deputy-Speaker: The question is whether he is mainly an editor or supervisor.

Dr. Keskar: I would say that I realise the point that Shri Nambiar is making. But, every individual case cannot be decided here. There will be some complicated cases coming up. In that light, if necessary we can change the provision afterwards. But, all eventualities of persons cannot be included here.

Mr. Deputy-Speaker: The Courts will decide on the circumstances of each case, whether he is mainly one or the other.

Shri Nambiar: He can lessen the burden of the Courts.

Mr. Deputy-Speaker: Need I put it to the House?

Shri Nambiar: Yes.

Mr. Deputy-Speaker: The question is:

In pages 1 and 2, omit lines 16 to 18 and 1 to 4 respectively.

The motion was negatived.

Mr. Deputy-Speaker: There are no amendments to the other clauses. There are some amendments which have been brought to me now, notice of which has been given only today. Is the Government accepting Shri C. R. Narasimhan's amendment?

Dr. Keskar: No.

Mr. Deputy-Speaker: The usual practice is to consider them only if the sponsors of the Bill accept them.

Shri C. R. Narasimhan: I am not moving.

Mr. Deputy-Speaker: Pandit Thakur Das Bhargava is not here. There are therefore no more amendments. I will put all the clauses together.

The question is:

"That clauses 1 to 3, the Title and the Enacting Formula stand part of the Bill."

The motion was adopted.

Clauses 1 to 3, the Title and the Enacting Formula were added to the Bill.

Dr. Keskar: I beg to move:

"That the Bill be passed."

Mr. Deputy-Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, the 11th March, 1955.